INFRASTRUCTURE RESTORE SUBCOMMITTEE

This is the portal list of projects tied to Infrastructure related projects.

Columns H-P you will note all of the respective sub-committee subjects. These represent check boxes in the portal project application process that an individual submitter may select.

Column H (YELLOW column) represents Infrastructure

Infrastructure tab represents all portal projects that checked the Infrastructure box.

Infrastructure_PARED represents a pared down or filtered list of portal projects.

Three classes of filter were placed on the FULL list:

1) projects already funded, going to be implemented, and/or vetted to be not feasible through earlier screening and vetting processes (LIGHT GRAY FILLED)
2) projects mischaracterized or misrepresented - i.e., shouldn't be considered under this respective sub-committee's charge (LIGHT ORANGE)
3) program like projects that are captured under broad program goals like Water Quality, Land Acquisition, and Beneficial Use, or too broad to be implemented as written (LIGHT GREEN)

No project has the "who" submitted the project identified.

MDEQ does not vet portal projects AT ALL. If a submitter says it costs $1M we assume it does. We only vet a project once is identified as a potential for funding.

	Go Coast	PROJECT ID	PROPOSAL DATE	PROJECT NAME	DESCRIPTION	LOC_COUNTY	INFRASTRUCTURE COMPONENT	INFRASTRUCTURE_BUDGET_PCT	ACT_ECONOMIC_DEVELOPMENT	RESEARCH AND EDUCATION	SEAFOOD	SMALL BUSINESS	TOURISM	WORKFORCE DEVELOPMENT	ECO RESTORATION	ACT_OTHER	ESTIMATED_COST	FUNDING_AVAILABLE	COMMENTS
	Infrastructure	10	10/18/2013	Offshore Reef Restoration, Establishment and Monitoring	MGFB has been organized since 1969. We are a nonprofit group run entirely by volunteers. Our only goal is to build artificial reefs off the coast of Mississippi. In addition we moniter these reefs monthly to assess their viability and productivity as well as take periodic water samples to gauge Dissolved Oxygen content and contaminants. We continuously publish these findings on our website (MGFB.org)and have done so for 12 years. In addition we include numerous High Resolution photographs and video. We are the only organization to do so, including the Mississippi Department of Marine Resources. MGFB is the permit holder for fourteen (14) approved reef sites. We have worked hand in hand with the MDMR since their inception. Together we have established an extensive reef system both within state waters and federal water off the coast of Mississippi. Unfortunately, we rely entirely upon donations. Since Hurricane Katrina these revenue streams have dried up. Any funding received from the Restore Act would be used exclusively for the construction and monitoring of additional reefs on our permitted sites. We have little to no overhead since we are volunteers. Our financial statements and monthly minutes can be found on our website. We pride ourselves om being good stewards of not only the environment but our financial resources as well. The habitat provided by these reefs greatly enhances the marine fisheries in our coastal waters. This has a direct and positive effect on many different aspects of fishing and diving in South Mississippi. This includes individual, commercial and licensed charter fisherman. Additionally, this extends to local businesses such as marinas, bait, tackle and ice sales and boat and fuel sales. Our oganization has a long track record of being good stewards of the resources allotted to us. We will continue in that vein with any funds received as a result of this request.	Hancock Harrison, Jackson	Yes	10	Yes	No	Yes	Yes	Yes	No	Yes		$ 1,000,000.00	$ 50,000.00	
	Infrastructure	11	10/18/2013	Ocean Springs High School Bike Path	Add crape myrtle shaded walking, jogging, bike path between Gulf Park Estates along Biddix Evans Road to Ocean Springs High School;	Jackson	Yes	90	No	No	No	No	Yes	No	No		$ 697,000.00	$ -	
	Infrastructure	22	10/19/2013	PVRV Resorts	Solar-Powered RV Resorts described in attachment. Build PV carports high enough to park motorhomes, trailers and even mobile homes in the shade. The idea is to make money from thesun and from renting recreation spaces in the shade. Same concept could be used for more permanent housing for senior citizens living in disaster resistant modular housing.	Hancock Harrison, Jackson	Yes		Yes	Yes	No	No	Yes	Yes	No			$ 1.00	$ -	
	Infrastructure	25	10/21/2013	Enhancement of IMMS Public Outreach and Education Programs	The events surrounding the Deepwater Horizon oil spill stressed the need for having a well-informed citizenry regarding marine conservation and restoration. A key to this goal is to support education and outreach programs whose mission is to teach the public about the great natural resources of the Gulf of Mexico. The Institute for Marine Mammal Studies â€" Center for Marine Education and Research (IMMS-CMER) is a premier marine education and conservation facility that offers a variety of educational programs designed to meet the academic and outreach needs of multiple audiences on educational topics including marine mammals, sea turtles, fish biology, marine invertebrates, threatened/endangered species, invasive species, point and non-point pollution, marine habitats, and water quality. Our current educational programs consist of: â€¢ Student camps that provide hands-on exploration of coastal wetlands, beach and barrier islands, birding, and fisheries, â€¢ Academic field-trips designed to familiarize students with the plants, animals, habitats, and processes of marine and aquatic environments tailored to the visiting age group, â€¢ Teacher Workshops provide teachers with opportunities to expand their knowledge of coastal issues and provide a venue for teachers to earn continuing education units (CEUs) or college credit, and â€¢ College field courses that expose students to applied marine science and marine mammal and sea turtle rescue and rehabilitation. IMMS seeks to continue and enhance current educational and outreach programs while actively engaging in development of new programs to educate the public. These include: â€¢ Ecotours to provide unique, hands-on field experiences â€¢ Technology labs to introduce students to modern research techniques â€¢ Exhibit enhancements for our public Discovery Room facility â€¢ Outreach capabilities for community festivals and events Investing in public education regarding marine conservation issues will contribute to ultimate goal of a restored and healthy Gulf of Mexico for generations to come. IMMS is committed to fostering a sense of appreciation and stewardship for the great coastal and marine resources in Mississippi and the Gulf of Mexico for those young and young at heart.	Hancock Harrison, Jackson	Yes	15	No	Yes	No	No	Yes	No	No		$ 3,000,000.00	$ -	
	Infrastructure	53	10/24/2013	Seafood Receiving,Processing, and Distribution Dock	The proposed location for this Working Waterfront Seafood Receiving, Processing, and Distribution Dock is the site of the former Gulf City Fisheries which is located on the east side of the Pascagoula River just north of the Highway 90 bridge. This facility will provide a one-stop, short-term and long term mooring, unloading, ice and fuel service as well as value added processing which occurred at this location from the the late 1950's to the 1990's. This is a sincere effort to revitalize the local commercial fishing fleet which has been at-risk since Hurricane Katrina and further negatively impacted by the BP oil spill. A thorough hard copy of this proposed project has been forwarded to MDEQ Director Ms. Trudy Fisher. Thank you, Bruce W. Maghan	Jackson	Yes		Yes	No	Yes	Yes	Yes	Yes	Yes		$ 4,881,792.00	$ -	
	Infrastructure	77	10/27/2013	Wildlife Rehabilitation Center	The proposed project has four major components: 1. Land acquisition 2. Construction 3. Management & Administration of WCRC main mission 4. Education Land acquisition will involve locating and purchasing 5 to 30 acres with a bias toward Western Jackson County or Eastern Harrison County and also for properties which have at least power, water and sewer service on site. Further preference will be towards parcels with standing homes and or barns to reduce construction expenses. Smaller parcels within this size range may be favored to reduce continuing expenses. A donated parcel of land in the interim would eliminate this component of the project and the proposal would continue with the remaining points. Construction involves the renovation of any existing structures or the building of a suitable clinic space, a learning annex, and a separate protected rehabilitation space for animals in recovery. Animal enclosures of various characteristics and size would be needed. The largest of these would be an eagle flight cage built to the size and material regulations set by US Fish and Wildlife. It would be the only one of its kind in the state and, contingent upon occupancy, be available to house eagles in need from all parts of Mississippi. The main mission of WCRC is to rescue, rehabilitate and release injured and orphaned wildlife while educating our community on wildlife and our environment. This portion of the award would cover operational and administrative expenses such as taxes, insurance, and other scheduled recurring costs. Fundraising efforts would continue and help support the more daily expenses such as animal food and veterinary care currently encountered. To further this mission, we propose a full-time paid director and a volunteer coordinator be funded for the term of this project. They would administer the grant and the execution of the project under direction of our Board of Directors and fulfill the time-intensive roles indicated by their titles. The proposed educational component of this project will increase the number of public education programs provided by WCRC and increase the level of training for our volunteers. This will be accomplished by enrolling volunteers in state, regional and national conferences and symposia. This will enhance their ability to care for the wildlife and to conduct additional educational programs locally.	n/a	Yes		No	Yes	No	No	No	No	No		$ 1,368,000.00	$ -	

	Infrastructure	88	10/29/2013	Mississippi Habitat Stewards Program	Summary: Mississippi Wildlife Federation requests consideration of funding to continue growth and success of Mississippi Habitat Stewards Program along our Gulf Coast, assuring a team of trained volunteers to provide services to natural area managers, especially those related to public use, access and interpretation. Habitat Stewards also provide an engaged citizenry to support greater public support of natural areas management and restoration. Background: In July 2010, in response to the Deep Water Horizon explosion and the anticipated arrival of oil along Mississippiâ€™s shoreline, the National and Mississippi Wildlife Federations launched a volunteer surveillance network. This network of volunteers across the coast was established to monitor sections of shoreline and document their findings. By late summer, it became evident that damages from the BP oil spill would be dramatically different from those experienced after the Exxon Valdez disaster. However, many of the volunteers were still anxious to provide meaningful efforts on behalf of the coastal wildlife and their habitats. With this request in mind and with a clear understanding of the needs of natural lands managers on the Coast, Mississippi Wildlife Federation received grants from Shell Oil and BP in 2011 to develop a one-of-a-kind program for volunteers to be trained in coastal habitats and management of natural areas, named Mississippi Habitat Stewards. After completing the training, mentors introduce the new Habitat Stewards to natural lands managers to match volunteers with certain skills and partners with corresponding needs. The success rate of the program depends on the continued mentoring and landowner needs assessments by Mississippi Wildlife Federation. Currently, 38 students have completed the 24 hour training program. From 2011-2013, Mississippi Habitat Stewards have completed over 4,100 hours of volunteer service for natural land management tasks at many partner locations across the coast including: â€¢Mississippi Coastal Preserves (managed by Department of Marine Resources) â€¢Conservation parks owned and managed by Land Trust for the Mississippi Coastal Plain â€¢Mississippi Sandhill Crane National Wildlife Refuge â€¢Grand Bay National Wildlife Refuges â€¢Walking Trails at USM Marine Education Centerâ€™s Cedar Point site â€¢Trails at Shepherd State Park Wildlife Tourism, Natural Resource Management & Coastal Restoration: Because much of the work of the Mississippi Habitat Stewards is related to public use issues on natural lands in south Mississippi, there is a distinct overlap for ecotourism markets. Habitat Stewards are keeping natural area locations clean, safe and interpreted for all visitors, including eco-tourists. Mississippi Wildlife Federationâ€™s request for the Mississippi Habitat Stewards Program provides important capacity to continue the success of the program as well as filling a much needed void for	George, Harrison, Jackson, St. Tammany, Stone, Hancock, Pearl River, Mobile	Yes		Yes	Yes	No	No	Yes	No	Yes		$ 1,175,855.00	$ 600,000.00	
	Infrastructure	93	10/30/2013	William Carey University School of Pharmacy	In response to the goals outlined in Blueprint Mississippi 2011 regarding health care as an economic driver, William Carey University (WCU) seeks to open a School of Pharmacy on its Tradition Campus in Biloxi, Mississippi. While it is projected that Mississippi will need 409 additional pharmacists by the year 2016, there are not enough available slots to produce the number of graduates needed through the stateâ€™s existing school of pharmacy. A second program on the Gulf Coast would ensure that Mississippians have the opportunity to pursue a degree in-state, thus increasing the likelihood they will remain in the state to practice and ultimately addressing the state's shortfall of pharmacists. Further, the WCU School of Pharmacy would create 41 new employees through faculty and support services positions with a payroll in excess of $4.5 million annually. Additional infrastructure, including roads, parking, water/sewer lines and facilities, will be needed upon implementation of the project which will foster job creation, growth and economic development in the Health Care Industry Zone designated within the 5-mile radius surrounding WCUâ€™s Tradition Campus. Based on conversations with the American Association of Colleges of Pharmacy (AACP), the established College of Osteopathic Medicine and other health related programs currently operating at WCU will be beneficial in obtaining pre-candidate status for the proposed School of Pharmacy. Program design and preliminary accreditation will take at least two years. The University will not receive revenue from student tuition to support the program until the third year. Therefore, WCU is requesting $4 million for start-up costs associated with the implementation of the School of Pharmacy. Additional funding for the construction of the facility and infrastructure, which is estimated to be $18 million, will be sought from alternate sources. (see attachment for full description)	Harrison	Yes		Yes	No	No	No	No	No	No		$ 4,000,000.00	$ 200,000.00	
	Infrastructure	94	1/1/1900	Bayou Grand Shoreline Stabilization	The subject property is one of the last remaining contiguous tracts of land along the Mississippi's Gulf Coast of it's size. Since the oil spill in 2010, nearby residents have noticed a big decrease in vegetation, marine life, wildlife and other resources predominant throughout the property before the spill. The loss of marsh land has been proven to magnify erosion by a significant amount. The land is well positioned to become a large scale multi-use development that could provide much needed amenities to the area including boat ramps, boardwalks, piers, bike paths and other economic drivers. At the same time, our intention is to keep a large portion of the land in it's natural state and not disrupt the natural ecosystem of birds, wildlife and vegetation. The current height requirements for building on the land range from 16-18 foot above sea level. Given these minimum height requirements, most options for the land are not feasible due to capital required to abide by these mandates. Ideally, we would like to form public/private partnerships in which everyone benefits from the reshaping of the land through infrastructure improvements (water, roads, etc.) and shoreline and marsh restoration. If these costs are not substantiated, it would be in the best interests for the allocation be set aside to purchase the land for government use. With it's close proximity to Gulf Islands National Seashore, the property would be ideal for a multitude of uses including public access, recreation, outreach, research & education and economic development.	Jackson	Yes	20	Yes	No	Yes	No	Yes	Yes	Yes		$ 7,350,000.00	$ -	
	Infrastructure	95	10/31/2013	Point Clear Island restoration/preservation and coastal access project	The Point Clear Island project is a former DMR approved mitigation site for a casino project which was never built. As the owner of the island and adjacent mainland lot I have sought partners from the City of Gautier, Land Trust and Conservation Fund to acquire and implement the restoration and construct tne pile supported island walkways and Graveline Bayou overlook. Land acquisition and construction is estimated to be less than $490,000. It would be good to name the project the Jean Baptiste Boudreaux de Graveline Island walk in honor of one of the earliest coast settlers.	Jackson	Yes	62	No	Yes	No	No	Yes	No	Yes		$ 490,000.00	$ -	
	Infrastructure	96	10/31/2013	Pass Christian - East Harbor Expansion Improvements/Enhancements	The City of Pass Christian is currently constructing a harbor that is funded via CDBG (economic development - must create 50 jobs in 3 years), CIAP grant and BP block grant. The 22+ acre harbor basin, dredged to 10 ft. depth, includes 164 recreational and commercial boat slips, 96 truck/trailer parking slips, 215 automobile parking slips, 4 tractor/trailer slips, 4 publicly accessed boat ramps, landscaping, water/sewer and electrical infrastructure and 2 public restroom facilities. An elevated access structure along the east breakwater perimeter allows public access for fishing and will serve as base of operations for commercial seafood operations. Additional items include signage denoting protected and endangered species and public information regarding invasive aquatic species and how to prevent spreading. The design includes approximately 240 recreational and commercial slips but approximately 75 slips were bid as alternates due to funding constraints. Additional items designed and bid as alternates are a splash pad/spray park, pier for commercial operations related to shrimp off-loading, additional public restrooms and improvements to existing harbor area serving commercial operations. Additional items to consider funding include public laundry facilities for transient boaters and handrails along southwest breakwater that will allow public access. The project is designed to meet clean marina program criteria. Construction completion at 10/31/13 is approximately 50%.	Harrison	Yes		Yes	Yes	Yes	No	Yes	Yes	No	commercial seafood industry	$ 3,500,000.00	$ -	
	Infrastructure	97	10/31/2013	Cedar Lake Acquisition	Approximately 14 waterfront acres with a potential interpretive center could be acquired. The property is located at Cedar Lake adjacent to the Tchoutacabouffa River. Approximately 2 acres are on Cedar Lake Island with the remainder on the mainland. The property connects with approximately 45 acres of preserved Land Trust property.	Harrison	Yes	20	No	Yes	No	No	Yes	No	Yes		$ 890,000.00	$ -	
	Infrastructure	108	11/14/2013	Comprehensive Water Quality Enhancement Program in the Mississippi Gulf Coast Region	The Mississippi Gulf Coast Region Utility Board (the â€œBoardâ€) respectively presents to the Mississippi Department of Environmental Quality (MDEQ) this proposal to fund a comprehensive water quality enhancement program in the Mississippi Gulf Coast region through the Resources and Ecosystems Sustainability, Tourist Opportunities, and Revived Economies of the Gulf Coast Stated Act of 2012 (the â€œRESTORE Actâ€) 33 U.S.C. Â§ 1321. Background The Board was created pursuant to the Gulf Coast Region Utility Act (the â€œActâ€) Miss. Code Ann. Â§ 49-17-701, et seq., as a forum for the six county utility authorities in the Mississippi Gulf Coast region to collaborate and cooperate regarding, among other things, water, wastewater and storm water issues; to assist in the efficient management of water, wastewater and storm water resources; to develop recommendations pertaining to water, wastewater and storm water systems; and to provide assistance, funding and guidance to the member county authorities to assist in the identification of the best means to meet all present and future water, wastewater and storm water needs in the Mississippi Gulf Coast region. Following Hurricane Katrina, Mississippi Governor Haley Barbour designated $655.7 million of the United States Department of Housing and Urban Developmentâ€™s Community Development Blog Grant (â€œCDBGâ€) funds that Mississippi received for water, wastewater, and storm water infrastructure improvements through the Mississippi Gulf Coast Regional Infrastructure Program (the â€œProgramâ€) and the Mississippi Department of Environmental Quality (â€œMDEQâ€) as the agency responsible for accountability of funds, technical oversight, and project management for the Program. Funding under the Program was utilized for projects by the county utility authorities for five of the six counties in the Gulf Coast region (Pearl River, Stone, Harrison, Jackson, and Hancock Counties), with George County opting out of the Program. Under the Programâ€™s Action Plan, the objective was to identify the most critical needs in water and sewer infrastructure in the Gulf Coast Region and to prioritize and implement projects to meet those needs. Projects under the Program provide a backbone for many existing water systems to provide water in the event of future storms and consolidation of wastewater treatment. Water Quality Concerns and Needs Unfortunately, certain activities under the Programâ€™s Action Plan were not eligible for CDBG funding. Accordingly, numerous subdivisions and communities throughout the five participating counties in the Gulf Coast region remain unconnected to new wastewater treatment facilities and rely on decentralized, onsite, malfunctioning septic systems that cannot be repaired or replaced with a functioning onsite sewage disposal system due to the high seasonal water tables and poor soil conditions. The failing septic systems discharge raw sewage and effluent with polluting concentrations exceeding established water quality standards into subsurface and surface waters, contributing significant amounts of pollutants, especially nitrogen and microbiological pathogens. Consequently, excessive nitrogen discharges to sensitive coastal waters and phosphorus pollution of inland surface waters, which increase algal growth and lower dissolved oxygen levels, as well as the contamination of important shellfish beds and swimming beaches by pathogens. Most of the rivers and bayous in the Gulf Coast Region are already on Mississippiâ€™s Section 303(d) List of Impaired Water Bodies, which include stream reaches, lakes, water body and water body segments with chronic or recurring monitored violations of the applicable water quality criteria where required pollution controls are not sufficient to attain or maintain applicable water quality standards. Proposed Water Quality Enhancement Program The only viable solution to this precarious situation facing the Mississippi Gulf Coast is to establish a comprehensive water quality enhancement program to implement a collection system infrastructure to pump the raw sewage in these unconnected neighborhoods and communities to the new wastewater treatment facilities for treatment and disposal. Such a program is an ideal fit for funding under the RESTORE Act, which has the statutory purpose of supporting programs aimed at helping the Gulf Coast region recover from environmental and economic injuries experience as a result of what is	Pearl River, Stone, Hancock, Harrison, Jackson	Yes	90	Yes	No	Yes	No	Yes	No	Yes		$ 994,400,000.00	$ -	
	Infrastructure	109	11/19/2013	Habitat Restoration & WQ Management in the mallini Bayou System	Design-Build project involving the dredging of 5.7 miles of 12 inter-connected bayous, construction of a seawater inlet pipeline-pump station and installation of aeration devices. Facility operations intend to manage WQ through the system to eliminate fish kills caused by stagnation & hypoxia, reduce nutrient content & coliform counts, and restore functionality as an aquatic nursery.	Harrison	Yes		No	No	No	No	No	No	Yes		$ 20,375,000.00	$ -	
	Infrastructure	1152	11/9/2011	BSL Municipal Harbor Improvements	(ORIGINAL ID#11459) This project consists of improvements to the BSL Harbor located at 100 Jody Compretta Drive, near Downtown. Proposed projects consist of: 1. The City proposes to construct Pier 5 inside the BSL Harbor. The project consists of permitting and coordination with regulatory agencies, design, bidding and construction of a new 10' wide timber pier with concrete piling associated water and electrical utilities and lighting. The BSL Harbor has proven to be an economic driver for Hancock County and BSL since it's opening in 2013 and boasts one of the highest occupancy rates of all harbors on the MS Coast. The proposed Pier 5 project will add approximately 18 65' wet slips and approximately 25 35'-40' wet slips. These slip sizes represent the size range in most demand, all current slips in this size range are leased to long term slip holders. 2. Planning and preparing a maintenance dredging plan for BSL Harbor dredging and for removal of approximately 60,000 CY of material from the BSL Harbor basin. The planning stage will consist of hydro graphic surveying of all canals and the harbor basin to determine the amount of material which needs to be dredged and utilized for marsh restoration. 3. Bay St. Louis proposes to extend the existing Day Pier which is located adjacent to the Rutherford Pier at the Municipal Harbor. The Day Pier is used daily to dock local transient vessels which frequent the nearby downtown establishments. The current pier is approximately 200 LF in length can not support the amount of vessels which frequent the area. The extension would add an additional 400 LF of docking space and enhance and support local and regional tourism efforts.	Hancock	Yes		Yes	Yes	Yes	No	Yes	No	Yes		$ 4,300,000.00	$ -	

	Infrastructure	1153	9/26/2011	Popp's Ferry Causeway Park Master Plan	(ORIGINAL ID#11206) Popp's Ferry Causeway Park Master Plan combines wetlands preservation, environmental education, marine access, and increasing preparedness for a Gulf disaster by improving a convenient, protected area for Gulf access. The site is composed mostly of brackish water marshes. The inclusion of wetlands interpretative stations and an educational facility into the project would allow BP to participate in not only preserving brackish water marshes but also to teach others about their vital importance to the ecosystem. Additionally, the plan includes improving staging areas used by BP in its clean up operations and would therefore also put in place improvements necessary to quickly respond to future Gulf of Mexico catastrophes. Both the City of Biloxi and the State of Mississippi have invested in this project and again this is a unique opportunity to mesh the wishes of the City of Biloxi, the State of Mississippi and BP, PLC. The project funding necessary from BP, PLC to complete this project is $4,656,250.00. An entry sign and wood guardrail on Burnt Bridge would create an inviting entrance. A boardwalk system was designed to hang from the structure of the bridge to bring people to what so many described as the best fishing spot in the area. Two fishing piers occur along the new boardwalk system and another fishing pier faces the river side of the park. The first system of marsh and wetland boardwalks branches off from this location into the Back Bay. Additional parking was added to service this cluster. The boat launch itself would remain with the incorporation of new boarding docks. The existing parking has been reconfigured to more safely separate pedestrians, boaters, and vehicles. A new covered fishing pier and parking complex will be constructed in place of the previous dilapidated pier. This will mark the entrance to the second system of marsh boardwalks. The Back Bay Interpretive Center and Gardens makes up the final component of the park. The ground level would be an open pavilion area where outdoor exhibits could occur. The gardens associated with the Center would contain educational exhibits focusing on marsh development and the flora and fauna native to the area. Additionally, a Back Bay playground will be located among the exhibits. The gardens encircle a wildflower meadow which ties them all together. The roadway terminates in a cul de sac with a radius large enough to accommodate buses and returns visitors to the picnic area it borders.	Harrison	Yes		No	No	No	No	Yes	No	No		$ 4,656,250.00	$ -	
	Infrastructure	1154	9/26/2011	Hiller Park Environmental Enhancement Project	(ORIGINAL ID#11204) Hiller Park Environmental Enhancement Project is designed to increase public awareness of the Coast's natural resources such as wetland plant and animal species unique to the bayou ecosystem. Included in the proposal is funding to restore Bayou La Porte's natural tidal flow thereby improving water quality and marine conditions for aquatic animals as well as restoration of wetlands to eradicate non-native plant species and replacement with native wetland plants. The total cost to BP, PLC to partner with the City of Biloxi would be $2,900,000. The plan for Hiller Park includes those improvements in the original Tidelands Grant application and also replacement of the existing boat ramp with finger piers and a parking area in Bayou La Porte. Dredging of Bayou La Porte to remove sediment will enhance the natural tidal flow to the Bayou, improve water quality in the bayou and Back Bay, provide better marine habitat conditions, and provide better access to the boat ramp. Also proposed are four fishing piers, an 800' boardwalk to be located in Back Bay along the north shore of the park as well as wood footbridges in other natural areas. The piers will provide access to recreational fishing, crabbing, and shrimping, and will assist the City of Biloxi Summer Playground program by allowing children to fish, throw the cast net, and learn about nature. The boardwalks will increase public access throughout the park and will have benches, lighting, and educational signage describing native plant and animal species as well as other resources of coastal and bayou ecosystems. The existing bulkhead will be replaced to provide safer access to onshore fishing in the park. The Mississippi Renaissance Garden is a public garden and horticulture center that will promote horticulture therapy, sustainable healthy lifestyles and economic growth to the residents, volunteers, and visitors of the Mississippi Gulf Coast. It will include walkways, gazebos, specialty gardens, water features, outdoor classroom, festival area, benches, greenhouse, composting area, and pervious parking lots. The City also proposes to perform wetland restoration along the banks of Back Bay and Bayou La Porte to include removal of non-native plant species and replaced with native wetland plants. This will restore the shoreline's ability to act as a natural filtration system of the stormwater runoff and will enhance the natural ecosystem of the bayou and support marine and wildlife habitat.	Harrison	Yes		No	No	No	No	Yes	No	Yes		$ 2,900,000.00	$ -	
	Infrastructure	1155	9/26/2011	Bayhead Swamp Environmental Enhancement and Wetland Restoration Project	(ORIGINAL ID#11201) Bayhead Swamp Restoration project is a unique opportunity to create a highly visible environmental project along the major Biloxi tourist thoroughfare Hwy 90. The City of Biloxi has $4,000,000 of the total $8,815,000 needed to complete this project. The State of Mississippi has approved this environmental project and the project is currently awaiting award of Public Trust Tideland money. Located across from the Biloxi Lighthouse, a national registered monument, the original Bayhead Swamp has been filled by private owners and more recently Hurricane Katrina. In its original state, the swamp served as a catch basin for an estimated 40 acre area of the City of Biloxi. The City proposes to purchase land from private ownership, restore Bayhead Swamp to a functioning catch basin, and restore native plant species. The total project funding from BP, PLC would be $4,815,000. The City proposes to purchase approximately 3.25 acres of property from various private property owners and restore the northern portion of the property to its original role as a functioning bayhead swamp. This will include removal of accumulated sediment and illegal fill and the re-contouring of the banks to restore the natural drainage flow and to hold stormwater runoff. Wetland and wildlife habitat will be restored along the banks through the removal of invasive plant species and reintroduction of native plants. The native marsh grasses and plants will enhance the bayhead swamp's natural filtration process, help to remove nonpoint source pollutants from stormwater and improve water quality before entering the Mississippi Sound. This project provides opportunities to enhance the environment but also to expand public recreation and coastal resource education through public walking trails, benches, and educational signage. Additional parking will be installed along Hwy 90. Construction of a pedestrian bridge will increase public access and link the parking area to the children's playground area and a nat ure trail that will loop through the restored bayhead swamp. All weather educational signage will be installed along the trail to identify bayhead swamp ecosystems, functions, wildlife, plant species and other coastal resource information. Bench type seating will be located along the trail to allow park visitors a place to stop and enjoy the unobstructed views of the Biloxi Lighthouse and the Mississippi Sound from the shade of ancient oak trees.	Harrison	Yes		No	No	No	No	Yes	No	Yes		$ 4,815,000.00	$ -	
	Infrastructure	1156	9/26/2011	Point Cadet Preliminary Planning	(ORIGINAL ID#11200) Point Cadet is the last green space on the Gulf Coast open to the public. Point Cadet was the Mississippi hub for BP, PLC's clean up operations following the oil spill. This project presents a unique opportunity to enhance the environmental quality of life along the Gulf of Mexico and improve the area for any future emergency response. Point Cadet has long had the support of the State of Mississippi and is eligible for funding from the Mississippi Public Trust Tidelands Fund. Completion of the project would merge Biloxi's fishing heritage, commercial and recreational marine access, and Gulf of Mexico education opportunities into one location open to the public. The improvement of Point Cadet would also enhance preparedness for any future Gulf catastrophe by expanding existing staging areas. While the project has the full support of the State of Mississippi, additional funding in the amount of $10,800,000 is needed to complete this project. The Tulane Regional Urban Design Center (TRUDC) and 16 Architecture students have been working with the City of Biloxi throughout the spring to create a new vision for Point Cadet, a public waterfront park in East Biloxi. The Point serves as a highly visible gateway to the city, and is the last waterfront green space open to the public. The TRUDC is responsible for accommodating the new Seafood Industry Museum along with a marina expansion, small retail locations, covered open spaces for festivals and farmer's markets, a children's park, open green space, and other public amenities. On March 30, TRUDC leaders and students presented their preliminary designs to the public. The meeting allowed students to both share their work and encourage members of the public to describe what they would like to see at the Point. The group has worked closely with Biloxi Mayor A.J. Holloway and other city officials, and will tailor their proposals to incorporate what they have learned from the public and the administration. A consolidated plan that draws from the students' individual work was created following the public meeting. The TRUDC has worked with H3 Architects to incorporate the Seafood Industry Museum design, created a working budget to aid the city in fundraising and allocation, and provided plans and renderings broken down into budgeted phases for clarity and ease of implementation.	Harrison	Yes		Yes	Yes	No	No	Yes	No	No		$ 10,800,000.00	$ -	
	Infrastructure	1158	7/8/2013	Tchoutacabouffa Nature Area/Blueway & Greeway	(ORIGINAL ID#12019) 2) The Tchouticabouffa River Blueway/Greenway is an exciting project that addresses the unique riverine resources that start in the upper reaches of Harrison County and drains some 75 square miles of watershed that eventually enters Back Bay and then the open waters of the Ms Sound. The City has acquired CIAP and Tidelands funds to make limited investments in procuring sensitive lands for conservation purposes. The Tchoutacabouffa River watershed has been studied by the MDEQ as part of the Coastal Independent Streams Basin. At present, the City and the Land Trust for the Ms Coastal Plain have partnered to expend CIAP funds to purchase stream side properties in association with the proposed Riverside Park tract, just north of Lamey Bridge Road. Now is the time to acquire available properties along various parts of the river for conservation and public access purposes. BP funds of $3.5 M are requested to purchase property yet developed to further protect the water quality of this waterway leading to the fragile fisheries nursery downstream	Harrison	Yes	10	No	Yes	No	No	No	No	Yes		$ 3,500,000.00	$ 400,000.00	
	Infrastructure	1159	6/9/2011	Ocean Expo Learning Center - A World Class Aquarium	(ORIGINAL ID#10101) The Institute or Marine Mammal Studies will construct a 175,000 square foot Ocean Expo Aquarium Complex on 11.5 acres at the southwest quadrant of the intersection of Interstate 10 and Interstate 1-110 in D'Iberville, Mississippi. Ocean Expo will be a public educational and tourist destination that will support and accommodate the following education programs: Place emphasis on dolphins and other marine mammals, both in the wild and in captivity, provide students and the general public with an opportunity to learn about nature and marine life, and combine elements of aquatic displays, presentations, and unique interactive exhibits that will make learning fun. The Ocean Expo will be an internationally recognized institution promoting education, conservation and research while providing recreation to people of all ages. The facility will replace Marine Life Oceanarium, the well known landmark that was destroyed by Hurricane Katrina. This project will be a major economic development project that will create a family destination attraction. This plan as the "Gateway to the Gulf" will beautify the area and increase tourism while providing educational and interactive learning experiences. The Institute of Marine Mammal Studies (IMMS) is a non-profit organization established in 1984 for the purpose of public education, conservation and research of marine mammals in the wild and under human care. The Center for Marine Education and Research provides a place for IMMS to fulfill its mission and share its work with the public. The IMMS is a stranding network participant that currently holds a USDA/APHIS Exhibitor's License. The Ocean Expo will continue this purpose through its stranding and rehabilitation services. The City of D'Iberville has partnered with Dr. Moby Solangi's Ocean Expo Aquarium project. In this partnership, the City has been presented with a great opportunity, but also significant challenges regarding the financial investment made by City. The foremost of these challenges is the acquisition of land and necessary infrastructure improvements. The City is requesting approximately $10,000,000 from BP for land acquisition and pertinent infrastructure improvements. The Ocean Expo will enhance marine education and environmental stewardship; we can truly discover the wonders of the Gulf.	Harrison	Yes		Yes	Yes	No	No	Yes	No	No		$ 12,000,000.00	$ 2,000,000.00	
	Infrastructure	1160	7/8/2013	Ocean Expo	(ORIGINAL ID#12023) Co-Venturing with Ocean Expo/IMMS a future phase of the Ocean Expo Aquarium and learning/Marine Education Center to help build out this one- of- a- kind coast attraction. This project will replace the landmark Marine Life Oceanarium, which was one of the most popular family attractions on the Mississippi Gulf Coast prior to Katrina. Funds will be used to provide infrastructure support such as a salt water pipeline, additional land, roadways, parking, and enhancement of exhibits $10.0-M. This project is consistent with at least four (4) of the eight (8) eligible requirements of the Restore Act and GoCoast 2020. . $10.0-M	Harrison	Yes		Yes	Yes	No	No	Yes	No	No		$ 10,000,000.00	$ 4,000,000.00	
	Infrastructure	1161	7/8/2013	Brodie Bayou Reclamation/D'Iberville Waste Water Treatment Facility Adaptive Reuse	(ORIGINAL ID#12022) The Brodie Bayou Reclamation/Public Access is a unique project that seeks to convert the old D'Iberville waste treatment plant ($4.5M) to support the collection and transmission of saltwater to the Ocean Expo project at the Interstate. Also, plans envision acquisition of adjoing shoreline and wetland areas to allow public access to Back Bay. Approximately 12 acres ($3.0M) is needed to join with 17 acres of city owned land. This adaptive re-use project provides new public access to a very special shoreline area known as Brodie Bayou. Wetlands reclamation and enhancement in this bayou will provide immediate benefits for the ecology and public access to these once off-limits shorelines. This would create a new bay front park on the west side of the I-110 where no such facilities currently exist. Adaptive reuse of the facility to support Ocean Expo is both creative and an efficient use of city property and facilities.	Harrison	Yes		Yes	Yes	No	No	Yes	No	Yes		$ 7,500,000.00	$ -	
	Infrastructure	1162	7/8/2013	French Market Conference Facility	(ORIGINAL ID#12021) The French Market Conference Facility is a major component of the city?s post Katrina recovery plan for the redevelopment of the downtown area. The availability of public land (14 acres) at the former D'Iberville middle school site would form the core assemblage along with other city owned property. This location now houses the Town Green/Historical Center and will soon be home to the first phase of the CTA Transit Center. This location is one block from the City's waterfront and together with the proposed commercial seafood harbor, D'Iberville hopes to complete the multi-faceted restoration of the downtown. Roads and utilities have been upgraded throughout this area to support major growth in the downtown to coincide with planned casinos south of Racetrack Road. The centerpiece of the French market is a meeting facility with attached hotel and decked parking to grow the conferencing portion of the tourism trade that compliments gaming and overall tourism development. An asset of this type will help diversify our economy and act as a catalyst for rebuilding this area. A 20,000 square foot meeting facility scaled to meet the city?s modest needs is expected to cost $12 million. The City would secure a private hotel developer/operator to co-manage the combined facility.	Harrison	Yes		Yes	Yes	No	No	Yes	No	No		$ -	$ -	
	Infrastructure	1163	7/8/2013	Fountain Beach Public Access and Wetlands Restoration	(ORIGINAL ID#12020) The Fountain Beach Public Access and Wetlands Restoration is another waterfront restoration project that seeks to expand the available acreage for public access to the shoreline. The unique wetland areas and near shore waters associated with Fountain Beach would be restored and enhanced. The City has invested local and Tidelands funds over the last decade to make Fountain Beach a popular bay front park for the public use. New public fishing piers would be constructed in an already popular public facility. Approximately 4 acres is needed to expand the current footprint along the Bay. With improvements and amenities, the project is estimated to cost $4.0M.	Harrison	Yes		No	Yes	No	No	Yes	No	Yes		$ 4,000,000.00	$ 200,000.00	
	Infrastructure	1164	7/8/2013	D'Iberville Working Waterfront & Commercial Seafood Harbor	(ORIGINAL ID#12018) 1) The idea of a working waterfront for the seafood industry in D?Iberville is not new. In fact, the City has tried for over 20 years to raise sufficient money to expand the current harbor limited to the space underneath the I-110 Bridge. The City has tried to negotiate leases with bay front property owners to no avail. The City has prepared several plans over the years to construct a working waterfront harbor but funds to acquire shoreline properties have not been available. The commercial harbor is part of the overall plan to revitalize the downtown one block north linked with the French Market one block north. The City has Tidelands funds that would be leveraged to effectuate land purchases and then on to construction of the harbor. The attached summary provides an overview of the project and how well it fits the Seafood Industry portion of the GoCoast 2020 report. Approximately 10 acres of property is needed to accommodate waterside and landside needs. Wetland restoration on both sides of the existing harbor is planned. The working waterfront is a key component of the City's downtown revitalization plan. In conjunction with existing Tidelands Funds, land and development costs are estimated to be$8.5M	Harrison	Yes		Yes	No	Yes	Yes	No	Yes	Yes		$ 8,500,000.00	$ 800,000.00	

	Infrastructure	1167	3/1/2015	Gautier Town Center Revitalization	(ORIGINAL ID#11212) Gautier would like to expand our Town Center Area to create an Economic Development hub and to create a mix-use walkable environment. The Gautier Town Center Project, located in Gautierâ€™s central business district just 13 miles from the Alabama state line, consists of two master-planned phases. One phase would be a public infrastructure component including roadways and lighting that will facilitate the construction of retail, industrial, and mixed-use commercial developments including off-campus housing for the adjacent MS Gulf Coast Community College (MGCCC) and a business incubator. The other phase would be implementation of master plan components for the 32-acre Town Commons Park which will be an urban park surrounded by development. The park features spring-fed tributaries that feed the Pascagoula River. While these projects are directly linked, they can each be constructed independently. This Project Description focuses on the infrastructure component and a separate Project Description outlines the Cityâ€™s plans for the Town Commons Park. The City of Gautier is one of the few cities on the Mississippi Gulf Coast that lacks a traditional downtown. The purpose of this project is to develop a multi-modal street grid with town center attractions to facilitate the further revitalization of Gautierâ€™s urban core in proximity to MGCCC and civic buildings. The Gautier Town Center Project incorporates 2.5 miles of roadway, 1.3 miles of multi-use pathway, and a transit link in a 96-acre area to tie retail, residential and recreational areas together. The project will provide the transportation infrastructure necessary for the creation of a traditional downtown in Gautier with an improved living and working environment that has multiple transportation options. The five proposed roadways create a street grid on 233.6 acres north of an existing regional mall, big box retailers, and the Community College. The roadways will facilitate new Town Center mixed-use master-planned development in close proximity to Interstate 10, and will also provide a connector from Gautier-Vancleave Road to Beasley Road- a dead-end road that currently provides the only ingress/egress for the Countyâ€™s landfill, municipal buildings, residential neighborhoods, and heavy commercial uses. In recent years, the City invested Hurricane Katrina recovery dollars in a Town Center Streetscape Project that included a multi-use pathway as a first step towards making Gautier a walkable community and to foster the development of a city core by creating an identifiable town center with the theme â€œNatureâ€™s Playgroundâ€ Other grant funding enabled the City to acquire the 32 acres next to Singing River Mall to be developed as the Town Commons Park. The mall has recently undergone demolition and will re-build with a $90 million private investment into an open-air mall with national tenants, and the right-of-way for the planned roadways has been donated. Community partners on this project include the Mississippi Gulf Coast Community College, Waste Pro, and the Compressed Natural Gas Fueling Station. The Cityâ€™s infrastructure plans are also included in the Gulf Coast Planning Commissionâ€™s Regional Transportation Plan. The City is therefore poised to implement the next phase of transportation improvements. The proposed transportation network will provide access to existing anchors and new recreational areas by constructing urban transportation corridors with street parking and sidewalks as an alternative to the high speed multi-lane arterials such as Gautier-Vancleave Road and US Hwy 90. This infrastructure along with appropriate zoning will bring high density mixed use development creating a much needed â€œdowntownâ€ area. The projected economic effects of the project included expanded employment, increased real estate values and municipal tax revenues, more affordable housing, and enhanced transportation opportunities. This project along with the Town Commons Park Project will result in improved livability and enhanced sustainability for the City of Gautierâ€™s residents and visitors.	Jackson	Yes	100	Yes	No	No	No	Yes	No	Yes		$ 7,500,000.00	$ -	
	Infrastructure	1170	6/1/2015	Waterfront Master Plan: Shepard State Park and Riverwalk	(ORIGINAL ID#11215) The City of Gautier assumed the daily operations and management of Shepard State Park in January of 2013. Shepard State Park is a 395 acre park located south of US 90 on Graveline Road in Gautier. The park is open year-round and currently has a mix of developed campsites and primitive camping sites. The park offers approximately eight miles of trails over five different locations and features live oaks, long leaf pines, and magnolias as well as a variety of coastal plants and wildlife. In order to maintain and enhance public access to park amenities, the City of Gautier requires funding for improvements that include shoreline restoration and wildlife observation decks, road repair, clearing underbrush and invasive species, adding water lines, sewer lines, power, and lights; and the addition of a bathroom, pavilion, and a playground area. In addition, Gautier desires to preserve the 35 waterfront acres just south of Shepard Park, owned by the Shepard family, south of Graveline Road. These tidally-influenced lands would be preserved and a riverwalk constructed for eco-tourism, to increase the out-of-state visitors who already visit the park annually. The park's trails, wetlands, and wildlife offer unique educational opportunities.	Jackson	Yes	100	No	No	No	No	Yes	No	Yes		$ 6,000,000.00	$ 100,000.00	
	Infrastructure	1172	6/13/2013	Graveline Bayou Restoration Project	(ORIGINAL ID#606) Graveline Bayou is located in the southwest corner of the City of Gautier. The bayou is an intricate network of waterways that contain marsh habitats, deeper water habitats, and adjacent coastal habitat for native wildlife. The bayou empties into the Mississippi Sound which is a part of the Gulf of Mexico. Historically, the bayou provided direct easy accessibility to the Gulf of Mexico for commercial and recreational fishermen, as well as sailing, kayaking, and ecological viewing. This allowed commercial fishermen to anchor their boats at their residences, saving harbor fees & slip rental, transportation fees, etc., thereby reducing product costs to the consumer. Due to deterioration of the bayou, accessibility has been severely compromised or completely blocked, and the natural habitats have changed in character. What was once a thriving ecological, commercial, and recreational hub has been reduced to residences with a water view, without the benefit of the Gulf access. The main factors contributing to the deterioration of the bayou: 1. Sediment accumulation at the mouth of the bayou due to sediment transport westward by the prevailing southeast wind, and the associated wave action, has eliminated the ability of most passenger boats and commercial vessels to navigate out of the bayou to the open Gulf. 2. Erosion of upstream drainage channels due to bank erosion is continuously depositing sediment into the upper reaches of the bayou, which then travels further downstream during subsequent rain events, filling in the channel and reducing the allowable depth for navigation. 3. The closure of the mouth of the bayou during the Deepwater Horizon Oil Spill Crisis compounded the sediment accumulation problem removing any agitation of the bayous by boat traffic which may re-suspend and flush out the newly deposited sediment. Boat traffic was greatly diminished on Graveline Bayou in the spring and summer of 2010 because of the fear that oil in the bayou from the blowout could damage engines. As a result, this shallow bayou did not receive the normal bottom sediment scouring associated with boat traffic and the subsequent flushing with the tidal cycle. Now that the bayou depth is less than three feet, scouring is still minimal because boats can no longer navigate the bayou. During an average tidal cycle, approximately 40% of Graveline Bayou is flushed and replaced. This would include any re-suspended sediment present in the water. 4. The depth of Graveline Bayou presents a flood hazard. Following Hurricane Katrina, the bayou began silting in more rapidly than in preceding years. This problem was further exacerbated by the Deepwater Horizon incident. Now, the bayou is so shallow it no longer affords protection to shoreline properties from flooding. In order to restore the bayou, the siltation needs to be removed from the bayou and the area adjacent to the mouth, to restore the bayou and outlet depths. Any compromised banks need to be stabilized and protection measures need to be implemented to prevent re-siltation. The U.S. Army Corps of Engineers has informed the City that they will conduct a study of Graveline Bayou that will include wave action study, jetty need and location, erosion issues and resolution, marsh restoration, flooding concerns, soil migration, etc.	Jackson	Yes	100	No	Yes	Yes	No	Yes	No	Yes		$ 7,200,000.00	$ -	
	Infrastructure	1173	9/26/2011	Dantzler Street Bridge Elevation	(ORIGINAL ID#11209) The Pascagoula River Audubon Center is being relocated to downtown Moss Point. The Dantzler Street Bridge needs to be elevated three feet to accommodate this relocation and the tour boats and to compliment the waterfront walkway proposed for areas around Pelican Landing and Beardslee Lake and from McInnis Avenue to Elder Street. The bridge and bridge approaches will need to be raised as will existing city utility lines.	Jackson	Yes		No	Yes	No	No	Yes	No	Yes		$ 651,000.00	$ -	
	Infrastructure	1174	9/26/2011	Marina Purchase	(ORIGINAL ID#11208) Purchase of the River City Marina in Moss Point with frontage on O'Leary Lake and Escatawpa River. The purchase includes boat slips, restaurant and sports bar, warehouse, and piers.	Jackson	Yes		No	No	No	Yes	Yes	No	No		$ 3,400,000.00	$ -	
	Infrastructure	1175	9/26/2011	Property Acquisition to Complete Waterfront Walkway	(ORIGINAL ID#11207) Identification and fee title acquisition of waterfront properties in three areas of Moss Point for protection via restriction for waterfront greenspace, conservation of natural communities and habitat, and for low impact public use such as boardwalks or trails. The three areas are adjacent to and around Pelican Landing, the area along McInnis Avenue from Downtown Waterfront Park to Elder Street, and within Beardslee Lake on the Escatawpa River.	Jackson	Yes		No	No	No	No	Yes	No	Yes		$ -	$ -	
	Infrastructure	1176	9/26/2011	USM Marine Education Center at Cedar Point	(ORIGINAL ID#11197) This project consists of a University of Southern Mississippi Marine Education Center at Cedar Point ($2 million; complete building, walking trail to Davis Bayou on Cedar Point).	Jackson	Yes		No	Yes	No	No	Yes	No	No		$ 2,000,000.00	$ -	
	Infrastructure	1177	8/19/2011	Fort Bayou Boat Launch Improvements	Old Fort Bayou Blueway Boat Launch Improvements and access for Public Safety Rescue Flotilla -- Acquire property on Fort Bayou adjacent to existing boat ramp and pier at Fort Bayou on Bristol Blvd. for $200,000 in order to create additional parking, pavilion and picnic area. An additional $300,000 is needed to dredge the inlet from the boat ramp east toward apartments to accommodate Sheriff's and OS Fire Department Rescue Boats in a boathouse located there. Fort Bayou is an attractive venue for nature based tourism, including kayak races, skiing and paddleboarding, and public safety improvements are needed to promote increased use of this recreational resource.	Jackson	Yes		Yes	No	No	No	Yes	No	No		$ 500,000.00	$ -	Land Acquisitio n
	Infrastructure	1178	8/19/2011	Environmental Impact Assessment at Gulf Island National Seashore for Bike Lanes	(ORIGINAL ID#860) This project consists of an Environmental Impact Assessment at the Gulf Island National Seashore for bike lanes ($60,000; for conducting a NEPA assessment to place safe bike routes along major arteries within Gulf Islands National Seashore - a National Park Service facility - to connect Highway 90 to the Mississippi Sound, Park Visitor Center, bayous, and picnic areas). Construction of lanes and elevated walkways through the forest is estimated at $1.5 million and would include interpretive plaques with a description of the wildlife and fauna found in the park.	Jackson	Yes		No	Yes	No	No	Yes	No	No		$ 1,560,000.00	$ -	
	Infrastructure	1179	8/19/2011	East Beach Sidewalk	(ORIGINAL ID#859) East Beach Sidewalk ($600,000). The City has bid specifications ready to go. This is a shovel-ready project for placing a sidewalk just south of the seawall on East Beach Drive for safe pedestrian access to the water and beach.	Jackson	Yes		No	No	No	No	Yes	No	No		$ 1,000,000.00	$ -	
	Infrastructure	1180	8/19/2011	Harbor Boat Ramp Repair and Parking	(ORIGINAL ID#858) Harbor Access and Amenities. The city/county are currently improving boat ramps, piers, harbor road and adding sidewalks, a pavilion and lighting to the Ocean Springs Small Craft Harbor. In partnership with the Department of Marine Resources and Jackson County, the City created a landscaped public green space where the former boat shed once stood. The proposed new project would increase economic development opportunities for special events by enhancing the attractiveness of the harbor to the public and adding removable rest room cabanas, picnic tables with shade structures and building faux 'lighthouse' structures over the seven elevated electric transformers, helping to protect them from vandalism and high winds. A courtyard with new flags and benches in front of Harbormaster Hill will grant the public an elevated view of the harbor. It would also fund an arts mosaic commemorating the history of commercial fishing industry and shrimpers, to be placed upon the retaining wall that will be built in front of the harbormaster house.	Jackson	Yes		No	No	No	No	Yes	No	No		$ 1,000,000.00	$ -	
	Infrastructure	1182	8/19/2011	Old Fort Bayou Walking Track/ Pier/ Park/ Kayak Launch/ Restrooms/ bird-watching Pavilion/ Parking	(ORIGINAL ID#856) Old Fort Bayou Walking Track/Pier/Park/Kayak Launch/Rest rooms/bird watching Pavilion/Parking - $3 million (City has conceptual design); Ten-acre site will soon be conveyed to the City at no cost. Walking path along beautiful Old Fort Bayou and wetlands ties into nature trail on adjacent property owned by Land Trust for the Mississippi Coastal Plain, preserving over one mile of pristine bayou front property and enhancing low-impact public access. This project would be ready to bid in three months.	Jackson	Yes		No	No	No	No	Yes	No	Yes		$ 3,000,000.00	$ -	
	Infrastructure	1184	8/19/2011	Acquisition and Restoration of Harbor Landing Boat Storage Facility and Restaurant	(ORIGINAL ID#854) This project consists of acquisition and renovation of the Harbor Landing boat storage facility and restaurant - $4.5 million (Mississippi Department of Marine Resources [MDMR] has indicated they would sell this to willing buyer- City could acquire it and put out RFP for an operator); already built - could be done immediately - City already has letter from MDMR that they would be willing to sell at this price. Would restore parking and boat storage for 180 boats and office/restaurant/boater supply facility at harbor, thereby restoring tax base and public access to enjoy the water, and reduce congestion from boaters with boat trailers trying to enter the harbor.	Jackson	Yes		No	No	No	No	Yes	No	No		$ 4,500,000.00	$ -	
	Infrastructure	1185	8/19/2011	Municipal Marine Facility and Boat Ramp Parking Lot at	(ORIGINAL ID#853) Municipal Marine Facility and Boat Ramp Parking Lot at "Allman Site" between Biloxi Bay Bridge and CSX Railroad. The project has a $2.3 million budget and preliminary engineering design has been completed. This economic development project would allow the City to attract restaurants and other amenities. The project could be ready to bid in six months	Jackson	Yes		No	No	No	No	Yes	No	No		$ 2,300,000.00	$ -	
	Infrastructure	1186	8/19/2011	County Fishing Pier near Biloxi Bay Bridge	(ORIGINAL ID#852) This project consists of extending the County fishing pier near Biloxi Bay Bridge on longer concrete pilings ($200,000). Project mobilized; immediately shovel ready. This project ties in to walking path on Front Beach and parking for ideal access to Biloxi Bay and Mississippi Sound. It is a site of children's fishing rodeos.	Jackson	Yes		No	No	Yes	No	Yes	No	No		$ 200,000.00	$ -	
	Infrastructure	1187	8/19/2011	Permanent Restroom for Beach Area	(ORIGINAL ID#868) This project consist of adding permanent restroom to the beach area. The budget would be $150,000, and would involve acquisition of a small elevated parcel near lift station on Porter to meet FEMA regulations, and building appropriate public restrooms.	Jackson	Yes		No	No	No	No	Yes	No	No		$ 150,000.00	$ -	
	Infrastructure	1188	8/19/2011	Purchase of Fayard Property	(ORIGINAL ID#851) As part of the Front Beach Master Plan, Ocean Springs desires to acquire property and build improvements on former Seafood Plant Site. Total cost for Project would be $2.85 M and would consist of purchasing Fayard Property on Front Beach Drive at foot of Jackson Avenue and developing into fishing/boating/picnic area with pavilion, parking and lighting. ($1.35 million for purchasing land, $1.5 million for improvements). Improvements will consists of a Bulkhead and pier/dock for transient boaters; Structures for Seafood Restaurant and for special events space. City has Conceptual Design and preliminary agreement with land owner of this former seafood plant to purchase property pending funding. Once developed, the site will accommodate beachgoers, picnics and special events, seasonal bike, kayak and paddleboard rentals and potential fresh fish/shrimp market. Project can be ready to bid in 3 months.	Jackson	Yes		No	No	No	No	Yes	No	No		$ 2,850,000.00	$ -	
	Infrastructure	1189	11/9/2011	Round Island Lighthouse	(ORIGINAL ID#11447) This project consists of the restoration and rebuilding of the Round Island Lighthouse. A park including a visitor's center and parking for public access would be constructed surrounding the newly restored lighthouse. Project funds would include the acquisition of the land around the lighthouse as well as work to prepare, improve, and restore the lighthouse and the site.	Jackson	Yes	30	Yes	Yes	No	No	Yes	No	No		$ 9,619,000.00	$ 1,500,000.00	

	Infrastructure	1190	11/9/2011	Point Park	(ORIGINAL ID#11450) This project consists of the design, engineering, and construction for the development of Point Park. This currently undeveloped site was used by BP during cleanup operations. This includes demolition of existing structures, deteriorated piers, and concrete areas and the development of drainage, flood control, and erosion prevention structures and water and sewer infrastructure. Improvements would be made to roads, walkways, boardwalks, and parking areas as well as existing piers, wharfs, boat ramps, and pavilions. New boardwalks, fishing and birding amenities, and a restroom would be added at the site. An amphitheater and playground would be constructed to improve entertainment and recreational resources. Included would be landscaping, benches, tables, BBQ units, and trash receptacles.	Jackson	Yes	90	Yes	Yes	No	No	Yes	No	No		$ 15,990,250.00	$ 1,000,000.00	
	Infrastructure	1191	11/9/2011	Lowry Island Marina	(ORIGINAL ID#11449) This project would assist with the redevelopment of the Lowry Island Marina. An interpretive boardwalk would be constructed with appropriate width and length to accommodate various recreational uses and pedestrians and to allow for better access from various points of Lowry Island. Included would be landscaping, directional signs, benches, tables, BBQ units, trash receptacles, as well as lighting for the boardwalks, parking areas, and educational signs. An amphitheater for entertainment, functions, and public gatherings would be constructed as well as pavilions with restrooms and storage. Berthing areas for nature trouism boats and kayak launching facilities will be added. A wall would be placed along the river for fishing, picnics, and viewing. Harbor improvements would provide water, sewer, fuel, and power for boat slips, lighting of piers and walkways, and construction of a multi-level dry dock structure. The road to the northern tip of the island would be enhanced for better access to the existing businesses.	Jackson	Yes	90	Yes	Yes	No	No	Yes	No	No		$ 12,312,848.00	$ 3,601,000.00	
	Infrastructure	1192	11/9/2011	Beachfront Promenade	(ORIGINAL ID#11448) This project includes the design, engineering, and construction of a 2.7 mile concrete beachfront promenade. Benches, lighting, and landscape plantings as well as monuments and sculptures would be placed along the promenade. The promenade would include numerous pavilions, plazas, and fire pits for enjoyment by visitors. Parking, wash/shower stations, drinking fountains and other amenities could be included. Decorative lighting would be included for the road and promenade area. This promenade will link up with Point Park.	Jackson	Yes	90	No	No	No	No	Yes	No	No		$ 6,979,000.00	$ 2,000,000.00	
	Infrastructure	1193	12/8/2012	B.B. Jennings Park Ecological and Wetlands Education Center & Blueway Connection	(ORIGINAL ID#11861) Pascagoula is pursuing a citywide revitalization strategy to reconnect neighborhoods to their waterfronts on bayous and wetlands, the Pascagoula River, and the Mississippi Sound. In its Parks Master Plan, the City identified B.B. Jennings Park in a historic, low-income neighborhood as an opportunity for residents to gain an understanding of the region's complex hydrology and ecology. The Mississippi Department of Marine Resources chose the park as a demonstration project for its Coastal Smart Growth Initiative and provided funding for conceptual redesign. Planned activities at B.B. Jennings Park include: 1. A citywide nature education center where visitors and local school children will be introduced to the region's plants, animals and ecosystem processes. 2. The stabilization and restoration of a natural streambed via marsh and wetland habitat plantings and erosion prevention measures. 3. New green infrastructure to include a nature trail, green parking and stormwater management best practices. These projects will demonstrate the use of these water quality strategies to the public and encourage wider use. 4. Connections from Pascagoula's Complete Streets bicycle and trail network to the Park's interpretive nature trails. 5. Property acquisition to expand habitat and visitor capacity. 6. Creation of a Pascagoula River Blueway connection from B.B. Jennings Park to the Pascagoula River. Environmental benefits include marsh and wetland restoration in the Pascagoula River watershed, which suffers from numerous water quality impairments. The bayou flowing through this park is part of a larger system that traverses marshland and drains from Krebs Lake into the Pascagoula River. The demonstration of best stormwater management practices and acquisition of adjoining undeveloped parcels will produce measurable water quality benefits onsite and in the region. Reducing stormwater pollution will improve water quality for fish and wildlife and support economic development through the area's growing eco-tourism industry. Increased amenities also serve Pascagoula's economic development goal of retaining professionals, who cite local quality of life as a key reason for relocation. Mississippi ranks highest in the nation in obesity, and community benefits to the project include expanded recreational opportunities for physical fitness through hiking, jogging and boating.	Jackson	Yes	70	Yes	Yes	No	No	Yes	No	Yes		$ 2,781,250.00	$ 50,000.00	
	Infrastructure	1195	9/5/2012	North Jackson Marsh Restoration/Enhancement	(ORIGINAL ID#11791) Historically, this area has provided many critical functions to the marsh ecosystem and City of Waveland. As a transitional estuarine/freshwater wetland the area: 1) provides the marsh with fresh water; 2) collects, holds and treats much of the City?s storm water runoff; 3) provides a natural refuge for estuarine species; and 4) is the heart of natural corridors for plants, amphibians, reptiles and birds. Alteration and development has seriously derogated the area?s ability to provide these functions. A nonstructural restoration/enhancement of the area can play a key role in the City?s recently approved Hazard Mitigation Project. As proposed here a multifaceted approach will be used to restore/enhance the area by: 1) removing accumulated debris and sediment, 2) remove invasive plant species, 3) restore, expand and enhance the area?s various wetland habitats, and 4) incorporate minor stream bank enhancements to the area between the pond and northern limits of Jackson marsh. Enhancement/restoration activities will include selective (hack and squirt) herbicide applications to remove invasive species, grubbing, sediment and debri removal. Once grubbing and sediment/debris removal activities have been completed, native wetlands species will be planted and monitored within the site. A restrictive covenant/conservation easement will be placed on the property to prevent any adverse impacts to the property once restored. The City of Waveland has an existing contract with the Pickering Firm, Inc. which will allow them to provide the environmental, engineering and other professional services needed for the project. The area will function as a city recreational park area with an emphasis on nature.	Hancock	Yes		No	Yes	No	No	No	No	Yes		$ 380,000.00	$ -	
	Infrastructure	1201	6/5/2013	Repair Port Bienville Dock Area	(ORIGINAL ID#11995) Bulkhead Dock Repair May 19, 2013 FACTS: The bulkhead and docking facilities at Port Bienville Industrial Park (PBIPP play a major role in the recruitment and retention of industries. This facility suffered extensive damage from hurricane Katrina and hence has not been able to be utilized to its fullest potential. One of the reasons for the company Linear Peninsula leaving PBIP was the damage to this facility. Industries wishing to locate at PBIP always inquire as to our berthing and dock facilities. JUSTIFICATION: The replacing of the bulkhead and upgrading of docking facilities would enhance the use of maritime traffic to be able to transport goods and services to our industries. This project would also pique the interest of larger shipping vessels to use the facility and thus increase the amount of commerce going to and from Port Bienville. The spinoff of new jobs created by increased stevedoring, trucking, and warehousing of goods would benefit more than just industry. REMEDY: Plans and specifications are completed. The Corps of Engineers has issued a 5 year permit on this project with 2 years remaining. Once funding is received this project can begin immediately.	Hancock	Yes		No	No	No	No	No	No	Yes		$ 6,000,000.00	$ -	
	Infrastructure	1202	6/5/2013	Replace Train Bridge Over Pearl River	(ORIGINAL ID#11994) Replacement of train bridge across the Pearl River 6-2-2013 FACTS: The CSX train bridge which is located at 30.11'.41 latitude and 89.32'.11 longitude.is currently a swing bridge with a horizontal clearance of 87' and a vertical clearance of 14'. This bridge has the smallest horizontal clearance of any train bridge located on the line from New Orleans, LA. to Mobile, AL. (NOAA chart 11367). The location of the open swing portion is located where the current of the Pearl River is at its strongest making it difficult for vessels pushing a tow to navigate between the bridge and the bank. The opening mechanisms of the bridge are located directly below the rail in the middle of the Pearl River with no protection; every time a high water event occurs this link to opening and closing the bridge becomes disabled and halts the passage of train and maritime traffic. The area abounds with marsh and wetlands. CSX is the only rail carrier. When this structure is incapacitated for a period of time industry at the Port Bienville Industrial Park (PBIP) suffers greatly causing an increased cost of transportation and an uncertainty of receiving and sending materials and product. JUSTIFICATION: The replacement of the swing bridge with a bascule bridge would have numerous benefits. It would increase the horizontal clearance of this area of the river to allow vessels to navigate in such a manner that they could avoid the strongest currents; larger size vessels could now navigate the river with increased clearance; and damage to bridge mechanisms would be minimized with the control structure being on land as opposed to over the water. REMEDY: A replacement bridge is greatly needed. As time continues the current bridge will deteriorate even further causing a loss of commerce and transportation due to the numerous repairs and upkeep.	Hancock	Yes		No	No	No	No	No	No	No		$ 60,000,000.00	$ -	
	Infrastructure	1210	1/1/1900	Replacement for R/V Tom McIlwain	(ORIGINAL ID#191) Funds for the purchase of a replacement research vessel for the Gulf Coast Research Laboratory.	Hancock, Harrison, Jackson	Yes		No	Yes	No	No	No	No	No		$ -	$ -	
	Infrastructure	1211	6/29/2011	GCRL: Marine Education Center	(ORIGINAL ID#400) The University of Southern Miss through its Gulf Coast Research Laboratory is preparing for the development of a $20 million state-of-the-art Marine Education Center on the University's Cedar Point Teaching Site in Jackson County, Mississippi. Before the loss of its J.L. Scott Marine Education Center during Hurricane Katrina, the Gulf Coast Research Laboratory established a long and rich history of providing quality marine education to students, visitors and coastal residents of all ages. Building upon these traditions, this proposed new replacement marine education and outreach center will be the model for connecting people to the Gulf of Mexico, its resources and attributes while providing an understanding of how they impact our daily lives. The proposed GCRL: Marine Education Center will include 36,000 square feet of live animal exhibits, hands-on activities, classrooms and laboratories into its ongoing education programs. The Cedar Point location will provide extensive opportunities for outdoor environmental education and recreation The Center is a professional learning community whose programs reflect current coastal science research conducted within the Gulf of Mexico. The Center provides an understanding of both the role the Gulf of Mexico plays in our daily lives and how a science based understanding of the fundamental issues of ecosystem health; resiliency and restoration will allow us to develop policies and frameworks necessary to sustain a healthy Gulf. The Center and its educational program's will provide the public with access to ongoing research efforts in order to achieve a better understanding of data collection, analysis and interpretation as well as the role of science and scientific knowledge in making decisions on the management of the Gulf of Mexico's post Deepwater Horizon spill recovery efforts. Since the beginning of the Deepwater Horizon oil spill residents living along the Gulf of Mexico coastline, as well as the United States populatio n as a whole, have been seeking accurate and specific information regarding the spill's environmental impacts within the Gulf of Mexico's vast and diverse environmental community. The public's understanding of the environmental issues surrounding the event, the dynamics of the Gulf of Mexico's ecosystems and the impacts upon our coastal populations is lacking in depth, clarity and relevance. In order for the public to understand these issues, the public has to understand the biological processes surrounding how these components interact with both the physical environments and the plant and animal communities that inhabit them. This lack of understanding of the biological processes and the scientific procedures used to determine the impacts on those processes undermines the public's ability to effectively respond to impacts of the event. The Center will address these and other relevant issues through a series of dynamic exhibits and educational programs illustrating the public value and applicability of the University's ongoing research at the Gulf Coast Research Laboratory. The facility and its programs will increase visitors' understanding of how coastal sciences and research enhance the quality of their lives, promotes sustainability of coastal resources and how individuals can use this knowledge to make responsible decisions concerning coastal resources.	Jackson	Yes	100	No	Yes	No	No	No	No	No		$ 18,500,000.00	$ 11,500,000.00	
	Infrastructure	1221	5/23/2013	Flood Barrier for Port Bienville Industrial Park	(ORIGINAL ID#11984) Flood Barrier for Port Bienville Industrial Park. FACTS: Port Bienville Industrial Park (PBIP) is located in the southwest portion of Hancock County, MS. The port encompasses 3600 acres and is located on Bayou Mulatto a tributary to the Pearl River. PBIP is home to 15 industries with an average employment of 800 people. The industries located at PBIP are a major source of employment for residents of Hancock County and Pearl River County as well as St. Tammany Parish in Louisiana. A tug and barge canal with a mean draft of 12' and a class 3 railroad with 15 miles of track are the primary sources of transportation of imported raw materials and export of finished products produced and distributed by the industries. The major employers at PBIP include Calgon, DAK North America, Sabic and Polychemical International. These industries are involved in the production of critical plastics and Calgon is a major provider of refined materials to the United States Department of Defense. JUSTIFICATION: On August 29, 2005 hurricane Katrina inundated PBIP with an unprecedented tidal surge of 25 plus feet of water. Even though PBIP is situated on a natural ridge, the surge of water caused extensive damage to our rail and buildings and caused the relocation of whatever supplies and debris would float. The area in the vicinity of PBIP includes significant wetlands, low lying lands, and lands held in trust for their protection. Costs of replacement of rail ran into the millions of dollars and restoration and renovation of existing buildings to previous Katrina standards were extremely high as well. Significant flooding of the PBIP in the future will also likely result in displacement of supplies and debris; and will include depositing them in the nearby protected lands. Existing industries as well suffered major damage from the surge. Many were closed for periods of 2-3 months in the aftermath of Katrina causing a steep drop in production, employment, and generation of revenue. Se veral industries contemplated the closing of their facilities and moving elsewhere due to the damage they incurred and the lack of flood protection at PBIP. Subsequently two industries did leave PBIP. They were Linear Peninsula and Eagle brook Industries. In 2008 hurricane Gustav made landfall in southeastern Louisiana as a category 2 hurricane. The flood surge was 11.7 ft. (NOAA Data Buoy 8747437) in Hancock County, MS. While this storm being only a category 2 on the Saffir-Simpson scale. An extensive feasibility study was completed in March 2013. The bulk of the report focuses on environmental considerations, impacts to wetlands, cultural resources, threatened species, endangered species, hazardous waste, toxic waste, and radioactive waste. The Port Bienville Industrial Park is surrounded by low lying areas, wetlands, and waterways. An integrated approach is needed to marry the needs of industry with those of the adjoining and surrounding wetlands so that in the event of high water, flooding, or internal discharges and spills the entire area is protected.	Hancock	Yes		No	No	No	No	No	No	Yes		$ 36,000,000.00	$ -	
	Infrastructure	1222	11/9/2011	Hancock County Utility Authority - Waveland Sewer Collection Repairs	(ORIGINAL ID#11455) This project consists of sewer collection repairs north of the CSX Railroad and East of Waveland Avenue to the city limits. The estimated cost of the project is $10 million. HCUA Board of Directors prioritized this project as Number 1.	Hancock	Yes		No	No	No	No	No	No	No		$ 10,000,000.00	$ -	Environmental Focus
	Infrastructure	1223	11/9/2011	Hancock County Utility Authority - Replacement of the Jourdan River Shores Sewer Collection System and Water Distribution System	(ORIGINAL ID#11454) This project consists of replacing the sewer collection system and the water distribution system in Kiln, MS. The sewer system is an old privately owned system (TESI) that was not maintained properly over the years and has many breaks and/or leaks through out the community. This area being so low will drain directly into the Jourdan River which feeds directly to the Bay of St. Louis and the Gulf of Mexico. A new lift station was installed in the Summer of 2014 and will transport any wastewater to the Northern Regional Waste Water Treatment Facility. The estimated cost of the project is $8 million.	Hancock	Yes	95	No	No	No	No	No	No	No		$ 8,000,000.00	$ -	
	Infrastructure	1224	11/9/2011	Hancock County Utility Authority - Acquisition of the TESI Certificate at Oak Harbor & Repairs to the Water & Sewer Systems	(ORIGINAL ID#11453) This project consists of acquisition of the Utility Partner's Water and Sewer Service Certificate at Oak Harbor Subdivision in Pearlington, MS. This project will include the purchase of the franchise certificate as well as the needed repairs to the water distribution and sewer collection infrastructure. Once repairs to system are complete the area will be service by infrastructure completed in the Gulf Region Water & Waste Water Plan. Included is the decommission of an on-site waste water treatment facility by directing the flow to the Western Regional Waste Water Treatment Facility. The estimated cost of the project is $6.5 million.	Hancock	Yes	90	Yes	No	No	No	No	No	No		$ 6,500,000.00	$ -	
	Infrastructure	1225	11/9/2011	Completion of the Water Distribution System in Bayside Park	(ORIGINAL ID#11452) This project consists of the completion of the water distribution system in Bayside Park. The original section was construction under the Gulf Region Water & Waste Water Plan. However funding was not available to complete the entire project area. The estimated cost of the project is $6.3 million.	Hancock	Yes	98	Yes	No	No	No	No	No	No		$ 6,300,000.00	$ -	
	Infrastructure	1226	11/9/2011	Hancock County Utility Authority - Installation of a Water Distribution System in Wards 5 and 6 in the City of Bay St. Louis, MS	(ORIGINAL ID#11451) This project consists of installation of a water distribution system in Wards 5 and 6 in the City of Bay St. Louis, MS. The Bay St. Louis project area is characterized as being the Whitney Street Project and Lagan Street Project. This area is one of the only remaining areas with-in the city limits that is not provided water by the city. Also, the area on the West side of Hwy. 603/43 within the city limits of Waveland. This area consists of the Harbor Drive Community. The estimated cost of the project is $13 million.	Hancock	Yes	98	Yes	No	No	No	No	No	No		$ 13,000,000.00	$ -	

	Infrastructure	1228	9/7/2011	Construct Concrete Boardwalks along Beaches	(ORIGINAL ID#1068) Construct 8 miles of concrete boardwalks at selected locations along the beach frontage. Presently there are 10 miles of boardwalks along 26 miles of beaches. The boardwalks will provide easier access to the beach by local residents and tourists; improve recreational opportunities (biking, jogging, skating, etc.); improve safety of beach users by providing more separation from traffic on Hwy. 90; provide erosion control measures along beach; provide additional shoreline protection from storm surges; and catches windblown sand which is both a maintenance and safety issue along Hwy. 90.	Harrison	Yes		No	No	No	No	Yes	No	Yes		$ 9,600,000.00	$ -	
	Infrastructure	1229	9/7/2011	Rebuild Veterans Avenue Pier	(ORIGINAL ID#1066) The Veterans Avenue Pier was damaged by Hurricane Katrina. Prior to Hurricane Katrina, this pier had been a major beach amenity. The pier will be re-constructed and will be approximately 700' long. The damage to the pier was mainly destruction of the superstructure. The support structure is basically in tact, but may need some repair/replacement. The superstructure of the pier will be timber and will be approximately 20' wide. The water bottom around the pier will be enhanced to attract more aquatic life through constructing an artificial reef, planting aquatic vegetation and other habitat enhancements.	Harrison	Yes		No	Yes	No	No	Yes	No	Yes		$ 1,000,000.00	$ -	
	Infrastructure	1230	9/7/2011	Beach Access Parking with Shade Structures	(ORIGINAL ID#1082) The Harrison County "Sand Beach Master Plan" envisions parking areas south of Hwy. 90 with some type of shade structures (pavillion, etc.) to provide access to and increased use of beach. These are to be placed along the beach at strategic locations. This grant request is for ten (10) locations. The parking areas will: - eliminate parking along Hwy. 90 resulting in a safer condition for traffic on Hwy. 90 and people using the beaches; - provide more beach use through providing more parking spaces adjacent to beach; - provide shade structures as convenience to beach goers and as a gathering place; and - provide additional protection to existing seawall along Hwy. 90.	Harrison	Yes		No	No	No	No	Yes	No	No		$ 7,500,000.00	$ -	
	Infrastructure	1231	9/7/2011	Beach Pavilions	(ORIGINAL ID#1064) The Harrison County "Sand Beach Master Plan" envisions providing various sized pavilions along the beach for outdoor gatherings. These pavilions may either be adjacent to boardwalks, parking areas, the existing seawall or at beach grade. This grant request is for three (3) large (able to serve 200 people) pavilions for beaches in Biloxi, Gulfport and Pass Christian, MS and twenty (20) smaller pavilions (able to serve 20 people) in various locations along the beaches in Harrison County. The large pavilions will be able to serve large gatherings (civic events, family reunions, concerts, etc.) while the smaller pavillions will serve as a beach amenity for beach users, family outings and other activities.	Harrison	Yes		No	No	No	No	Yes	No	No		$ 2,700,000.00	$ -	
	Infrastructure	1232	9/7/2011	Protection of Exposed Outfalls	(ORIGINAL ID#1067) Harrison County has approximately 180 outfall pipes that direct stormwater from areas north of Hwy. 90 (commercial and residential land uses) to the Mississippi Sound. A significant number of the outfall pipes are exposed and are a source of sand accretion, erosion and silting of downstream end of outfall pipes. The exposed outfall pipes are subject to damage from storm surges and maintenance activities on the beach. The exposed outfall pipes are also aesthetically unpleasing to beach visitors. These exposed outfall pipes have been an issue raised by both locals and tourists when public input was sought during the preparation of the "Sand Beach Master Plan" in 2008. This project will design and construct protection over the outfall pipes that will be aesthetically pleasing, will blend with the surrounding area, will prevent damage to the existing pipes and will control beach erosion and siltation around the ends of the outfall pipes.	Harrison	Yes		No	No	No	No	Yes	No	No		$ 5,000,000.00	$ -	
	Infrastructure	1234	9/7/2011	Drainage Improvements to Turkey Creek	(ORIGINAL ID#1081) The Turkey Creek Watershed has been significantly impacted by the growth within the watershed. The water quality has suffered. Turkey Creek has been identified as one of the most impacted watersheds in Mississippi. Flooding has occurred due to poorly maintained and/or poorly designed drainage facilities. Flooding and poor water quality has impacted the quality of life of the residents in the Turkey Creek Watershed. This grant request is for funding to study, design and construct drainage improvements that will address flooding in the Turkey Creek watershed and the water quality in Turkey Creek. This funding, study and design will be coordinated with other studies and improvements planned for the Turkey Creek Watershed by the City of Gulfport, the Turkey Creek Association and other public and private, non-profit entities.	Harrison	Yes		No	No	No	No	No	No	Yes		$ 5,000,000.00	$ -	
	Infrastructure	1235	9/6/2011	Comfort/Restroom Stations along Sand Beach	(ORIGINAL ID#1045) Provide additional comfort/restroom stations as amenities along the Harrison County beaches. There are presently 4 comfort/restroom stations along the beach in Harrison County. One comfort/restroom station (Rodenburg Avenue) has not been repaired since Hurricane Katrina. Additional stations are needed to make the beaches attractive to users and additional funds ($250,000) are needed to supplement FEMA funds designated to repair the Rodenburg Avenue comfort/restroom station. Additional stations are needed near Edgewater Mall, Biloxi; Pratt Avenue, Porter Avenue and Preservation Oaks Parking.The comfort/restroom stations will be designed to serve as bus transit points for the Coast Transit Authority (CTA). The proposed comfort/restroom stations will keep the beaches and water cleaner, will increase the use of the beaches and make the beaches more attractive to tourists and local users.	Harrison	Yes		No	No	No	No	Yes	No	No		$ 10,250,000.00	$ -	
	Infrastructure	1238	9/21/2011	Habitat Restoration and WQ Management in the Mallini Bayou System	(ORIGINAL ID#11158) The Mallini Bayou System consists of 5.71 miles of 12 inter-connected channels located on the eastern side of Bay St. Louis immediately west of the City of Pass Christian, MS. Harrison County proposes to improve and mange the water quality in the Mallini Bayou System of channels for the purpose of eliminating stagnation and hypoxia; reducing nutrient concentrations and coliform counts; and aiding compliance with the TMDL. The NRDA project involves the installation of a pipeline to pump high-quality bay water into Bayou Boisdore during ebb tide periods; remove obstructions; and dredge channels to the original permitted design depth. The pump station will be located about 5,750 ft from the north inlet of Mallini Bayou and about 5,505 ft from the south inlet at Anchor Basin; pumped bay water will flow equal distances north and south. Aeration devices are to be positioned in key channel intersections to facilitate water circulation. The goals are to prevent fish kills and improve larval survival rates so the Mallini Bayou System is restored to a functional estuary and contributes to the NRDA restoration efforts for the greater Gulf of Mexico ecosystem. Gannett Fleming, a global engineering company with over 95 years of experience, has been selected as the design-build firm for this project. Project tasks will include hydrodynamic modeling to the Mallini Bayou system, geotechnical analysis of the pipeline pathway, property acquisition, design engineering, permitting, contracting, construction oversight and commissioning/start-up. The company will operate the installed facilities for 20-years and provide environmental monitoring and reporting for verification of environmental offset credits during the anticipated Deepwater Horizon Spill 20-year loss period of the deep sea floor habitat. Following completion of design engineering an operating reserve account is to be established by NRDA and managed by Harrison County Government.	Harrison	Yes		No	Yes	No	No	No	No	Yes		$ 20,000,000.00	$ -	
	Infrastructure	1239	9/26/2011	Jackson County Restoration/Creation and Maintenance of Nearshore Tidal Marsh Island	(ORIGINAL ID#11187) To restore and maintain eroded nearshore saltmarsh islands within the submerged West Pascagoula River Delta by creating new island habitat with naturally occurring sediments dredged from area navigation channels; to create a long-term dredged material disposal site; and to create a nearshore storm buffer to protect the inhabited mainland areas near Gautier.	Jackson	Yes		No	No	No	No	No	No	Yes		$ 2,775,000.00	$ -	
	Infrastructure	1240	9/26/2011	Water Quality, Flood Minimization, Access, Shoreline Protection and Sediment Removal in Various Bayous	(ORIGINAL ID#11186) This project would consist of flood minimization, removal and disposal of obstructions, improve water quality, stabilize shoreline, sediment removal, increase access to natural resources, improve storm water runoff, reduce flooding and improve fisheries, marine and wildlife habitats. The bayous and watersheds areas involved with proposed costs are: Community Ave/Bayou Yazoo Watershed ($88,000.00) Pascagoula Upper Bayou Casotte Drainage Area ($808,000.00) Pascagoula 11th Street/Parsley Street Watershed ($972,514.00) Pascagoula Inner Harbor/Lake Yazoo ($2,894,000.00) Pascagoula Bayou Chicot Watershed Area ($825,000.00) Pascagoula Canty Street Bayou ($1,260,000.00) Pascagoula Point Clear Watershed ($1,549,000.00) Gautier Hickory Hills Watershed ($1,458,000.00) Gautier Glenn Heath/Holly Heath Watershed ($92,000.00) Gautier Rolling Meadows Watershed ($160,000.00) Gautier De La Pointe/Frenchmans Dr. ($91,330.00) Gautier Bayou Pierre/Italian Isle Watershed ($1,031,000.00) Gautier	Jackson	Yes		No	No	Yes	No	Yes	No	No		$ 3,396,087.00	$ -	
	Infrastructure	1241	9/26/2011	Channel Protection, Graveline Bayou Jetty	(ORIGINAL ID#11185) This project would consist of the construction of a new jetty providing protection to the channel, increase access for commercial and recreational fishermen. Increase access to the natural resources of the area. This project would help keep the movement of sand from impacting the channel. The jetty would parallel the channel.	Jackson	Yes		No	No	Yes	No	Yes	No	No		$ 2,022,300.00	$ -	
	Infrastructure	1244	9/26/2011	Pascagoula Channel Protection and Public Access Project	(ORIGINAL ID#11182) This project would consist of the construction of a new jetty at the west end of Beach Boulevard providing protection to the shipping channel to keep the movement of sand out of the channel and improved public access.	Jackson	Yes		No	No	No	No	Yes	No	No		$ 1,225,000.00	$ -	
	Infrastructure	1248	9/26/2011	Lake Mars Boat Ramp and Jetty	(ORIGINAL ID#11177) This project is in the construction/improvement phrase. Jackson County, through Tidelands and county funds, has constructed a boat launch with two piers, along with ample parking. The project was not completed because of a lack of funds to complete the jetty which protects the boat channel from siltation. Seymour Engineering has stated it will cost approximately $350,000 to complete the jetties. This facility is very popular because it is only a 10- to 15-minute ride to Horn Island.	Jackson	Yes		No	No	No	No	Yes	No	No		$ 350,000.00	$ -	
	Infrastructure	1251	11/26/2012	Ecological Restoration/Enhancement and Community Flood Reduction in Franklin Creek Watershed in Jackson County, Mississippi	(ORIGINAL ID#11856) The Jackson County Board of Supervisors is pleased to present this proposal to request Natural Resource Damage Assessment (NRDA) funding for hydrologic modeling, hydrologic improvements, coastal habitat restoration/enhancement, assessment of an endangered species habitat, and flood reduction in select communities located in Jackson County, Mississippi. This proposal contains a proposed scope of work, scheduling, and preliminary budgetary estimates to satisfactorily achieve the goals of this watershed project. BACKGROUND The proposed project area is located along the Mississippi and Alabama border in the Gulf Coast in Jackson County, Mississippi within the Franklin Creek watershed located south of Highway 90. The CSX railroad spans through the middle of the project area and the Grand Bay National Wildlife Refuge and Grand Bay National Estuarine Research Reserve are located adjacent to the project area to the Southwest. In the latter part of the 19th century, the CSX railroad was constructed in this area resulting in the redirection of natural flood waters to the north and west to an area bounded by Highway 90 and the CSX railroad. A preliminary project and hydrologic evaluation conducted in 2004 identified that an upland ridge located to the west of Franklin Creek and abutting the CSX railroad to the south is prohibiting floodwaters from sheet flowing through the Grand Bay Savannah and marsh. Rather than floodwaters naturally flowing through the marsh, the water is directed to the area bounded by Highway 90 and the CSX railroad resulting in continuous flooding of the Pecan Grove Community in Jackson County, Mississippi. PROPOSED SCOPE OF WORK The following proposed scope of work has been generated to conduct hydrologic modeling, hydrologic improvements, coastal habitat restoration/enhancement, and flood reduction in local communities located in Jackson County, Mississippi. The ultimate result will be to reconnect natural hydrologic patterns to the Grand Bay Savannah and marsh lands, restore/enhance the wetland habitat, and reduce flooding of the nearby Pecan Grove Community. It is the belief of the Board of Supervisors that improvements to the ecological health of the coastal marshlands and coastal waters (including oyster beds) will result in this project once fully implemented. Task #1: Gopher Tortoise Survey Eco-Systems, Inc. conducted field surveys for the review area on August 22, 2012 and followed the USFWS ?Standard Operating Procedure for Gopher Tortoise Burrow Surveys? (November, 2009) guidance document. Pedestrian transects were traversed throughout the review area to determine the presence of gopher tortoises, burrows, sign, etc. Transect width was determined in the field based on the visibility provided by the vegetation present. Sighted burrows were flagged and GPS located. A 600-foot radius around each sighted burrow was thoroughly traversed to identify burrows in within this identified range. No gopher tortoise individuals were sighted during field reconnaissance; however, burrows were observed within the review area and classified as old, inactive or active. It should be noted, all burrows were identified in Mobile County, Alabama and for more information, the Eco-Systems? report should be reviewed entitled ?Gopher Tortoise Survey Report and Identification of Anticipated Permits for the Proposed Hydrologic Modification Site for Watershed Restoration in Mobile County, Alabama and Jackson County, Mississippi? dated September 13, 2012. Based on the findings of the survey, the proposed hydrologic restoration project could have the potential to affect the gopher tortoise colony identified and surveyed. When the project construction plans are further refined, a biological assessment and affect determination should be prepared. If impacts to the gopher tortoise colony are identified as a potential result of the proposed project, consultation with the USFWS should be conduc ted. Special provisions before and during any proposed land disturbing activities should be made to protect any gopher tortoise individuals and burrows. Prior to any construction activities, all construction workers should be educated on gopher tortoise identification, as well as establishing a minimum 25 foot radius buffer around each identified burrow. If any gopher tortoises are sited during construction, all activities will cease and USFWS will be immediately consulted. Task #2: Environmental Assessment A thorough environmental assessment of the project area to determine the presence of jurisdictional waters of the United States along with any other environmental factors that may be of concern will be conducted and a summary report with associated figures and maps will be prepared. Task #3: Permitting and Review Process The Jackson County Board of Supervisors anticipates multiple permits to be required during the course of this project. Permits that may be required are detailed below: CWA Section 404 Wetland Permitting and Mitigation: Based on the preliminary project concept, permitting will be required through the U.S. Army Corps of Engineers, with consent and federal consistency determination issued from the Mississippi Department of Marine Resources	Jackson	Yes		No	No	No	No	No	No	Yes		$ 3,760,000.00	$ -	
	Infrastructure	1255	12/3/2013	Gulf Observing Aerial Program	A diverse constellation of airships, airplanes, and UAVs should be put in place to provide long endurance observation of the Gulf. The primary purpose of the aerial fleet will be to closely monitor the offshore drilling community to immediately detect any oil spills, washed ashore oil deposits, or environmental damage to sea life, coastal marshes, etc. Additional functions of the aerial observing system would include maintaining cellular communications service during and after hurricanes, helping find disabled boats, tracking contraband vessels and airplanes, and other functions/capabilities of benefit to the public. MAC proposes to assemble a team of subcontractors that will provide the aerial platforms, provide maintenance and mission support, and operate from the Stennis International Airport, in Hancock County, Mississippi. MAC is proposing a "Mississippi Centric" team that will include the Mississippi Divisions of Lockheed Martin, Stark Aerospace, Northrop Grumman, Aurora Aerospace, Nvision, Optech, and others. MAC will prepare the overall plan, have constructed one of the world's largest hangars, procure the necessary aerial platforms and ground support equipment, and operate the system for the first seven years, at which time the MDEQ will call for proposals for an operational contractor for the second seven year period.	Hancock, Harrison, Jackson	Yes		Yes	Yes	No	No	No	Yes	No		$ 360,000,000.00	$ -	

	Infrastructure	1259	12/3/2013	Ocean Springs YMCA Expansion/Renovation Plan	The Mississippi Gulf Coast YMCA located in Ocean Springs and Tradition serves the entire Gulf Coast region with our facilities and outreach programs. The 7,000+ members between our two branches have access to fitness equipment, group exercise classes, recreational and fitness activities in the pool, child watch, social and family activities, wellness programs, and corporate membership benefits. We are able to extend our reach to promote healthy communities through our after-school programs, career engagement programs, evidence-based chronic disease prevention programs, and water safety programs. The Mississippi Gulf Coast YMCA serves over 10,000 participants annually with 5,000 of those being under the age of 18. In the last 5 years, the Mississippi Gulf Coast YMCA has provided over $500,000 in free and subsidized programs to youth, families, and seniors seeking health and community. In order to have a greater impact to families and businesses on the Gulf Coast, the Mississippi Gulf Coast YMCA is proposing the renovation of the Herbert Wilson Community Center in Gulfport into a new facility. With this additional facility, the YMCA would be able to offer a family-based fitness facility convenient to residents and businesses in the area. (This would allow us tackle the health and social needs that affect the area including diabetes, hypertension, youth obesity, and arthritis with our chronic disease prevention programs, youth engagement, and after-school and camp programs.) The facility would benefit local employees through our corporate membership benefits program to provide employee wellness through membership at the Y. We assist employees and their families in managing their total health and well being through a variety of services such as adult and children's land and water-based fitness classes, reduced programming fees and other family-oriented activities and special events. In the 2017 County Health Rankings, Harrison County is ranked 24th while neighboring counties, Jackson and Hancock, are ranked 8th and 6th respectively. A local YMCA provides access to exercise opportunities, chronic disease prevention programs, youth programs, and social opportunities â€" all areas that can improve the overall social and physical health of residents thus, improving the local health ranking. A new facility will not only serve Gulfport and Harrison County but will impact the quality of life in all surrounding areas including all 7 coastal counties in our service area. Having an additional facility can increase the number of these programs by increasing awareness of the programs to individuals, schools, and employers. Gulfport is a centrally located area along the coast that also brings coastal residents who may not reside there to the area for work. These outreach programs include programs to improve physical and social health as well as youth development. The following is a list outlining the current health statistics among residents, according to the Behavioral Risk Factor Surveillance Survey: â€¢71% of residents are overweight with 37% of those being obese, â€¢14% have diabetes and an additional 29% are at risk, â€¢35% have hypertension, and â€¢30% are considered sedentary in Health District XI which includes the coastal counties. The Mississippi Gulf Coast YMCA offers programs that can address all of these health issues as well as better our workforce and increase safety in water which is a large part of our culture. The Evidence-Based Health Initiatives offered at the YMCA currently include the Diabetes's Prevention Program, Healthy Weight and Your Child, and EnhanceÃ® Fitness. These programs are geared to meet the health needs of Gulf Coast residents through methods proven to increase activity and reduce weight. The Diabetes Prevention Program targets the 29% of adults over 18 who are at risk for	Jackson	Yes		No	Yes	No	No	Yes	Yes	No		$ -	$ -	
	Infrastructure	1260	10/1/2014	Natural Resource Enterprises - Restoring Coastal Habitats and Economies along the Mississippi Gulf Coast	Conduct a series of 6 educational workshops training coastal landowners, sports fishing guides, commercial fishers, resource agency and economic development professionals, and community leaders along the MS Gulf Coast in natural resource enterprise development and associated land & water conservation practices. We will partner with agency and organizational partners, including but not limited to MS Department of Environmental Quality, MS Department of Marine Resources, Gulf Coast Research Laboratory, MSU Coastal Extension Service, Audubon Society, and local boards of supervisors and city officials to host these training events. We will train interested landowners, sports fishing guides, and commercial fishers to develop a diversity of outdoor adventure excursions drawing outdoor enthusiasts to the Mississippi Gulf Coast. Through development of these new businesses and associated conservation, we will improve the environmental health of coastal lands, wetlands, watersheds, estuaries, and the Mississippi Sound on the MS Gulf Coast.	Hancock, Harrison, Jackson	Yes		Yes	Yes	No	Yes	Yes	Yes	Yes		$ 165,094.00	$ -	
	Infrastructure	1261	12/4/2013	Mississippi Gulf Coast Arboretum Trail -- Coastal Arboretums for Restore Canopy and Reduce Injury	The MS Urban Forest Council is a 30 year old nonprofit organization that works with community leadership and citizen to establish healthy tree canopies. We have the only arboretum program in the state and have been certifying arboretums in Ms for over 10 years. This project addresses community resilience, injury, restoring canopies, economic development, tourism benefits and much more. This project has two phases. Phase I of developing arboretums along the MS Gulf Coast will include 3 arboretum, one per county. The project is to scale, landscape level,easily managed, no land acquisition and shovel ready. We can have trees in the ground as early as six months after approval. This project will fully develop local public green spaces into arborvitae creating a network of linear green spaces. This project has multiple benefits - Community resilience, job training, eco-tourism, economic development, recreation, social and ecological benefits, water quality and storm mitigation, and other benefits. This project will be phase one on creating quality green spaces in the three coastal counties. Three sites (one per county) will be created another 10-20 existing sites will be identified and certified as arboretums. Phase II will include developing an arboretum for every coastal city, (12) sites. In all, a total of 15 arboretums developed and another 15 existing sites that can qualify as an arboretum will be certified. So when the project is complete there will be a minimum of 30 certified arboretums along the coast that can be linked as green way, tourism and promotion of communities and other sites. The arboretum will be included on a GPS system so that citizens and visitors can visit and view these sites. These sites will be highly visible. The value of related water quality functions will be determined for these sites based on i-Tree formulas. The project has four basic components. 1. The key objective is to establish healthy Ms Gulf Coast Arboretae in every city in the 3 counties of the Mississippi Gulf Coast; Harrison, Hancock and Jackson. 2. MUFC already has an established and working network of communities on the Ms Gulf Coast through the Scenic Communities and Tree City USA programs. We will work in partnership with local communities, other organizations and counties to plant perpetual green spaces, and provide management training, job training, and all resources to create sustainable green spaces. There are identified spaces on the coast that will remain forever green. Identified by the Gulf Legacy Inventory and the proposed urban tree canopy inventory. We will combine our efforts with other restore projects to add the urban forestry element. We will provide training and other skills, develop a long term inventory of trees, replant the right tree in the right place, address storm preparedness and ensure long term green infrastructure and healthy tree canopies. 3. We will work with each entity. responsible for these green spaces to develop a series of strategies/activities including new planting. Currently, we have 15 Tree City USA on the MS coast. These partner communities will be included in our project. We will provide resources, training and strategies working with local communities, provide advanced long term training on tree maintenance and use of tree inventories to better manage trees and identify important environmental and social values for existing and new trees and community forests. The project will do all these activities through partnerships with local city/county to build knowledge, resilience, create citizen involvement, develop interactive conservation activities and ownership. Communities will learn community resilience aspects and connecting to a healthy gulf based on their actions within their own community. 4. Includes policy implementation on local and regional level as well as storm preparedness and mitigation for landscapes. Funding: This funding includes complete development of 15 arboretum inn the six coastal counties. Project elements include planting over 50 native species trees (1-3) inch trunk diameter), tree	Hancock, Harrison, Jackson	Yes		Yes	Yes	No	No	Yes	Yes	Yes	water quality, trees	$ 420,000.00	$ 50,000.00	
	Infrastructure	1263	12/4/2013	Coastal Exhibits and Promote Natural Resource Stewardship and Enviromental Education	1. Promote natural Resource Stewardship and Environmental Education: MMNS proposes to promote and enhance coastal natural resource stewardship through environmental education efforts that include formal and informal education opportunities, professional development for teachers and outdoor activities for all ages. The types of projects and programs that could be implemented under this objective may include: environmental stewardship and education programs tied to gulf Coast resources that encourage and coordinate the use of existing environmental education and outreach networks and institutions; establish a more effective relationship between research and education communities; and provide meaningful hands-on ecosystem education that includes local. cultural, environmental and economic values with the belief that education will encourage action toward a healthier Gulf Coast. 2. Touch Screens for current coastal exhibits: Technology provides museums with new ways to educate, entertain, and to connect larger and more diverse audiences. In short, the old paradigm of films, tape recordings, signage, and brochures is being replaced by a new paradigm of interactive mobile phone applications and social media. State-of -the-art technology provides expanded tools for learning because it is portable, flexible, and affordable. Elo Touch screens will be installed in three coastal exhibits. The exhibits are Mississippi Sound, Brackish Marsh, and the Barrier Island Grass Beds. A media player is included wit each monitor. 3. Pop-Tank 4. 2-Cylinder Tanks 5. Custom Mobile Touch Tank: A new self contained mobile touch tank designed to mimic the habitat on Mississippi's amazing barrier islands. This mobile touch tank will present wonderful marine creatures from the Gulf of Mexico in a format representative of this facility and our state. The museum's exhibits build on children's natural curiosity about the world around them and foster a sense of wonder about nature. They are designed specifically to encourage family learning and to help young children develop science skills through play and exploration. These exhibits would represent coastal habitats and display animals specific to the coast.	n/a	Yes		No	Yes	No	No	No	No	No		$ 208,019.00	$ -	
	Infrastructure	1264	12/4/2013	Family Life Center	St. Michael is also known as the fisherman's Church and has served the people of Biloxi's Point since it was established as a mission in 1907. The Church is still going through restoration, reconstruction and rebuilding from Hurricane Katrina. We are asking for funds for four major areas: Purchase of a House(Rectory), Family Life Center, Grotto, and Parking Lot	Harrison	Yes	100	No	No	No	No	Yes	No	No		$ 3,000,000.00	$ -	
	Infrastructure	1266	12/4/2013	NRDA Project Proposals State of Mississippi May 13, 2011	The Nature Conservancy in Mississippi is pleased to present the following Project Proposals that we feel are eligible for early NRDA funding based on guidance provided in the "Framework for Early Restoration Addressing Injuries Resulting from the Deepwater Horizon Oil Spill" document. These Projects support the conservation and restoration of critical Gulf of Mexico habitat types including sub-tidal oyster reefs, coastal marsh and forest, sea grass beds and acquisition and restoration of critical coastal lands through the existing Coastal Preserve Program of Mississippi administrated by the Mississippi Secretary of State's Office and the Department of marine Resources. Specifically, these projects meet the requirements delineated in paragraph 6 in that they: - Contribute to making the environment and public whole by restoring, rehabilitating, replacing, or acquiring the equivalent of nature resources or services injured as a result of the spill; - Address one or more specific injuries to natural resources or services associated with the incident' - Seek to restore natural resources, habitats or natural resource services of the same type, quality, and of comparable ecological and/or human use value to compensate for identified resource and service losses resulting from the incident; - Are not inconsistent with the anticipated long-term restoration needs and anticipated final restoration plan; and - Are feasible and cost-effective. The Nature Conservancy has been actively engaged in conservation of the Gulf of Mexico ecosystem for nearly 40 years including over 15 years in Mississippi. During that time we have restored or protected hundreds of thousands of acres of a variety of habitat types across the five Gulf states in partnership with our state and federal colleagues as well as private landowners and businesses. We are well-versed on the ecology of the Gulf and are expert at developing, implementing, and monitoring restoration projects. 1. Hancock County wetlands stabilization and oyster restoration project 2. Restoration and enhancement of coastal marsh and transitional forests in Coastal Mississippi 3. Using living shoreline technology to mitigate the effects of previously hardened shorelines 4. Living shorelines - wetlands restoration projects, Mississippi Gulf Coast, Harrison and Jackson Counties 5. Sub-tidal oyster reef restoration in Biloxi Bay, Mississippi 6. Sub-tidal oyster reef restoration in Bay St. Louis, Mississippi 7. Mississippi Coast wide seagrass community based conservation program 8. Acquisition of property on Round Island, Jackson County, MS 9. Acquisition of property on Deer Island, Harrison County, MS 10.Acquisition of Private Coastal Lands for Preservation, Hancock, Harrison, and Jackson Counties, MS	Hancock, Harrison, Jackson	Yes		Yes	Yes	Yes	No	Yes	No	Yes		$ 51,535,865.00	$ -	

	Infrastructure	1269	12/5/2013	Ecological Restoration of Slash Pine on the Barrier Islands and Coastal Wetlands	Hurricane Katrina and the BP oil spill were very damaging to the barrier islands of the Mississippi, Alabama and Florida Gulf Coast. There is a consensus developing that some restoration of the island ecosystems will be required, including replanting the vegetation, especially the trees. Nothing has been written about the seed sources of the restoration plantings. The arboreal vegetation of the barrier islands of the eastern Gulf Coast of the US consists mostly of slash pine (Pinus elliottii var. elliottii) and live oak (Quercus virginana). During tropical storms, these islands are often inundated with sea water. After Hurricane Katrina (2005), 80% of the slash pine and 50% of the live oak were dead within a few months after the storm. There was very little wind-throw. The mortality was undoubtedly due to exposure to sea water. With these events occurring every decade or so, one might expect that natural selection would result in some genetic adaptation in these populations to temporary salt water inundation. Slash pine occurs not only on the barrier islands but well inland, far from salt water exposure. Seed sources normally found in commercial nurseries are derived from inland populations. It could be a serious error to replant the island vegetation with inland sources that are not adapted to salt water exposure. Mergen et al. (1966) compared barrier island slash pine with mainland sources and found morphological differences. Salt tolerance was not studied. Land (1973) found salt tolerances higher in slash pine than in loblolly pine. It is not a coincidence that slash pine is the only pine found on the Mississippi barrier islands. This study will seek to explore genetic differences in salt tolerances among half-sib families and populations of island and mainland slash pines, with the goal of identifying appropriate salt-tolerant seed sources to use in restoration projects. Seed will be collected from individual trees of three types of populations: 1. Barrier island slash pine, attempting to sample all barrier islands; 2. Beach populations adjacent to the island populations, i.e., populations exposed to salt water through tidal actions; and 3. Mainland populations sampling south-to-north transects starting at points ranging from southeast Louisiana to northwest Florida. Seedlings will be grown for several months and then tested in replicated trials by dipping in artificial seawater. In addition, DNA samples will be tested to determine the level of genetic diversity and differentiation in these populations. Both sets of information will be utilized to recommend and develop adapted seed sources for reforesting the barrier islands and coastal wetlands. At present, seed samples have been collected and GPS-located from Cat Island (Mississippi), Deer Island (Mississippi) and northern Harrison County, Mississippi, and pilot studies on salt tolerance testing have been initiated. This study will have an important impact on the management of slash pine ecosystems throughout the Gulf Coast by providing guidance to restoration efforts. There will also be a significant educational impact, due to the involvement of cooperating university scientists and graduate students.	Harrison	Yes		No	Yes	No	No	No	No	Yes		$ 2,750,000.00	$ 250,000.00	
	Infrastructure	1273	12/9/2013	Adaptive Sports Program	"If they dream about it, they can do it!" Provide a means for all people to enjoy inlet waterways and adapt multi-use facility to accommodate mobility impaired citizens and wounded warriors. -New and existing multi-use facilities need to be built or added to for accommodating mobility impaired citizens and wounded warriors. To enable Disability Community options enhancements of family Orientated Recreational Activities /Educational/Stewardship programs for all ages or even physically unconditioned Citizens	Hancock, Harrison, Jackson	Yes		Yes	Yes	No	No	Yes	Yes	No		$ -	$ -	
	Infrastructure	1287	1/2/2014	Pascagoula- Moss Point POTW Relocation	The Authority is currently developing a feasibility study to review relocating the referenced POTW, MS0020249. The study is being funded as part of the Corps of Engineers, Section 22 Program. The project includes relocation of the existing facility and consolidation with Escatawpa POTW, MS0021521. The consolidation of the two facilities would move both to higher ground away from the floodplain which both currently reside. The relocation would provide an opportunity to construct a facility that would treat the wastewater to reuse quality and provide and industrial water supply within the county to supplement the raw water intake structure on the Pascagoula River. The reuse of the water would remove 5-6 MGD of treated effluent wastewater from the Escatawpa and Pascagoula River Basins and Mississippi Sound. The PMP facility was originally constructed in the 1950s and has been upgraded many times for compliance purposes. The proposed project would provide the county with an upgraded treatment facility to comply with the expected future numeric nutrient criteria. Our current facilities are both land locked and do not have sufficient space to construct new treatment technologies for nutrient removal. To complete the proposed project additional improvements would be required to the existing wastewater transmission system to convey wastewater to the proposed facility. This would include the expanding availability of sewer to other areas currently served by onsite wastewater treatment systems.	Jackson	Yes	100	Yes	No	No	No	Yes	No	No		$ 400,000,000.00	$ -	
	Infrastructure	1288	1/3/2014	Consolidation of Public Water Supply Systems - Helena Park Subdivision	The Helena Park Subdivision (PWS ID 0300026) is an existing community water system with approximately 40 connections. The system has significant deficiencies and has requested the JCUA provide a connection to its East Regional Water System to consolidate the two systems. The project would require an extension to the water system of approximately 15,000 LF to connect the two water systems. Along this extension it is estimated the JCUA would pass 40 existing homes currently provided water from individual water wells. These homes would also be connected to the project. The project includes upgrades to the existing water distribution system in Helena Park Subdivision as the existing distribution system is comprised of water mains smaller than 4" in diameter. The upgrades would meet the requirements of the Mississippi Department of Health and the Jackson County Utility Authority. Upon completion of the project the Authority would have the ability to connect to Helena Utility District and provide a wholesale water connection.	Jackson	Yes	100	No	No	No	No	No	No	No		$ 1,250,000.00	$ -	
	Infrastructure	1289	1/3/2014	Consolidation of Public Water System - Pine Grove PW ID MS030028	The Pine Grove Water System is an existing community water system along Gautier Vancleave Road in Jackson County, MS. The system provides water to approximately 30 homes along the banks of Paige Bayou. The system has significant deficiencies noted by the regulatory agency and has contacted the JCUA for connection to the West Regional Water System. The project includes extension of the West Regional Water System approximately 17,000 LF to reach the community system. Along the extension it is estimated the JCUA would pass 25 to 30 existing homes currently provided water from individual water wells. These homes would also be connected to the project. The extension of the system to connect to Pine Grove would consolidate water supply systems and get the existing system back in compliance with the MS Department of Health regulations.	Jackson	Yes	100	No	No	No	No	No	No	No		$ 1,750,000.00	$ -	
	Infrastructure	1290	1/3/2014	Consolidation of Public Water System - Bluff Creek Mobile Home Water System (PWS ID MS0300079)	The Bluff Creek Mobile Home Water System is an existing water system along Poticaw Bayou Road in Vancleave, MS. The system provides water to approximately 70 homes on the banks of Bluff Creek. The System is located relatively close to the JCUA West Regional Water System. The Project includes an extension of the West Regional Water System approximately 5000 LF to connect to the system and provide a master meter for the mobile home park. It is estimated that the extension will pass 5 to 10 additional homes that would be connected to the system. The extension of the system to connect Bluff Creek Mobile Home Water System would consolidate water supply in the county.	Jackson	Yes	100	No	No	No	No	No	No	No		$ 500,000.00	$ -	
	Infrastructure	1291	1/3/2014	Consolidation of Public Water System - Rouses Marina (PWS ID MS0300110)	The Rouses Marina Water System is an existing community water system off Poticaw Bayou Road in Jackson County, MS. The system provides water to approximately 55 homes along the banks of Paige Bayou. The system has contacted the Authority is past about possible wholesale connection/consolidation to meet the requirements of the regulatory agency. The project includes extension of the JCUA West Regional Water System approximately 25,000 LF to reach the community system. Along the extension it is estimated there are 60-70 homes that would be connected to the system as well that are currently served by individual water supply wells.	Jackson	Yes	100	No	No	No	No	No	No	No		$ 1,750,000.00	$ -	
	Infrastructure	1292	1/3/2014	Consolidation of Public Water System - Home of Grace (No PWS ID)	The Home of Grace is an addiction recovery facility in Vancleave, MS. The facility houses those recovering from addiction. The facility is located a short distance from the JCUA West Regional Water System and is currently served by an individual water supply well. The facility can house up to 110 men at any time. The facility is a non-profit organization and requires assistance to cover the cost of the infrastructure necessary to connect. The project includes the extension of the west regional water system approximately 3000 LF along Jerricho Road to reach the facility. Along the route it is estimated that 5+ existing homes will also be passed and will be connected to the extension.	Jackson	Yes	100	No	No	No	No	No	No	No		$ 200,000.00	$ -	
	Infrastructure	1293	1/3/2014	Consolidation of Public Water System - Community Care Network Women's Shelter (No PWS ID)	The Community Care Network Women's Shelter is a located near Ocean Springs, MS off Fountainbleau Road. The facility is a transitional home for women and children. It includes 8 bedrooms for families with 5 bathrooms and a caretaker's home. The project includes extension of the west regional water system along Fountainbleau Road. The extension will pass an estimated 20 additional homes which would be connected to the water system.	Jackson	Yes	100	No	No	No	No	No	No	No		$ 350,000.00	$ -	
	Infrastructure	1294	1/3/2014	Consolidation of Wastewater Treatment Systems - Bluff Creek Mobile Home and Campground Lagoon (MDEQ Permit MSU099063)	The existing lagoon is located within 1 mile of the JCUA West Regional Sewer System. The Authority constructed the system as part of the CDBG program following Hurricane Katrina to meet the needs of the county and consolidate facilities. Their permit requires the connection to sewer system when such is available in the area. The project includes a pumping station (estimated size 100-150 gpm) and a force main to convey the sewer to the Authority's collection system. Installation of the infrastructure would remove the onsite treatment system which is located on the banks of Bluff Creek.	Jackson	Yes	100	No	No	No	No	No	No	No		$ 500,000.00	$ -	
	Infrastructure	1295	1/3/2014	Consolidation of Wastewater Systems - Pine Grove Mobile Home Lagoon (NPDES Permit MS0032115)	The existing lagoon is located at the Bluff Creek Mobile Home Park on Pine Grove Road off Gautier-Vancleave Road. It is located within a few miles of the JCUA West Regional Sewer System. The Authority constructed the system as part of the CDBG program following Hurricane Katrina to the meet the needs of the county and consolidate utility facilities. Installation of the project would consolidate utilities and remove a discharge of treated wastewater from Paige Bayou. The project would include a pump station (estimated 100 to 150 gpm) and approximately 20,000 LF of force main to reach the west regional wastewater collection system. It is estimated that many homes along the route may be able to connect via low pressure grinder pump system that are currently utilizing septic tanks.	Jackson	Yes	100	No	No	No	No	No	No	No		$ 1,000,000.00	$ -	
	Infrastructure	1296	1/3/2014	Consolidation of Wastewater Treatment Systems - Home of Grace (None Permitted Facility)	The Home of Grace is a facility for addiction recovery. The facility has a capacity of 110 men and currently utilizes an onsite wastewater treatment facility. The facility is a non-profit organization. The project includes a pumping station and force main to convey the sewer approximately 1 mile to the West Regional Wastewater System installed as part of the CDBG program after Hurricane Katrina. The extension will be along Jerricho Road and connect to the existing collection system on Jim Ramsay Road. The extension will pass 5 other homes that may be connected as part of a low pressure sewer system.	Jackson	Yes	100	No	No	No	No	No	No	No		$ 200,000.00	$ -	
	Infrastructure	1297	1/3/2014	Consolidation of Wastewater Treatment Systems - Community Care Network Women's Shelter (Non Permited Facility)	The Community Care Network Facility is an 8 bedroom shelter for women and children. It is a transitional house for those of need including a separate caretaker house. The facility is located 1 mile from the Authority's transmission system. The project would be to connect the facility to a centralized sewer system as it currently utilizes an onsite individual treatment system. The project includes a low pressure sewer system that would also provide sewer collection for approximately 20 homes along the route of the project that also utilize onsite individual treatment systems. Project would remove individual onsite wastewater treatment systems (i.e. septic tanks) from operation and connect 20+ homes/structures to a centralized collection system. Many of these treatment systems are located in or adjacent to wetlands and typical fail in these type soil conditions.	Jackson	Yes	100	No	No	No	No	No	No	No		$ 250,000.00	$ -	

	Infrastructure	1298	1/3/2014	Study of Potential for Contamination of Raw Water Intake at Cumbest Bluff	The county and port authority own and operate a raw water intake for industrial water supply at Cumbest Bluff on the Pascagoula River. This supply is being used for the Authority's Surface Water Treatment Plant currently in construction. The treatment facility will provide potable water for the southern portion of the East Regional Water System and other potential wholesale water customers in the future such as the Helena Utility District. The mouth of the river at the Mississippi Sound has many possible sources of contamination including chemical manufacturers, oil and gas industry, etc. The Authority proposes to have a study completed to evaluate the possibility of contamination of the water supply from events such as natural disasters, sea level rise, saltwater, etc. Expected questions are, (1) is there any real potential from contamination from the industry along the coast line? (2) what kinds of events have the potential to contaminate the water supply? (3) what recommendations or procedures are necessary to protect the water supply as a supplement to our emergency plans.	Jackson	Yes		Yes	Yes	No	No	No	No	No		$ 500,000.00	$ -	
	Infrastructure	1567	1/1/1900	Acquisition of Marina and Jourdan River Boat Launch	(ORIGINAL ID#2) Acquisition of an existing damaged marina, removal of existing structures, and site modifications to provide for a public boat launch facility.	Hancock	Yes		No	No	No	No	Yes	No	No		$ -	$ -	
	Infrastructure	1570	1/1/1900	Giving Gulf Wetlands a Future	(ORIGINAL ID#58) Use of purchases and conservation easements to protect low coastal uplands surrounding the Gulf of Mexico. A planning horizon of 50 years should guide this protection.	n/a	Yes		No	No	No	No	No	No	Yes		$ -	$ -	
	Infrastructure	1575	6/22/2011	Acquisition of Private Coastal Lands for Preservation	(ORIGINAL ID#219) Land acquisition will be made of biologically, and ecologically significant lands in any of the three coastal counties in Mississippi (Hancock, Jackson, and Harrison). Properties will be transferred to the Mississippi Coastal Preserve system where it will be managed by the Department of Marine Resources for the use and enjoyment of the citizens of and visitors to the state of Mississippi. Such uses include bird watching, kayaking, recreational fishing and hiking. The Mississippi Coastal Preserve System manages over 83,000 acres of coastal lands in perpetuity. The island contains a large interior slash pine forest, estuarine and intertidal wetlands, and beach habitat. Gulf wide coastal island habitats are in decline due to erosion, channelization and geological changes in sand source availability. as nesting areas for diamondback terrapins. Placing additional properties into the Coastal Preserve System will afford the property protection from development, incompatible visitor uses and make it available for recreational opportunities to visitors and local residents. Wetland habitats provide nursery grounds for commercially and recreationally important fish, filter water, provide habitat for amphibians, reptiles, birds, mammals and invertebrates while providing a wide variety of recreational opportunities for people. Coastal wetlands protect the mainland from tropical storms, slowing down storm surge energy and absorbing water. Maritime forests provide stop over habitat for migratory passerines, nesting trees for osprey, and are potential nest sites for bald eagles. Coastal beach habitats are loafing, foraging and nesting areas for migratory and residential shorebirds including: least terns, plovers, red knots, black skimmers, American oyster catchers, and herons. Additionally, beaches provide habitat for a variety of invertebrates and could potentially be used as nesting areas for diamondback terrapins. Commercial fishing, sport fishing, kayaking, wildlif e observation, and other nature-based activities are extremely important in southern Mississippi. Restoration of coastal habitats will enhance all of these activities. The proposed efforts will produce a number of immediate jobs while enhancing water-based employment in the long-term.	Hancock, Harrison, Jackson	Yes		No	No	No	No	Yes	No	Yes		$ 5,000,000.00	$ -	
	Infrastructure	1576	6/22/2011	Living Shorelines - Wetlands Restoration Projects, Mississippi Gulf Coast	(ORIGINAL ID#230) Loss of coastal marsh from shoreline erosion is a major problem across the entire Gulf coast. In Mississippi, estuarine marshes are considered to be imperiled. In certain areas in Coastal Mississippi, it is possible to document through aerial photography, the loss of up to 1500 linear feet. Three areas of rapidly eroding wetlands shorelines, totaling 2.25 miles, were selected for this work, based on either public ownership of lands, or willing private landowners. In each area, demonstrated shoreline erosion has sometimes exceeded 250 linear feet, over 50 years. Oyster based living shorelines structures will be placed along selected wetlands. This project will create oyster based living shoreline structures along eroding marsh shorelines in Harrison and Jackson counties. These structures will prevent further erosion and should accrete sediments, leading to recreation of lost marsh habitat. In addition, the living shoreline structures themselves will create marine habitat. There are no structures of this type in use in Mississippi; however, they are in widespread use in Louisiana, Alabama and Texas. In each case significant shoreline protection has been achieved, and accretion of new marsh has sometimes resulted. Other sources of funding are being sought but have not yet been located. It is hoped that successful completion of these pilot projects will stimulate interest in further wetlands restoration. By protecting and restoring coastal marsh, one of the most important habitats on earth, this project will protect and restore habitat for marine fish and invertebrates and migratory and resident seabirds. These species include most of the important commercially fished species, including shrimp, crabs, and spotted seatrout, red drum, and bull minnows. State and federally listed species in the area include Gulf sturgeon and some species of sea turtles, but they are unlikely to use this habitat. In addition to the positive effects on coastal marshes, the living shor elines structures themselves also provide habitat for oysters, mussels, and other marine fish and invertebrates.	Hancock, Harrison, Jackson	Yes		No	No	No	No	No	No	Yes		$ 2,250,000.00	$ -	
	Infrastructure	1581	7/7/2011	Acquisition of lands for restoration, protection, and management	(ORIGINAL ID#501) Healthy marshlands protect us from future storms and floods and open coastal landscapes provide critical ecosystem services on which so many other things depend: clean water and clean air as well as a home for wildlife and vital resting refueling places for migrating species. Land Trust for the Mississippi Coastal Plain (LTMCP) proposes to acquire lands of ecological significance for restoration and protection in the three coastal counties including Jackson, Harrison, and Hancock. LTMCP also proposes to provide long-term management of the lands to restore and improve the area's hydrology, wildlife habitat, natural function, and water quality. The restored lands will be conserved in perpetuity in accordance with Land Trust Alliance standards. 520+/- acres have been identified in the following counties: Harrison County = 45 acres of marine estuarine wetlands and freshwater wetlands habitat $350,000 Jackson County = 375 acres of riverine, marine estuarine wetlands and uplands habitat $4,574,000 Hancock County = 100 acres of riverine and marine estuarine wetlands habitat $500,000	Hancock, Harrison, Jackson	Yes		No	No	No	No	No	No	Yes		$ 5,424,000.00	$ -	
	Infrastructure	1582	7/7/2011	Bay St. Louis Harbor	(ORIGINAL ID#521) To develop a harbor in downtown Bay St. Louis as a catalyst for restoring eco-tourism in Hancock County	Hancock	Yes		No	Yes	No	No	Yes	No	Yes		$ -	$ -	
	Infrastructure	1583	7/7/2011	Mississippi By-ways to Space & Mississippi Scenic Beach Boulevard By-ways	(ORIGINAL ID#522) 43 miles of eco tourism by-ways connecting the INFINITY Science Center to the outdoor laboratory to re-establish the visitor market for the gulf coast region	Hancock	Yes		No	Yes	No	No	Yes	No	Yes		$ -	$ -	
	Infrastructure	1589	8/2/2011	Maritime & Seafood Industry Museum Expansion with Restoration Initiatives	(ORIGINAL ID#761)The Maritime & Seafood Industry Museum located on Pt. Cadet, Harrison County, Biloxi, MS serves as a welcoming beacon to the great City of Biloxi, an educational tool and a superior exhibit, for residents and visitors of the Mississippi Gulf Coast region, and for the great state of Mississippi. The Museum was established in March 1986 to preserve and interpret the maritime history and heritage of Biloxi and the Mississippi Gulf Coast, which came to prominence more than a century ago as one of the world's great seafood producers. Since it's opening, the Maritime and Seafood Industry Museum has become recognized for its interpretation of Mississippi Gulf Coast history, culture, and heritage. The Museum exhibits, the replicated sailing schooners, the educational programs, the schooner pier complex, and the research collections have proven invaluable to the citizenry of Mississippi as well as national and international clientele. Special programs held within the museum, has seen it featured on regional and national television. The Museum expanded another 8,000 sq. ft. in 2003 and in 2005 was destroyed by Hurricane Katrina. The new three story 20,000 sq. ft. museum reopened in August 2014 at a cost of approximately $10 million. Since 1986, the Museum has been on a steady path of accomplishment – from our award-winning building to our exhibits and tools – but there is much more to accomplish. Our educational and economic impact within the community, the region and the state has made the Maritime and Seafood Industry Museum a destination of enjoyment and a significant economic contributor. Our $8 million expansion would build a state of the art Exhibit Hall that will play host to world class traveling exhibits. The Museum is convinced the addition of the Exhibit Hall will elevate the Museum experience and enhance the regional economy through the distribution of admission dollars and funds raised from sponsored traveling exhibits. It would also enable the Museum a larger venue for convention space for one night events away from the Casinos. Tourism is frequently seen as a way of creating new employment opportunities in regions which have suffered from devastating hurricanes or oil spills. Mississippi's Gulf Coast has embraced the tourist industry, bringing in major casinos and support services to keep tourist engaged. Visitors stay at hotels, eat at restaurants, visit cultural sites and consume goods and services within a local economy. This serves as an economic boon to drive benefits across many other sectors. Regional museums are an important magnet to draw visitors, as they flavor the experience, present the region's history, display their treasures and share the artistic and cultural essence of the region. Giving visitors a variety of exciting activities and events impacts their experience and ensures their return. Recently published reports from the American Alliance of Museums, show indisputable evidence that museums are true economic engines for their communities, supporting jobs and wages that are vital to the health of their hometowns. And, as an industry, Museums have widespread public support that transcends political affiliations and geographic locations. Along with the revenue generated from patron visits, museums have a wider economic impact as they purchase goods and services from local vendors (such as caterers, exhibit designers, and window washers), and provide community gathering spaces and alternate venues for conferences and social gatherings. Now, it is time to enhance our offering to the public, while enhancing the regional economy. And with these goals in mind, we are requesting the assistance of the Resources and Ecosystems Sustainability, Tourist Opportunity and Revived Economies of the Gulf States Act of 2011 (RESTORE).	Harrison	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes		$ 7,549,904.00	$ -	
	Infrastructure	1590	8/16/2011	Proposed Emergency Seagrass Restoration	(ORIGINAL ID#842) Per descriptive information in documents entitled "A Concise Environmental Assessment (EA) for Emergency Restoration of Seagrass Impacts from the Deepwater Horizon Oil Spill Response", the following ideas can address and deal with the "Overview of OPA - Emergency Restoration Requirements" (para. 2.3.1 - Items # (3) and (5). I am suggesting that Aquatic Weed Harvester equipment be considered to methodically remove aquatic weeds & vegetation (i.e. - seagrass) that has been impacted by the oil spill and continues to contain oil residues. This process is not to "dig out" the weeds, but to harvest those weeds that continue to maintain oil residues...esentially, HARVESTING those designated weeds without impacting their root systems, thus allowing them to continue to thrive and grow, but without the oil residues on the newly growing vegetation. Aquatic weed harvesting is a known technology and can be accomplished at a reasonable cost. Item 3.2.1 - Description of Proposed Action. The Aquatic Weed Harvesters are basically shallow draft (under 12 inches), twin-pontoon (catamaran type) boats are propelled by twin hydraulically driven/reversible/variable speed paddle wheels. The weeds to be harvested are cut by reciprocating sickle knives (they can cut up to 12 ft wide and to variable depths of 6 ft.), and the weeds then land on and come up open mesh wide conveyors, then load into the vessels storage areas, where they can be further accumulated via storage bed conveyors. Once fully loaded, the Harvester can back up to shore areas, where they can be matched up & aligned w/ conveyorized Shore Conveyors that move the harvested weeds to dump trucks, etc. for off site removal. The entire operation will "avoid causing the same kind of damage to teh seagrassses that response boats caused" Item 3.2.2 Site Identification and Characterization This Item indicates "depth contours of less than one meter depth", certainly wit hin the operating capability of the Weed Harvesters. The operator's elevated position enable a clear sight of the areas to be harvested, thus virtually eliminating the likelihood of injury to the seagrass beds....i.e. this is a very methodical operation. Considering that areas to be harvested are tidal, the Harvesters pontoons can be outfitted w/ hydraulically powered cleats to enable the vessel to operate during periods of very shallow tide.	Hancock, Harrison, Jackson	Yes		No	No	No	No	No	No	Yes		$ 500,000.00	$ -	
	Infrastructure	1591	8/18/2011	Wolf River Restoration Project	(ORIGINAL ID#849) The purpose of the Wolf River Restoration Project (WRRP)is to facilitate fish, wildlife, and plant habitat protection, restoration, and enhancement, primarily for Federal trust resources including migratory birds, endangered and threatened species, coastal wetlands and marshes, and aquatic resources, floodplains, and riparian areas along the Wolf River in Hancockand Harrison Counties in Mississippi.The core of the WRRP is lands totaling approximately13,969 acres or approximately 28.5 miles of Wolf River Frontage. Residential and commercial development in Hancock and Harrison Counties has seen a tenfold increase over the past two decades. Consequently, much of the lands found within the Wolf River Watershed have been or are under immediate threat of conversion.By purchasing, restoring and preserving this critical drainage and riparian buffer, the Wolf River will continue to provide important freshwater flow into the important tidal marshes of the Bay of St. Louis and the Mississippi Sound.	Harrison	Yes		No	Yes	No	No	No	No	Yes		$ 42,000,000.00	$ 1,750,000.00	
	Infrastructure	1596	9/6/2011	St. Stanislaus High School	(ORIGINAL ID#1011) St. Stanislaus High School is located on the beach in Bay St. Louis and was directly impacted by the oil spill. The school beaches and pier were closed and the summer camp had to cease all water activities during the summer of 2010, due to the oil that washed up on shore. The school campus also received extensive damage in 2005 from Hurricane Katrina, is still recovering from the damage; losses exceed $30 million. This project would renovate the Marine Science, Chemistry, and Physics Laboratories for St. Stanislaus School in Bay St. Louis. The equipment and facilities in these rooms were built in 1971 and are in desperate need of upgrading. Specifically, the project would replace all countertops to a modern stone top that is chemical resistant, build new display cases for specimens and fish tanks and upgrade the water and gas lines to allow students to have easier access for projects. This necessary upgrade would be a great investment in the future of our student?s education.	Hancock	Yes		No	No	No	No	No	No	No		$ 50,000.00	$ -	
	Infrastructure	1598	9/7/2011	Oil Spill Restoration Technology Center	(ORIGINAL ID#1056) An Oil Spill Restoration Technology Center would provide research, testing, and training in the use of new technology for oil spill response. It would deal with new product development and testing. The facility would also provide laboratories for the testing and study of the breakdown of oil and dispersants, including the effect on water quality, the longevity of its effectiveness, and long-term and/or short-term impacts on the environment. Oil spill response training would be major component of this project. The suggested location for the Center would be the Waveland Business Center (Coleman Avenue with field trial area located near water/marshes).	Hancock	Yes		No	No	No	No	No	No	No		$ -	$ -	
	Infrastructure	1599	9/7/2011	Sealife Rehabilitation Center	(ORIGINAL ID#1061) This project would address the need for recovery of injured animals as a result of habitat destruction from such things as oil spills and hurricanes. Sea life would include turtles, dolphins, shore birds, and fish. Ongoing studies would be conducted every 6 months to evaluate habitat quality and the health of the Gulf of Mexico. This project would have a 20-year funding trust set up for this purpose. There would be an education center included to form an outreach for interested students and other visitors. Training for specific areas such as bird de-oiling would be under the direction of a veterinarian. Suggested locations include the Hancock Port and Harbor (Alcan Building), near Jordan River, or near Wolfe River.	Hancock	Yes		No	No	No	No	No	No	Yes		$ -	$ -	
	Infrastructure	1600	9/7/2011	Cleansing of Clermont Harbor	(ORIGINAL ID#1062) This project would provide equipment and manpower to fully clean the harbor. Specifically, the project would consist of removal of sludge and silt brought in by the Deepwater Horizon oil spill. It further would include replanting of indigenous grasses. (This project could be added to other NRDA projects proposed by Women of the Storm.)	Hancock	Yes		No	No	No	No	No	No	Yes		$ -	$ -	

	Infrastructure	1603	4/21/2011	BioRestore?	(ORIGINAL ID#2106) BioRestore? will contribute to help mitigating marine resource status quo. BioRestore? is a process based on the Capture and Culture of Post-larvae (PCC) marine animals. The idea is to effectively rescue a small proportion of post-larval fish before predation, then rear and release them to boost marine ecosystem recovery. Restocking can thus be achieved for a wide range of coastal fish species, and pre-release juveniles are conditioned to survive in the wild before restocking. We feed them on live food, and a patented halfway house is created placed in the nursery where the fish can become familiar with them. Pieces of the halfway house are then released in the same area as the fish, thus reducing stress and encouraging the juveniles to settle at that location. BioRestore? is a 3-step all inclusive marine restoration process in full accordance with the maritime status quo and the regulatory context. It simultaneously aims to monitor biodiversity losses, to mitigate impacts and help rebuild stock of local species. This process is being used in the Mediterannean sea.	n/a	Yes		No	No	Yes	No	No	No	Yes		$ 300,000.00	$ -	
	Infrastructure	1604	9/26/2011	Acquisition of Property on Round Island	(ORIGINAL ID#11198) This land acquisition would protect 60.85 acres of Round Island. The property would be transferred to the Mississippi Coastal Preserve system where it would be managed by the Mississippi Department of Marine Resources for the use and enjoyment of the citizens of Mississippi. Such uses include bird watching, kayaking, recreational fishing, and hiking. The Coastal Preserve System manages over 83,000 acres of coastal lands in perpetuity. The island contains a large interior slash pine forest, estuarine and intertidal wetlands, and beach habitat. Gulf-wide coastal island habitats are in decline due to erosion, channelization and geological changes in sand source availability.	Jackson	Yes		No	No	No	No	Yes	No	Yes		$ 1,800,000.00	$ -	
	Infrastructure	1605	9/26/2011	Acquisition of Property on Deer Island	(ORIGINAL ID#11199) This land acquisition would protect 8.5 acres of Deer Island. The property would be transferred to the Mississippi Coastal Preserve system where it would be managed by the Mississippi Department of Natural Resources for the use and enjoyment of the citizens of Mississippi. Such uses include bird watching, kayaking, recreational fishing and kayaking. The Coastal Preserve System manages over 83,000 acres of coastal lands in perpetuity. The island contains a large interior slash pine forest, estuarine and intertidal wetlands, and beach habitat. Gulf-wide coastal island habitats are in decline due to erosion, channelization and geological changes in sand source availability.	Harrison	Yes		No	No	No	No	Yes	No	Yes		$ 5,000,000.00	$ -	
	Infrastructure	1611	11/9/2011	Nursery for Marsh Grass Restoration	(ORIGINAL ID#11437) This project consists of providing funding for the full implementation of a plant nursery to allow for statewide marsh restoration. The Center for Plant Restoration and Coastal Plant Research (CPR) is located at the University of Southern Mississippi's Gulf Coast Research Laboratory in Ocean Springs. The mission of the CPR is to provide expertise and assistance for the restoration of coastal wetlands, salt marshes, beach and dune vegetation, and submerged aquatic plants including sea grasses. To that end, the University operates a 1,200 square foot state-of-the-art temperature controlled greenhouse, routinely growing over a dozen species of common native salt marsh and beach plants. In addition, CPR has indoor and outdoor growing facilities for propagation of four important species of submerged aquatic vegetation. For large scale restoration and mitigation projects, the CPR partners with local nurseries and agency partners to provide the necessary numbers of plants. Three project scenarios are envisioned depending on restoration needs: 1. Small scale (<100,000 plants): Requires at a minimum 4,000 sq ft of heated greenhouse space and 10,000 - 20,000 sq ft of outdoor open space for final staging of plants. 2. Medium scale (100,000 to 1 million plants): Requires at a minimum 8,000 sq ft of heated greenhouse space. Additionally 0.5 - 5 acres of outdoor open space for final staging of plants. 3. Large scale (> 1 million plants): Requires at a minimum 16,000 sq ft of heated greenhouse space. Additionally 5 or more acres of outdoor open space should be available to final staging of plants. CPL anticipates that several sites will be established along the coastal counties in Mississippi, depending on the requirements of the restoration projects necessary. Some existing areas are available.	Jackson	Yes		No	No	No	No	No	No	Yes		$ 5,000,000.00	$ -	
	Infrastructure	1615	12/9/2011	Increase the pace, quality and permanence of voluntary land and water conservation through the Partnership for Gulf Coast Land Conservation	(ORIGINAL ID#11546) The Partnership for Gulf Coast Land Conservation project The Partnership for Gulf Coast Land Conservation (PGCLC) is a new coalition of local, regional state and national land conservation organizations devoted to advancing land and water conservation in the Gulf of Mexico region. This initiative is organized under the auspices of the non-profit Land Trust Alliance (Alliance) and is patterned after other successful land trust coalitions across the country. Today our membership consists of 25 national, regional and local land trusts operating in the Gulf States. The Partnership's mission is to work together across the five Gulf of Mexico states to increase the pace, quality and permanence of voluntary land and water conservation in the coastal region. Land trusts are community-based non-profit organizations that work with landowners to permanently conserve forests, rivers, farms, ranches and other natural areas critical to a sustainable environment and healthy, thriving communities. Through this project, the Partnership proposes to: 1. Increase the effectiveness and efficiency of land trusts in the Gulf Region. 2. Develop and promote a public policy agenda which will reduce the barriers to private sector conservation efforts and increase funding for acquisition and restoration. 3. Develop collaborative projects that will enable the land trust community and supporters to implement landscape scale conservation measures in the region. Collaborative projects may be built around water quality, critical habitat, or other criteria. 4. Participate in landscape-scale conservation planning in collaboration with other conservation partners (resource agencies and other non-government organizations) that prioritizes habitat for endangered and threatened species, improvements to water quality, connectivity to other protected lands, trust resources and important cultural and recreational features. 5. Participate in and coordinate our efforts with other ong oing conservation planning and implementation activities through entities such as the Gulf of Mexico Alliance and the Gulf of Mexico Foundation and others.	n/a	Yes		No	Yes	No	No	No	No	Yes		$ 1,000,000.00	$ -	
	Infrastructure	1623	7/2/2012	Enhancing Remnant Wetlands to Decrease the Impacts to Coastal Degradation	(ORIGINAL ID#11717) The TNC-MS Chapter's Freshwater Program proposes to implement controlled drainage practices on remnant oxbow wetlands in the Mississippi Delta. While serving as a drainage catchment, installation of an innovative surface controlled drainage strategy, low-grade weir, in the systems outflow channel would create a series of in-stream wetlands with in the systems channel. These in-stream wetlands will aide in altering flow velocities of runoff entering these remnant systems and provide the very important service of first flush capture of nonpoint source pollutants that would have eventually exited the system. These pollutants are derived from the agricultural production in the region that is ubiquitous in its use of inorganic fertilizers to increase crop yields, which in turn, often result in the delivery of high nutrient loads from the landscape to adjacent receiving waters. It is these nutrient loads, mainly nitrate-N, associated with these watersheds that are rooted deeply in the causes of coastal ecosystem degradation and eutrophication. This is no more prevalent than in the hypoxic zone off of the Mississippi coast in the Gulf of Mexico. Several thousand acres of remnant oxbow wetlands in the Mississippi Delta currently go unmanaged. These systems could significantly contribute to decreasing nitrate-N concentrations and loads reaching Mississippi's coastal ecosystem while also serving as a critical significant surface water source capable of providing sustainable irrigation supplies as well as needed in stream flows. Using remote sensing data through the Light Detection and Ranging (LIDAR) software we were able to determine precise water volumes associated with water elevation fluxes of several remnant oxbow wetland systems. Two of the systems alone would have a combined water storage capacity of 1,500,000,000 liters following implementation. Project sites would be modeled and replicated for future projects of its kind aimed at enhancing water quality and sec uring an additional sustainable water supply in the Delta's watersheds by using the landscape's natural features. The project is in the preliminary stages and although we have a strong consensus from the private landowners, the most important steps include securing funding for the project and potentially leveraging that funding with other interested partners. Project sites range from the northern to southern portions of the Mississippi Delta region and are dependent on funds allocated. Funds from the Restore Act would aide in enhancing critical wetland habitat to decrease the impacts to downstream water quality, with the added potential to provide data that would establish these remnant wetlands as an additional sustainable water supply that could be managed and is needed in this region's irrigation-dependent agricultural economy. The agriculture community has begun to embrace the notion of water resource conservation, but alternative strategies are actively being sought. Failure of the conservation community and associated partners in this region to engage in this process will represent a lost opportunity with wide ranging implications.	n/a	Yes		No	Yes	No	No	No	No	Yes		$ 1,000,000.00	$ -	
	Infrastructure	1629	3/20/2013	Mississippi Watershed Structure Restoration Project	(ORIGINAL ID#11936) 1) BACKGROUND OF RC&D PROGRAM -The North Central Mississippi Resource Conservation & Development Council (NCRCD) covers 10 counties in North Mississippi. The NCRC&D is a 501 c3 non-profit organization made up of volunteers who identify needs in our communities and find solutions that work. Our Council's sponsors are the Board of Supervisors and Soil & Water Conservation Districts. 2) NATURAL RESOURCE DAMAGE- The NCRCD recognizes the need to fund a project to restore or rehab approximately 77 watershed structures that are near failing. Most structures will require new pipes installed, dirt work, and woody vegetation removed from these dams. These water control structures were built in the late 1950s-1960s by USDA, Soil Conservation Service along deep channels for erosion control purposes. Over the past 60 years they have trapped tons of nutrients and sediment. Not if, but when these structures fail, sediment and nutrients will pollute streams on down to the Gulf of Mexico. 3) EXECUTIVE SUMMARY- Goal is to restore or rehab 77 water control structures back to original designs in Mississippi watersheds that include: Little Tallahatchie, Coldwater, Horn Lake-Nonconnah, and Wolf River. The NCRCD is capable of administering this project. 4) ACTION PLAN -The NCRCD will be responsible for project coordination and seeing that the project is completed in a timely and efficient manner. The action plan includes the following: A) NCRCD and Watershed District or local sponsor will obtain easements B) USDA- Natural Resources Conservation Service will provide as-built plans (designs already completed) and will provide personnel to inspect the rehab of structures as matching funds for the project C)NCRCD will provide assistance in obtaining copies of as-built-plans, bid advertisements, bid packages, contracting, payments, and final reports D)NCRCD will provide sub-grants to local organizations and/or certified engineers if needed. 5)BUDGET- A) 77 Water Control Structures Restored ($2 ,475,000) B) Project Coordination - Easements, Contracting, Misc. Engineering ($200,000) C) Travel($15,000) D)NCRCD- 4% Administrative Fee ($107,000) E)In-Kind Matching Funds USDA-NRCS($450,000) 6) EVALUATION OF PROJECT- A)Number structures restored B)Efficiency & timeliness of project completion C) Reduction of sediment and nutrients into the Gulf of Mexico.	Panola	Yes		No	Yes	No	No	No	No	Yes		$ 2,797,000.00	$ 450,000.00	
	Infrastructure	1630	3/20/2013	Mississippi On-Site Wastewater Treatment Project	(ORIGINAL ID#11937) 1) BACKGROUND OF RC&D PROGRAM -The Mississippi Association of Resource Conservation & Development Councils (MARCDC) has 7 local Resource Conservation & Development (RC&D) Councils that cover the entire state of Mississippi. The MARCDC & RC&Ds are 501c3 non-profit organizations made up of volunteers who identify unmet needs in their communities and create solutions that work. 2) NATURAL RESOURCE DAMAGE- The MARCDC recognizes the need to fund a statewide project to address environmental damage caused by rural homeowners with failing septic tanks & homes without septic tanks (straight line pipes) to protect upstream damage from polluting streams that drain into the Gulf of Mexico. According to the Mississippi Department of Health(MDOH), 425,000 homes or 40% of homes are not connected to sewer systems located in rural areas of the state. A MDOH official estimated 15-20% of rural homeowners statewide have failing septic tanks or without septic tanks. 3) EXECUTIVE SUMMARY- Goal is to install a minimum of 200 wastewater treatment systems in existing low-income households within rural areas of MS. The MARCDC is capable of administering this project. Plan is to give sub-grants to local groups such as; RC&D Councils, Conservation Districts, Health Dept. Boards, and other community groups. 4) ACTION PLAN -The MARCDC will make sub-grants to local organizations to allow septic tanks to be installed in a timely and efficient manner. Local organizations will work with local health departments to complete these activities; A) homeowner completes application B)Health department determines homeowner eligibility rating (Health department makes on-site evaluation & system type needed D)eligible homeowners receives septic system maintenance training E) groups of at least 5 septic tanks will be advertised in the local newspaper F)mailletter to eligible homeowners G)open bids and award contracts to certified contractors H)health dept. certifies work meets standards. 5)BUDGET- A) 200 Se ptic Tanks installed ($1 ,000,000) B) Project Coordination- Local Organizations ($160,000) C) MARCDC- 4% Administrative Fee ($46,400) 6) EVALUATION OF PROJECT- A)Number of septic tanks installed B)Efficiency & timeliness of project completion ()Reduction of fecal coliform bacteria into the Gulf of Mexico.	Tate	Yes		No	Yes	No	No	No	No	Yes		$ 1,206,400.00	$ -	
	Infrastructure	1634	4/30/2013	Flood Water Retardation Watershed Structure Rehabilitation	(ORIGINAL ID#11969) We have a need to renovate and bring back up to standards flood water retardation watershed structures. These dams were build in the 1960-1970 time period to reduce down stream flooding and control erosion. These structures are still functioning in that capasity but the metal trash racks are in need of replacement. These dams have and are still providing a great service in controled runoff of sediment, water and nutrients from towns and agricultural lands. Because of the rusting of the metal trash racks and some woody vegetaion on emergency spillways, the local watershed districts are in need of financial assistance to conduct this type of maintenance. These local watershed districts do carry out some annual maintenance but are not financially able to preform these type of overhauls. If these dams are not brought back up to current mandated standards, these dams would be breached allowing the 40-50 years of trapped sediment, nutrients and possible pesticides to be released into the down stream waterways. And the increased flood hazard would indanger many homes, businesses and highways, railroads, utility services, wetlands and agricultural lands. These watershed areas all drain to the Gulf of Mexico by way of the Tombigbee River. The areas above these dams have created wetlands that are important to local wildlife and migritory birds.	Prentiss, Lee, Alcorn, Tishomingo, Chickasaw, Calhoun, Webster	Yes	10	No	Yes	No	No	Yes	No	Yes		$ 400,000.00	$ 40,000.00	
	Infrastructure	1636	5/16/2013	Reduction of Nutrients and Sediments from Agricultural Lands	(ORIGINAL ID#11976) This project would involve landowners with livestock on land ajacent to field ditches, creeks, streams and waterways to reduce the amount of nutrient and sediments entering the stream flow. This would involve assistance to landowners with fencing out of streams, improvements to pasture grass conditions, water sources, feeding areas, grazing rotations and educational meetings to assistance landowners in best management practices and to learn about other sources of funding. This project would reduce the amount of nutrients and sediments entering the waters that flow into the Tombigbee river basin and then the Gulf of Mexico. This would be administered through the NE Miss. RC&D with the assistance of the local Soil and Water Conservation Districts and Miss. Soil and Water Conservation Commission and the Natural Resources Conservation Service office.	Alcorn, Tishomingo, Lee, Itawamba, Prentiss, Chickasaw, Calhoun, Clay, Monroe, Lowndes, Oktibbeha, Webster, Choctaw, Noxubee, Kemper	Yes		Yes	Yes	No	No	No	No	Yes		$ 1,750,000.00	$ -	
	Infrastructure	1637	5/16/2013	Wetlands use as nutrient traps	(ORIGINAL ID#11977) This project would be use to reduce nutrients in stream waters by directing waters from grazing and croplands into created wetlands. This project would assisted interested landowners in the creation 1 to 15 ac. size wetlands with flash board riser type water control sturctures to regulate water levels and provide still water areas to settle nutrients and sediment from near by agricultural lands. Open areas would be planted to plants favored by water fowl and aquatic wildlife. Assistance would be provided for planning, engineering, construction and management of these areas as well as education for long term management long after this program ends.	Clay, Oktibbeha	Yes		Yes	Yes	No	No	Yes	No	Yes		$ 110,000.00	$ -	

	Infrastructure	1645	7/12/2013	Establishing Institute for Biodiversity Studies at the GCRL	(ORIGINAL ID#12031) An Institute for Biodiversity Studies will be created with the purpose of conducting long-term ecological studies of wildlife in the lower Pascagoula River and associated estuary. The institute will be housed at the GCRL or Cedar Point Campus and will unite and house the GCRL Museum vertebrate and invertebrate collections in a new visitor friendly facility. The Institute will also facilitate research projects from outside agencies, collaborate with the Pascagoula River Audubon Center, and serve as a repository for specimens collected associated with the Audubon All Taxa Inventory Initiative, as well as continue to serve in its regular capacity as a premier regional lending repository for marine specimens from the Gulf of Mexico. The institute will provide taxonomic training and guidance to USM Coastal Science graduate students, contribute to the USM Marine Education Center Summer Program, and employ undergraduate students interested in museum and ecosystem- based studies. The institute would make a logical home office for the Gulf and Caribbean Reports.	Jackson	Yes		No	Yes	No	No	No	No	No		$ 5,000,000.00	$ -	
	Infrastructure	1656	1/16/2014	Ingalls Drainage	The waterway connecting Yazoo Lake to the bayou to the north allows for limited drainage, but does not support natural sediment transport or ecological biodiversity. There is currently a manmade dranage structure running the length of the project. Restoring the open flow will allow for better tidal influences upstream, to support plant and animal life, as well as provide an opportunity for a greenway connection between the Point Park, Beach Promenade, and revitalization efforts along the Pascagoula Riverfront. Major drainage improvements are needed as well, which will be addressed by opening the channel as proposed.	Jackson	Yes	40	No	No	No	No	No	No	Yes		$ 2,170,050.00	$ -	
	Infrastructure	1657	1/16/2014	Coffee Creek Restoration and Enhancement	Coffee Creek is about 1.25 miles long and drains portions of the City east of Hwy 49 and south of Pass Road. The estuarine channel collects and treats storm water runoff starting around the intersection of 28th St and Gulf Ave with direct outfall to the Mississippi Sound. This restoration project intends on enhancing the Coffee Creek's unsightly outfall, restoring the channelâ€™s natural flows, and improving public access and recreational activities to portions of the sand beach where access was limited due to oiling during the 2010 oil spill. Initially, the project will involve routine maintenance and debris removal on an approximate 1/3 mi stretch beginning at the outfall at the Gulf. These low impact, non-structural improvements will restore natural flows and revitalize coffee creek as a natural corridor and refuge for estuarine wildlife. Secondly, beachfront enhancements are proposed in line with the current "Gateway" projects already underway within Harrison County. These enhancements may consist of aesthetic improvements (landscaping, etc.) and recreational improvements such as fire pits, showers, volleyball courts, pavilions, etc. while providing more access for fishing; the recreational improvements will complement the existing parking field already in place at this location. Further, a kayak rental facility will be constructed to encourage kayaking opportunities. Kayaking improvements will be in line with the Heritage Trails Partnership of the Mississippi Gulf Coast's blueways program. The final intent of this project will be to provide a boardwalk alongside Coffee Creek that will allow access from its outfall at the sand beach all the way to the existing Clower-Thronton Nature Trail just north of the existing railroad (approximately 1/3 miles to the north). A portion of Highway 90 will need to be raised approximately 6' to allow the boardwalk to pass underneath. This boardwalk will provide public access between these two recreational uses, and will encourage economic development and tourism by providing immediate (and safe) access between the upcoming Centennial Plaza development and Gulfport's pristine beaches.	Harrison	Yes	50	Yes	No	No	No	Yes	No	Yes		$ 9,500,000.00	$ -	
	Infrastructure	1658	1/16/2014	Hwy 90 Beachfront Boardwalk	The project proposes additional beachfront concrete boardwalks along the south side of Highway 90. This restoration project intends on improving public access and recreational activities to portions of the sand beach where access was limited due to oiling during the 2010 oil spill. This project will benefit residents and tourists. More than 85% of the nearly 8 miles of shoreline within Gulfport City limits already has an ADA-compliant concrete boardwalk in place; aside from pedestrian and bicycle access, this boardwalk offers benches overlooking and stairs leading to Gulfport's beaches. The remaining 15% of shoreline (approximately 6,350 linear feet) without an existing boardwalk is divided into 4 sections. Completion of these unfinished sections would offer safe recreational walking and biking options. It would further serve to promote public pedestrian access to, not only Gulfport's beaches, but also the revitalized downtown Gulfport, Jones Park, and the Gulfport Small Craft Harbor as well as casinos, proposed developments, etc. Finally, this boardwalk will also help minimize beach erosion and act as a barrier between the beach and Highway 90. This will help reduce sand migration onto the highway, lowering road hazards and decreasing maintenance time and costs. In addition to the boardwalk, beachfront enhancements are proposed that are in line with the current "Gateway" projects already underway within Harrison County. These enhancements may consist of aesthetic improvements (landscaping, etc.) and recreational improvements such as fire pits, showers, volleyball courts, pavilions, etc.	Harrison	Yes	75	Yes	No	No	No	Yes	No	No		$ 3,000,000.00	$ -	
	Infrastructure	1659	1/17/2014	Greenways	A strong pedestrian and bicycle network of paths between parks, natural amenities and community services will enhance access to nature, meeting space, fitness opportunities, sports venues, and child-friendly playgrounds. The Greenways project will connect other major projects (Historic Pathways, Lighthouse Park, Riverfront Redevelopment, Beach Promenade, Point Park, Spinnaker Point) with a safe, inviting pathway. Major elements of the project include property acquisition, development of natural buffer zones near waterways, restoration of previously disturbed channels and bayous, wetland and marsh enhancement, boardwalk and pathway construction, lighting, and signage for information and educational purposes.	Jackson	Yes	55	Yes	Yes	No	No	Yes	No	Yes		$ 33,822,868.50	$ -	
	Infrastructure	1660	1/17/2014	Brickyard Bayou Restoration and Enhancement	Brickyard Bayou, the largest single drainage basin in south Gulfport, flows northeast from 42nd Ave around 20th St all the way to Bernard Bayou, east of the airport. This transitional freshwater/estuary water body collects and treats much of Gulfportâ€™s storm water runoff and is a natural corridor and refuge for estuarine wildlife. Development and debris and sediment deposition has limited this drain ways natural flows causing, in particularly, the area west of 8th Ave (south of the airport and including Hwy 49) to be prone to flooding of local buildings and streets. This area is of primary economic importance as it is centered between the Port of Gulfport and the airport, the two major commercial centers of the City. This restoration project proposes new conservation easements be acquired along with the redesign of, general maintenance of, and debris removal within the bayou. Controlled vegetated stabilization practices will provide protection to this resource. These low impact modifications will help restore natural flows, thereby alleviating flooding of streets and buildings in this area. This will bolster community resilience and encourage economic development. Further, additional emphasis would be placed on opening up recreational activities to residents and encourage eco-tourism. These improvements could include additional access points for fishing and kayaks, a kayak rental facility, etc. Kayaking opportunities would be coordinated with the Heritage Trails Partnership of the Mississippi Gulf Coast"s blueways program. Brickyard Bayou is already designated a "blueway".	Harrison	Yes		Yes	No	No	No	Yes	No	Yes		$ 8,000,000.00	$ -	
	Infrastructure	1661	1/20/2014	Turkey Creek Restoration and Enhancement	Turkey Creek is 13.7 miles long with an approximate 17,800 acre drainage basin. Located in the City of Gulfport, the City of Long Beach, and Harrison County, Mississippi, this transitional freshwater/estuarine water body collects, stores, and treats storm water runoff for multiple municipalities. Turkey Creek holds high levels of debris deposited by storm events and local residents. With its natural flows impeded, during high flow conditions, this creek overflows the south stream bank and causes widespread flooding. In a 2005 "Flood Damage Reduction Study," the United States Army Corps of Engineers (USACE) recommended selective clearing and snagging for identified portions of the creek. Subsequent attempts to do so by Harrison County were halted by public protest from organizations such as: the NAACP, the North Gulfport Coalition, and the Sierra Club. Initially, this project proposes the formation of a "Turkey Creek Improvement Committee" consisting of the above referenced municipalities and organizations. This committee would be focused on Public Outreach and be tasked with suggesting improvements to be designed and approving final design prior to construction. Anticipated improvements would be limited to low impact methods such as shoreline stabilization, sediment and debris removal, stream maintenance, etc. These improvements will restore natural flows and will revitalize the natural refuge and natural corridor this creek provides to all sorts of estuarine wildlife. This project also proposes improvements within the watershed (drainage inlets and piping), particularly near the intersection of Creosote Rd and Rippy Rd. These improvements will allow storm water to flow more efficiently thereby reducing the flood levels in the lower Turkey Creek Basin. Flood level reduction will help spur economic development and community resilience. Further, additional emphasis would be placed on opening up recreational activities to residents and eco-tourism. These improvements could include additional access points for fishing and kayaking. Turkey Creek is already a designated "blueway" by the Heritage Trails Partnership of the Mississippi Gulf Coast; recreational improvements will be coordinated with this program.	Harrison	Yes		Yes	No	No	No	Yes	No	Yes		$ 5,000,000.00	$ -	
	Infrastructure	1662	1/20/2014	Flat Branch Drainage Improvements	Flat Branch Creek is a major drainage Basin that runs north/south between Three Rivers Rd and Hwy 49. It intersects with Bernard Bayou at the west end of Crossroads shopping center. This portion of the City is vital to its overall economy with Garden Park Medical Center, movie theatre, Crossroads Center and heavily developed Hwy 49 in close proximity. This project intends on general maintenance, debris removal, and improving the segment of the Flat Branch Creek between Community Rd and the confluence of Flat Branch Creek and Bernard Bayou. These upgrades at the mouth of Flat Branch Creek will benefit the entire creek, particularly at the critical commercialized zone along these proposed improvements. Lower water surface elevations and less potential for localized flooding will ensure uninterrupted access to all the businesses in the area and benefit community-resilience.	Harrison	Yes		Yes	No	No	No	No	No	No		$ 5,000,000.00	$ -	
	Infrastructure	1663	1/20/2014	O'Neal Rd Drainage Improvements	The area located south of O'Neal Rd, just west of Fritz Creek is prone to flooding of streets and, in heavier rainfall events, flooding of homes and apartments. This project proposes updates to install a new lake outfall to Flat Branch Creek to the west along with other drainage improvements (maintenance, debris removal, stabilization, etc.) in this area. These projects will increase the quality of life for local residents and businesses by alleviating flooding conditions. Further, the better drainage conditions could potentially attract additional business and workforce housing development to this growing area located near the Gulfport Highlands Development, resulting in more revenue streams for the City of Gulfport. It will also benefit community-resilience due to increased flood risks associated with sea-level rise by encouraging development in portions of the city that are generally located outside the FEMA-established floodplains more common south of I-10.	Harrison	Yes		Yes	No	No	No	No	No	No		$ 1,400,000.00	$ -	
	Infrastructure	1664	1/20/2014	Gulfport North Wastewater Treatment Plant Expansion	Gulfport proposes to expand their North Wastewater Treatment Plant (WWTP) to consolidate sewer flows to one WWTP; this project benefits both the economy & ecological resources and improves water quality. As is, Gulfport treats wastewater at its existing North & South WWTPs. The North and South WWTPs are permitted to handle 7.75 MGD and 10.5 MGD respectively. Both plants monitor nutrient levels with nutrient limits anticipated in the near future. The North WWTP will likely meet its nutrient requirements as is (its discharge is considered 4 times cleaner than the South). However, upgrades, just for nutrients, at the 70+ year old South WWTP could cost over $20 million dollars. This wouldn't address aging structures, piping, etc on site and wouldn't positively impact treatment capacity for the City. Instead of nutrient upgrades at the South WWTP, the City proposes to expand the North WWTP and convert the South WWTP into a lift station to reroute flow to the North WWTP. While this represents a higher initial cost, it produces lower operating, maintenance, and future upgrade costs over the life of the plants. The North WWTF expansion results in cleaner sewage discharges to Bernard Bayou (eventual outfall to the Back Bay of Biloxi). Further rerouting the South WWTP will eliminate a sewer discharge in this same bayou. This project protects the ecological system of Back Bay and its tributaries. Beyond the water quality benefits, the ability of the City to readily provide wastewater treatment is imperative for accommodating economic development. The proposed Vertical Loop Reactor aeration system expansion to the North WWTP would provide an additional capacity of 12 MGD. This increase will add capacity beyond the rerouted South WWTPâ€™s flow and will promote economic growth including: Port of Gulfport Expansion, Gulfport Highlands Commercial Development, Casinos, Centennial Plaza enhancements, etc. Demolishing the South WWTP potentially has job creating & economic benefits. This allows for the redevelopment of a centrally-located 90 acre parcel. Bernard Bayou is designated a "blueway" by Heritage Trails. Gulfport proposes a Bayou-side park complete with kayak rental facility and other amenities to promote recreation, public access, and eco-tourism. This benefits the existing golf course and boat ramp as well. Land Leases and tax revenues from private development on the remainder of the parcel could continually benefit the City for years.	Harrison	Yes	90	Yes	No	No	No	Yes	No	No		$ 102,000,000.00	$ -	
	Infrastructure	1665	1/20/2014	North Gulfport Sewer Expansion	In December of 1993, the City of Gulfport annexed 33 square miles north of its then current limits making it the second largest city in Mississippi. As with any annexation, the City has since worked on incorporating private infrastructure into its public system. This infrastructure project consists of adding sewer service to 17 different areas encompassing over three square miles in northern portions of the City still on private sewer and septic systems. Providing access to adequate sewer utilities could benefit the local economy and stimulate job-creation by encouraging future development. Similarly, this project could benefit community-resilience due to increased flood risks associated with sea-level rise by encouraging development in portions of the city that are generally located outside the FEMA-established floodplains more common south of I-10. It would also serve to benefit the local ecological resources by removing environmentally-taxing septic tanks. This would help improve water quality by alleviating nutrients and pollutants discharged into nearby Fritz Creek, Flat Branch, and water tables from damaged and/or overflowing septic tanks. Aside from the construction jobs offered by this project, it also promotes development of workforce housing.	Harrison	Yes	100	Yes	No	No	No	No	Yes	No		$ 5,200,000.00	$ -	

	Infrastructure	1666	1/20/2014	Three Rivers Rd Widening	Located immediately north of a 0.5 mile stretch of a four lane section of Three Rivers Rd (from Creosote Rd to Seaway Rd), the bulk of the approximately 1.25 mile stretch of Three Rivers Rd between the industrialized Seaway Rd and Dedeaux Rd is two lanes with no center turn lane. This commercial corridor is vital to the City of Gulfport economy as Three Rivers Rd provides direct access between the Gulfport-Biloxi International Airport and many commercial developments, and between the airport and Dedeaux Rd. This project seeks to widen this 1.25 mile stretch from the existing two lane road to a proposed four lanes with a center turn lane. Combined with the Dedeaux Rd widening project currently under design, with recently constructed projects, and with other already-funded design projects in the area, this project will be the last leg of 5-laning all main collector roads on the heavily-commercialized north side of the airport. The economic benefits of the road widening in this area will be realized with the potential for new businesses and tax revenues also bringing needed jobs to the area. The quality of life improvements for these businesses and local residents will be seen in less congested and safer roadways. It will also benefit community-resilience due to increased flood risks associated with sea-level rise by encouraging development in portions of the city that are generally located outside the FEMA-established floodplains more common south of I-10. Finally, this project will improve the ability of the public and tourists to access recreational areas as there are two campgrounds on this stretch of road offering approximately 170 campsites. This project improves public access to recreational activities by providing a connecting sidewalk between Seaway Road and Dedeaux road. These pedestrian and bike paths will be the last section needed to connect the Beach all the way to the Crossroads development.	Harrison	Yes	100	Yes	No	No	No	Yes	Yes	No		$ 5,000,000.00	$ -	
	Infrastructure	1667	1/20/2014	Hewes Ave Widening	Located immediately adjacent to the east side of the Gulfport-Biloxi International Airport (GPT), the bulk of the existing 1.5 mile stretch of Hewes Ave from Pass Rd to the Air National Guard Base is a two lane road with no center turn lane. This project proposes to widen this 1.5 mile stretch to a proposed four lanes with a center turn lane/raised median. This section of road will match the remainder of Hewes Ave northbound to its intersection with Washington Ave. This infrastructure project will immediately benefit the Gulfport economy. It will also improve public access to recreational areas by providing safer and more efficient routes between the airport and the beaches along Hwy 90. This section of Hewes Ave is the primary north/south roadway located on the east side of the airport. Hewes Ave connects the local businesses and industries east of the airport with the heavily traveled Pass Rd. It is the most direct north/south road connecting Hwy 90 and its beaches to the airport, and will be the most direct route between Centennial Plaza and the airport. The increased traffic flow and capacity of this section of road will encourage future industrial, commercial, and residential development resulting in additional revenues for the City. It will also improve the quality of life by alleviating congestion of commuters and commercial/industrial traffic.	Harrison	Yes	100	Yes	No	No	No	Yes	No	No		$ 5,000,000.00	$ -	
	Infrastructure	1668	1/20/2014	Interstate 10 Frontage Rd/34th Ave Improvements	The intersection of Hwy 49 and I-10 has always been attractive to developers as prime commercial real estate. However, the northwest quadrant of this intersection has seen the least development, primarily due to the lack of accessibility. Currently, there is a frontage road that follows the north side of I-10 from Canal Rd to the west stopping at 34th Ave to the east (approximately one mile west of Hwy 49). 34th Ave is then a two lane unpainted road which runs north to its intersection with Landon Rd. Landon Rd, also a two lane road, runs east to its intersection with Hwy 49, where it then becomes Crossroads Parkway. In order to improve public access to this commercially viable area as well as Gulfport Sportsplex and Gulf Islands Water Park, this project proposes the following: extending the frontage road nearer to Hwy 49 and creating a new intersection with Landon Rd, widening 34th Ave between the frontage road and Landon Rd to two lanes with a center turn lane, and widening Landon Rd from 34th Ave to Hwy 49 from two lanes to four lanes plus a center turn lane (environmental phase and engineering design are underway for this portion of the work). In doing this, the City will provide easy access to over 100 acres of virtually undeveloped prime commercial real estate and better access to the Gulfport Sportsplex (which has a planned expansion). This improved access will allow for increased traffic flow on these roads and should quickly attract new businesses for the area. This economic advancement will create new jobs for citizens of Gulfport and introduce new tax revenues to the City. Encouraging such economic development in this area will also benefit community-resilience due to increased flood risks associated with sea-level rise as it is within portions of the city generally located outside the FEMA-established floodplains more common south of I-10.	Harrison	Yes	100	Yes	No	No	No	Yes	No	No		$ 10,000,000.00	$ -	
	Infrastructure	1669	1/20/2014	Dedeaux Rd Widening	Currently, Dedeaux Road is four lanes plus a center turn lane for approximately 1.5 miles between US 49 & Three Rivers Road. The bulk of the remaining 2.6 mile stretch between Three Rivers Road & MS 605 (Cowan-Lorraine Extension) is only two lanes wide with no center turn lane. This shovel-ready project (route and environmental review complete) proposes to widen this stretch from two lanes to a proposed four lanes plus a center turn lane. Considering safety concerns due to approximately 18 local roads that access this 2.6 mile stretch, portions of the center turn lane will be converted into a raised median. Portions of this road expansion have been funded through the FY 2006 Transportations Appropriations Bill. This project is vital to provide an important east/west connection between US Hwy 49 and MS 605 which will in turn decongest clogged traffic routes north of I-10. It will increase community-resilience by providing a critical link between US 49 and MS 605 for emergency evacuation preparedness. It will also benefit community-resilience due to increased flood risks associated with sea-level rise by encouraging development in portions of the city that are generally located outside the FEMA-established floodplains more common south of I-10. This project will also provide an economic development stimulus for this section of the City connecting existing and proposed recreational activities. The benefits of this infrastructure project were identified by Scott Delano with the development firm, DDR in a recent interview. DDR owns 90 acres of property that sits on the north and south sides of Dedeaux Road west of MS 605. In this interview, Delano said â€œAnytime you have an increase in traffic flow it is a great seed or new development and a higher demand for businesses to locate in the area.â€ Delano pointed out this leads to â€œincrease tax base for the area [and] sales taxes for the area.â€ Ward Six Councilman R. Lee Flowers also commented â€œthere is no doubt in anyoneâ€™s mind that Dedeaux Road will be a business corridor.â€ The jobs and tax revenues generated by additional businesses in the area will benefit the coastal economy, particularly this growing portion of Gulfport.	Harrison	Yes	100	Yes	No	No	No	Yes	No	No		$ 17,500,000.00	$ 7,500,000.00	
	Infrastructure	1670	1/20/2014	Northwest Gulfport Water System Expansion	In December of 1993, the City of Gulfport annexed 33 square miles north of its then current limits making it the second largest city in Mississippi. As with any annexation, the City has since worked on incorporating private infrastructure into its public system. This infrastructure project consists of expanding public water service to northern portions of the City still on private wells and private utilities. Limited public water supply is provided to residents and businesses encompassed by Canal Rd to the west, the City of Gulfport corporate limits to the north, John Clark Rd to the south, and Hwy 49 to the east. This project seeks to establish a more accessible public water system in this area through the installation of water mains and services to any remaining unserved regions north of I-10. This system will then be connected with the overall system north of I-10. Not only will this project improve the quality of life of existing residents by providing reliable access to clean water, but it also proposes to strengthen existing facilities. Consequently, this will encourage future development, including additional workforce housing and associated light commercial. These immediate and anticipated future service connections will add utility customers that will provide an ongoing revenue stream for the City of Gulfport. These revenue streams will further be supported by the additional tax revenues from new residents and businesses. Similarly, this project could benefit community-resilience due to increased flood risks associated with sea-level rise by encouraging development in portions of the city that are generally located outside the FEMA-established floodplains more common south of I-10. Aside from the construction jobs offered by this project, it also promotes development of workforce housing.	Harrison	Yes	100	Yes	No	No	No	No	No	No		$ 3,000,000.00	$ -	
	Infrastructure	1671	1/20/2014	Canal Rd/28th St Elevated Tank and Water Main	Located at the intersection of 28th St and Canal Rd near the western corporate limits of the City of Gulfport, immediately north of the Naval Construction Battalion Center (NCBC) of Gulfport, this project seeks to install a new elevated storage tank to replace the existing 75,000 gallon tank in the area. This project will also provide new public water mains along Canal Rd to strengthen existing infrastructure. The proposed water tank and water infrastructure will provide more capacity and more reliable service for the City of Gulfport system. With proposed Navy Base upgrades and expansions combined particularly with the needs of the nearby Port of Gulfport expansion, upgrades to the existing water system are imperative for the City to provide adequate service to all existing and proposed customers in order to encourage not stifle economic development. This project will provide an immediate pressure and capacity upgrade to allow for uninterrupted service to existing and future customers, allowing for future business in the area resulting in more tax revenue for the City, more jobs for its citizens, and more utility customers.	Harrison	Yes	100	Yes	No	No	No	No	Yes	No		$ 3,500,000.00	$ -	
	Infrastructure	1672	1/20/2014	Mast Arm Traffic Signals	Many of the traffic signals within the City of Gulfport are still supported by span wires, which are prone to damage during high wind events. In an effort to improve community resilience by reducing the damage to transportation infrastructure and to greatly decrease the time required to restore traffic flow following heavy storm events, the City of Gulfport proposes to replace existing span-wire supported traffic signals with mast arm traffic signals. These heavier-duty supports resist wind events much better and, given less damaged signals, would assist the City in rebounding from heavy storms. The restoration of normal traffic will ensure a quicker economic recovery for the City and will improve quality of life by limiting road closures and associated heavy traffic congestion.	Harrison	Yes	100	No	No	No	No	No	No	No		$ 4,500,000.00	$ -	
	Infrastructure	1673	1/20/2014	34th St Widening	34th St is an east/west road that connects heavily traveled Hwy 49 with Hewes Ave, immediately south of Gulfport-Biloxi International Airport (GPT). This area is centrally located between the airport and the Port of Gulfport. While the eastern half of this road tends to be single-family residential, the western portion tends to be commercial with some heavier industrial sites in the middle. In order to encourage growth of the commercialized portion of this road, the City of Gulfport proposes to widen the section of 34th St from Hwy 49 to 13th Ave from a two lane road with no center turn lane to a proposed four lanes with a center turn lane/raised median. This project will provide better traffic flow thereby encouraging new business development, increasing tax revenues for the City. These new developments will likely occur rapidly as this project provides better access to the nearby expanding Port of Gulfport and the airport and will add a significant number of jobs to the community. Further, this particular project presents a unique revenue source for the City of Gulfport. Located west of 13th Ave, the City of Gulfport owns an approximately 80 acre site, formerly leased to Struthers Industries. Enticing a future tenant to this site will provide a large single payment to the City if the property is purchased or an ongoing revenue source if the property is leased.	Harrison	Yes	100	Yes	No	No	No	No	No	No		$ 4,000,000.00	$ -	
	Infrastructure	1674	1/20/2014	MS 605 Frontage Rd	North Gulfport is experiencing rapid growth evidenced by the ongoing development of Gulfport Highlands at the northeast corner of John Ross Rd (Lorraine Rd) and MS 605 approximately one mile north of I-10. The overall development consists of Methodist Senior Services Retirement community and current plans show about seven acres of outparcels, 200,000 sf of commercial development, and over 100,000 sf of office space. Given the scale of this development and the limited access allowable on MS 605, in order to accommodate the economic boost made by this and future area development, the City of Gulfport proposes to add a frontage road along the east side of MS 605 between John Ross Rd and Oâ€™Neal Rd. This frontage road will immediately begin separating highway traffic from shopping center traffic and ensure adequate access is provided to entice new business and residents to the area. Encouraging such economic development will result in jobs creation and development in this area benefits community-resilience due to increased flood risks associated with sea-level rise as it is within portions of the city generally located outside the FEMA-established floodplains more common south of I-10.	Harrison	Yes	100	Yes	No	No	No	No	No	No		$ 7,000,000.00	$ -	
	Infrastructure	1675	1/20/2014	15th St/Old Pass Rd Widening	Located generally west of Hwy 49, south of the Naval Construction Battalion Center (NCBC) of Gulfport, and approximately 2/3 of a mile north of the coast, the bulk of the existing approximate 2.0 mile stretch of Old Pass Rd and 15th St (name change occurs around 44th Ave) from Lewis Ave to 30th Ave is a two lane road with no center turn lane. As a result, left-hand movements are creating hazardous driving conditions. This project will widen this 2.0 mile stretch from the existing two lanes to a proposed two lanes with center turn lane. This project is important due to its proximity to Memorial Hospital (major expansion underway) and the Port of Gulfport (1/3 mile south). This road widening project will prepare the area as it grows in line with the Port and the Hospital Expansion and should encourage new business development along its limits.	Harrison	Yes	100	Yes	No	No	No	No	No	No		$ 4,250,000.00	$ -	
	Infrastructure	1676	1/20/2014	MS 605/Lorraine Rd St Lighting at Seaway Island	The length of Lorraine Rd (MS 605) along Seaway Island currently has no street lights. However, both the south side and north side of Seaway Islands are well lit. This section of non-contiguous lighting on Seaway Island has created less desirable conditions for commercial development. This project proposes to install street lights along Lorraine Rd the length of Seaway Island (from Kramer Marina to Industrial Seaway). This better visibility during evenings should encourage more businesses to develop the many existing vacant lots resulting in jobs for the community and tax revenue for the City. This project will also improve the quality of life for local residents and business by increasing safety along Lorraine.	Harrison	Yes	100	Yes	No	No	No	No	Yes	No		$ 650,000.00	$ -	

	Infrastructure	1677	1/20/2014	Gulfport Sportsplex Expansion	The City of Gulfport's Sportsplex is strategically located near the northwest corner of the busy intersection of Interstate 10 and Highway 49. The facility offers 9 multipurpose baseball/softball fields, 4 Multipurpose athletic fields (i.e. soccer), associated buildings (concessions, restrooms, maintenance, etc.), associated infrastructure, and an area leased to Gulf Islands Waterpark. In 2013, this facility directly produced nearly $100,000 in revenue and is estimated to have had a $20-$25 million total economic impact. The bulk of this impact came from the 52 tournaments across 6 different sports hosted at the Sportsplex in 2013 alone. Despite its ongoing success, the facilities size and field offering limits the types of tournaments and other opportunities it can handle. Routinely, regional tournaments consider the Mississippi Gulf Coast for its centralized location, but ultimately are relocated to competitive markets due to the lack of facilities. This proposed project consist of three concurrent phases. First, after its 14 years of operation, a growing number of repairs and improvements to existing facilities is required. Secondly, the City of Gulfport already owns enough land to add some facilities; current planning efforts consider adding: batting cage facilities, 4 soccer/multipurpose fields, 8 tennis courts, 4 baseball/softball fields, and associated infrastructure. The final step of this proposed project would be land acquisition north to Landon Road for additional expansion. This would provide the Sportsplex with the remaining area and facilities needed to expand to be truly competitive in this growing market. All portions of this work would be designed to compliment the wetlands within and adjacent to the Sportsplex with onsite mitigation possible. The opportunities associated with this project would further bolster the already notable revenues and economic impacts of Gulfport's Sportsplex. Encouraging economic development in this area will also benefit community-resilience as it is within portions of the city generally located outside the FEMA-established floodplains that are more common south of I-10. Finally, the entire Mississippi Gulf Coast would also see a significant increase in tourism with every tournament hosted.	Harrison	Yes	100	Yes	No	No	No	Yes	Yes	No		$ 15,000,000.00	$ -	
	Infrastructure	1678	1/21/2014	O'Neal Rd Widening	The City of Gulfport has been experiencing rapid growth north of I-10. In order to accommodate this growth and make the area attractive to future residents and businesses, upgrades to circulation are required. One area of interest is Oâ€™Neal Rd, a major east/west thoroughfare connecting MS 605 with Hwy 49. An existing one mile stretch of O'Neal Rd between Three Rivers Rd and Flat Branch is a two lane road with no center turn lane and no curb and gutter. This project proposes to widen this heavily developed stretch to a proposed two lanes and a center turn lane with curb and gutter on both sides. This road section would then match the road section to the west from Hwy 49 to Flat Branch Creek, completing road widening between Hwy 49 and Three Rivers Rd. The quality of life improvements for commuters in this area would be realized immediately by improving traffic speeds and eliminating dangerous left-hand movements from travel lanes. Furthermore, the increased traffic flow and capacity would entice new development and provide for future tax revenues for the City. This project is vital to provide an important east/west connection between US Hwy 49 and MS 605 which will in turn decongest clogged traffic routes north of I-10. It will increase community-resilience by providing a critical link between US 49 and MS 605 for emergency evacuation preparedness. It will also benefit community-resilience due to increased flood risks associated with sea-level rise by encouraging development in portions of the city that are generally located outside the FEMA-established floodplains more common south of I-10.	Harrison	Yes	100	Yes	No	No	No	Yes	Yes	No		$ 10,000,000.00	$ -	
	Infrastructure	1680	1/22/2014	Land Acquisition - Forest Heights	Purchase approximately 600 acres at $20,000.00 a acre for a total cost of $12,000,000.00 The land is presently owned by Butch Ward which is located between Forest Heights Subdivision and I-10, west of the railroad track. It is mostly pine and savanna wetlands. It would be used as a permanent conservation easement, a mitigation bank, and not allow any development in this area.	Harrison	Yes		No	No	No	No	No	No	Yes		$ 12,000,000.00	$ -	
	Infrastructure	1681	1/22/2014	Hancock County Marsh Living Shoreline	After 46 acres of dredge material is installed Trident is proposing to plant approx: 802,000 native coastal grasses and plants with RZHO (compost). Placed every 2.5 feet. Monitor growth for 1 year. Hire local labor and suppliers. Project coincides with installation of the Geo-TECH-Jetti Units . Project ID #1679 Planning on budgeting for the installation of dredge fill and 46 acres of subtidal oyster reef on another project sheets.	Plaquemines (I think he meant to put Hancock)	Yes		Yes	Yes	No	Yes	No	Yes	Yes		$ 2,110,000.00	$ -	
	Infrastructure	1682	1/24/2014	Land Acquisition adjacent to Harrison County Fairgrounds	Purchase additional land adjacent to the fair grounds to enhance tourism/economic development. The land would be used for a possible indoor facility, covered arena (so two or more events can be held at the same time), RV park, additional parking, running or obstacle course, and live stock holding pens. Property does not have infrastructure but would want to develop. Potentially 255 acres are available for purchase.	Harrison	Yes		Yes	No	No	No	Yes	No	No		$ 17,500.00	$ -	
	Infrastructure	1684	2/3/2014	Hancock County Living Marsh Shoreline Project	Mitchell Marine, Inc. will use a 12" hydraulic dredge to move material from a mining area 2000 feet off the shore to fill behind manmade berms. Approximately 130,000 yards of material will be moved over the planned berm area. Mitchell Marine is located in Biloxi MS. This coincide with Project # 1679 and 1681.	Hancock	Yes		Yes	Yes	No	No	No	Yes	Yes		$ 5,923,200.00	$ -	
	Infrastructure	1685	2/11/2014	Pass Christian - Floodplain Restoration	This project would serve to restore existing floodplains/drainage pathways within the City limits that have been impacted by runoff from urban development over the years. The restored floodplains would improve drainage and help to preserve the ecologically sensitive native species of vegetation and animal habitats. The work involved includes removing debris from existing drainage pathways, installing appropriately sized drainage structures, removing sediment buildup in existing drainage channels,etc.	Harrison	Yes		No	No	No	No	No	No	Yes		$ 3,500,000.00	$ -	
	Infrastructure	1686	2/12/2014	Pass Christian - Generator Storage Building	New pre-engineered metal building with power used for storage of emergency generators designated for use at the City's municipal water wells and sewage lift stations. The electrical power is needed to ensure that the generator batteries are maintained in a "charged" condition such that they are ready for use in emergency situations.	Harrison	Yes	100	No	No	No	No	No	No	No	Emergency Preparedness	$ 137,500.00	$ -	
	Infrastructure	1687	2/11/2014	Pass Christian - Elevated Water Storage Tank	Design and construct a new 500,000 gallon elevated water storage tank. This tank would be located on property outside of the 500-year flood boundary and is adjacent to an existing 800 gallon per minute water well. This project would aid in providing a consistent and reliable source of potable water to the residents of Pass Christian in the event a natural disaster disabled other components of the City's water infrastructure.	Harrison	Yes	100	No	No	No	No	No	No	No		$ 1,500,000.00	$ -	
	Infrastructure	1688	2/11/2014	Pass Christian - Fleitas Avenue Sewage Pump Station	Replace Fleitas Avenue Sewage Pump Station. This sewage pump station is the largest station in the City of Pass Christian and it serves to transport sewage to the nearby wastewater treatment plant. The service area for this pump station includes the entire city limits located south of CSX Railroad and portions on the north side of the railroad as well. This service area equates to approximately 2/3rds of the geographic area of the City. The current station lacks adequate storage volume for collected wastewater and the necessary electrical modifications for emergency connections in the event of a disruption of electrical power to the station.	Harrison	Yes	100	No	No	No	No	No	No	No		$ 625,000.00	$ -	
	Infrastructure	1689	2/11/2014	Pass Christian - Woodman Avenue Sewage Pump Station	Replace Woodman Avenue sewage pump station. This sewage pump station is located on City owner property and serves the western portion of the City population north of CSX Railroad. This station lacks the necessary storage capacity and electrical modifications necessary for emergency connections during natural disasters that affect the power supply.	Harrison	Yes	100	No	No	No	No	No	No	No		$ 367,500.00	$ -	
	Infrastructure	1690	2/3/2014	Pass Christian - Torgeson Sewage Pump Station	Replace Torgeson Sewage Pump Station. This pump station is located within the public right-of-way on East North Street in Pass Christian, MS. This pump station serves as a collection point for nearly all of the sewage generated on the east side of Pass Christian and transports it to the nearby wastewater treatment plant. This pump station is lacking in adequate storage volume and the necessary electrical modifications to emergency connections during power outages due to natural disasters.	Harrison	Yes	100	No	No	No	No	No	No	No		$ 367,500.00	$ -	
	Infrastructure	1692	2/11/2014	Pass Christian - Pump Stations Mechanicals	Replace mechanical components at each of the City's sewage pump stations. This project will serve to replace all discharge piping, check valves, gate valves, pressure gauges, etc., at each of the sewage pump stations in the City. The existing items are becoming deteriorated due to age and environmental causes resulting in the improper functioning of the pump stations.	Harrison	Yes	100	No	No	No	No	No	No	No		$ 1,650,000.00	$ -	
	Infrastructure	1693	2/11/2014	Pass Christian - City Water Well Controls	This project would serve to provide structural steel platforms on which to elevate the control panels, the standby generators and the chlorination system for the City"s municipal water wells. The platforms would allow these components to be elevated above the new base flood elevation established by FEMA. Completion of this project would ensure a safe reliable source of potable water in the event of a disruption in power due to a natural or man-made disaster.	Harrison	Yes	100	No	No	No	No	No	No	No		$ 270,000.00	$ -	
	Infrastructure	1694	2/11/2014	Pass Christian - Elevate Sewer Pump Stations Controls	This project would serve to elevate the controls that repeatedly become submerged by storm surges as a result of a tropical storm or hurricane at seven (7) sewage pump stations. The controls would be relocated to structural steel platforms and raised to an elevation above the new base flood elevation established by FEMA.The pumps stations affected would include: Hillcrest Pump Station; Lemoyne Road and Poindexter Ave. Pump Station; Basswood Drive Pump Station; Fairway Drive Pump Station; Henderson Avenue and Royal Circle Pump Station; Fernwood Drive Pump Station; and, the Henderson Avenue and U.S. Highway 90 Pump Station. The pump stations are located on City-owned property; therefore, it is not anticipated that property acquisition would be necessary. See attached sewer map for pump station locations.	Harrison	Yes	100	No	No	No	No	No	No	No		$ 350,000.00	$ -	
	Infrastructure	1695	2/11/2014	Pass Christian - Small Craft Harbor	1. DESCRIPTION: This project will consist of the replacement of an existing concrete bulkhead wall which forms the west wall of the Pass Christian Small Craft Harbor. The wall is approximately 755 linear feet long. The wall separates South Hiern Avenue from the small craft harbor basin. Inside the basin are piers used for commercial fishing and pleasure crafts, a restaurant establishment, an excursion pier used for commercial charter vessels. Small commercial fishing boats commonly use this area to offload seafood into trucks. The basic concept of the project is to construct an entirely new concrete wall just outside (toward the water) of the existing failing wall, as close to it as possible. After the new wall is complete and properly tied back, the space between the existing and new walls will be filled, and the top of the existing wall removed. A vicinity map is also attached, depicting the proposed project area. 2. EXISTING CONDITIONS: The exact age and character of the existing wall cannot be determined from available sources, but local residents have advised that it is approximately 60 years old. The cap wall of the existing wall has broken at many locations, allowing the concrete sheet piles to â€œleanâ€ outward the harbor by amounts which vary from 0â€ to approximately 12â€. We have no information regarding how the wall was originally supported with a system of â€œtie-backs,â€ as would be normal for this type of wall. Backfill material is leaking through the open joints between the concrete sheet pile sections, as evidenced by numerous sinkholes behind the wall, which the city is continuing to backfill. 3. BENEFICIARIES: The designated beneficiaries for this project are the commercial fishermen who utilize the small craft harbor, charter fishing captains, recreational fishermen as well as the adjacent restaurant owner and those local residents who frequent the establishment and the seafood dealers and processors who occupy the leased parcels in the project area. As stated above in Section 1., the wall directly adjoins structures (i.e., pier used for mooring commercial fishing boats as well as offloading seafood from the wall; a restaurant; and, a pier used for mooring charter fishing vessels) used for commercial endeavors for approximately 60% of its length. It could therefore be argued that the commercial business enterprises collectively utilize 60% of the project, and the individual recreational fishermen utilize the remaining 40% of the project area. 4. IMPLEMENTATION: Preliminary engineering design and subsurface investigation have been completed. Final design will be undertaken when funding has been arranged, and should require approximately six months, including acquisition of environmental permits. Bidding and construction could realistically require an additional twelve months. It is proposed to implement the project by seeking competitive written bids from qualified contractors, based upon plans and a Project Manual prepared by the Consultants for the City. Because the City has some funds available through the Tidelands Trust Fund, a small section of the worst part of the failing wall has been completed and is going to be bid in the very near future. For the remainder of the project area, a single construction contract is contemplated, assuming that it can be fully funded, thus avoiding any future â€œphasingâ€ of the project. No â€œin-houseâ€ or â€œforce accountâ€ work is presently proposed.	Harrison	Yes	100	No	No	Yes	No	Yes	No	No		$ 1,868,625.00	$ -	
	Infrastructure	1696	2/11/2014	Pass Christian - Water Main Extension on Espy Avenue and Demourelle Road	Construct an 8" Water Main on Espy Avenue and Demourelle Road. This project would create a hydraulic "loop" in the existing City's water distribution system. This "loop" is created by providing for an interconnecting pipeline onto what is now "dead-end" distribution mains. By doing this, the City is, improving its ability to deliver potable water and provide for fire protection not only in the subject area where the pipelines are constructed, but also in the adjoining areas. With the system being looped, it allows the system to better supply water from the multiple source locations located across the City.	Harrison	Yes	100	No	No	No	No	No	No	No		$ 350,000.00	$ -	
	Infrastructure	1697	2/11/2014	Pass Christian - Water Main on Clark Avenue	This project consists of constructing an 8" water main on Clark Avenue. This project would create a hydraulic "loop" in the City's existing water distribution system. This "loop" is created by providing for an interconnecting pipeline onto what is now "dead-end" distribution mains. By doing this, the City is improving its ability to deliver potable water and provide for fire protection, not only in the subject area where the pipelines are constructed, but also in the adjoining areas. With the distribution system being "looped", the City's ability to better supply water from multiple source locations across town is improved. The project would be constructed in the existing public right-of-way.	Harrison	Yes	100	No	No	No	No	No	No	No		$ 550,000.00	$ -	
	Infrastructure	1698	2/11/2014	Pass Christian - Clark Avenue Reconstruction	This project involves the reconstruction of Clark Avenue. The portion of road that this project includes becomes submerged by storm surges that result from any nearby tropical system. This road is also used as an evacuation route for City residents to move to the north. With the frequency of the road being submerged, the floodwaters prohibit vehicular access. This project would raise the surface level of the road to be even with the adjacent bridge deck elevation. Raising the finished elevation of the road would involve milling the existing asphalt surface, placing additional granular base material and installing a new asphalt surface.	Harrison	Yes	100	No	No	No	No	No	No	No		$ 1,550,000.00	$ -	

	Infrastructure	1699	2/13/2014	Pass Christian - West Harbor Parking	This project includes creating additional parking on the west side of the Small Craft Harbor. This parking lot would serve the needs of the general public for use both at the adjoining playground area as well as the harbor ares. Implementing this project would involve filling the low area, installing a limestone base and asphalt surface course; providing the necessary striping with sidewalks and a fence on the west side of the playground area for safety reasons.	Harrison	Yes	100	No	No	No	No	Yes	No	No		$ 375,000.00	$ -	
	Infrastructure	1701	2/11/2014	Pass Christian - Menge Avenue to Espy Avenue Connector Road/Evacuation Route	This project involves construction a new east-west connector road between Menge Avenue and Espy Avenue to be used as an evacuation route by the residents of Pass Christian in the event of an impending landfall of a tropical system. This connector road will allow residents to travel farther to the east to Espy Avenue, which will provide for unobstructed vehicular access to the north away from any possible storm surge. Menge Avenue is a northern leading evacuation route, but the bridge over Johnson Bayou becomes submerged quickly with approaching tropical systems. Construction of this road would involve property acquisition, fill material, granular base material, asphalt surface course, striping and an elevated bridge to cross Johnson Bayou.	Harrison	Yes	100	Yes	No	No	No	No	No	No		$ 2,978,000.00	$ -	
	Infrastructure	1703	2/4/2014	Pass Christian - Johnson Bayou Drainage Improvements	Study flooding effects and improve drainage characteristics of Johnson Bayou. This project will serve to reestablish the optimum drainage characteristics of Johnson Bayou and lessen the effects of flooding of adjacent properties caused by the restrictions (i.e., overgrowth of vegetation, sediment buildup, erosion, etc.) that currently exist in the channel. Work involved will include removing vegetative debris and sediment buildup from the side slopes and flow line of the channel; determine and establish the optimum cross-sectional area of the bayou for improved drainage characteristics, stabilize the surrounding ground with rip-rap or gabions on the side slopes, replant replant native vegetative species in the floodplain to help prevent erosion, etc.	Harrison	Yes		No	No	No	No	No	No	Yes		$ 2,450,000.00	$ -	
	Infrastructure	1704	2/13/2014	Pass Christian - Timber Ridge Drainage	This project will serve to reduce flooding effects and improve drainage characteristics of interior canals and associated drainage structures in Timber Ridge Subdivision. Work involved will include removing restrictions from natural drainage pathways, installing properly sized drainage structures, removing sediment buildup in the channel bottoms, revegetate adjacent properties within the floodplain with native plant species to reduce erosion and particulate matter from entering the waterways.	Harrison	Yes	10	No	No	No	No	No	No	No		$ 3,750,000.00	$ -	
	Infrastructure	1705	2/12/2014	Pass Christian - Cedar Avenue Widening Project	This project involves the widening of Cedar Avenue from U.S. Highway 90 north to the CSX Railroad crossing. Presently the road is one-lane wide (i.e., approximately 11 feet) and directs traffic in one direction traveling north from U.S. Highway 90. The City intends to acquire the necessary property on the east side of the existing road and construct another travel lane to allow vehicular traffic to flow in a southerly direction from the CSX Railroad crossing. The addition of another travel lane will be especially beneficial to the general public when evacuations occur during tropical storm or hurricane events. It will also serve to ease existing traffic concerns on neighboring streets from north of CSX Railroad traveling to the south. This will provide direct access to U.S. Highway 90 for the residents on the west side of town. This work would involve installation of a granular base material, asphalt surface course and the necessary striping for safety concerns.	Harrison	Yes	70	Yes	No	No	No	Yes	No	No		$ 525,000.00	$ -	
	Infrastructure	1707	2/12/2014	Pass Christian - Ladder Fire truck	This project involves the purchase of Ladder Fire truck for fire protection services at new elevated structures. With the new flood maps established by FEMA, more and more rebuilding efforts in the City of Pass Christian are required to be raised to elevations that may be beyond the capabilities of normal firefighting service trucks. The acquisition of a ladder truck will ensure that the Pass Christian Fire Department has the necessary resources to protect the general public from fire hazards in any type of building reconstruction that exists or may be built in the future.	Harrison	Yes		Yes	No	No	No	No	No	No	Purchase of Fire Truck	$ 850,000.00	$ -	
	Infrastructure	1708	2/12/2014	Pass Christian - Fire Station #2	Acquisition of Property and Construction of addition of Fire Station #2 for Ladder Truck (project ID#1707). This project is integral to project number 1707 and will be used to provide adequate storage of the ladder truck proposed in project number 1707. The addition to the fire station will allow the fire department to keep the ladder truck out of the elements and ensure that all equipment is in good working order and prepared for any impending emergency.	Harrison	Yes	100	No	No	No	No	No	No	No	Building Addition	$ 750,000.00	$ -	
	Infrastructure	1709	2/12/2014	Pass Christian - Clark Avenue Fire Training Facility	This project would allow for the purchase and installation of improvements/training equipment for the Fire Training Facility located on Clark Avenue. The proposed equipment would allow access to better training techniques that can be used to improve the efficiency of the fire fighting capabilities of the City personnel. This can result in an overall lowering of the City's fire rating issued by the State Fire Rating Bureau, which will not only translate to lower insurance premiums but increased safety and fire protection for the residents. Such equipment includes pedestrian props, smoke generating machines, educational equipment, harnesses, emergency response equipment, etc.	Harrison	Yes	100	No	No	No	No	No	No	No		$ 225,000.00	$ -	
	Infrastructure	1710	2/12/2014	Pass Christian - Fire Protection for the Existing Small Craft Harbor	This project involves the installation of water mains and standpipes for improved fire protection in the Existing Small Craft Harbor. The work involved included tapping the existing 6" water mains with tapping saddles and gate valves and extending dedicated 4" diameter water mains with standpipes down a length equivalent to 80% of the overall length of each pier. Restoration work would be required on the adjacent access roads and would include replacing the limestone base and asphalt surface course. The work would be limited entirely to areas of City-owned property and/or the public right-of-way.	Harrison	Yes	100	No	No	No	No	No	No	No		$ 500,000.00	$ -	
	Infrastructure	1711	2/12/2014	Pass Christian - Fleitas Park	Fleitas Park currently includes tennis courts, electrical infrastructure and tennis court lighting. Additional recreational Facilities needed to complete the Fleitas Park Complex include 100-yard combination football/soccer field with required imported fill, irrigation and drainage, bleachers, benches, goal posts, public restrooms, concessions area and press box. Additional facilities include recreational director's office, storage, concessions area,press box and dugouts at adjacent youth baseball field that is part of the Complex. Connecting sidewalks, sod and parking are required. Design is 90% complete.	Harrison	Yes	100	No	No	No	No	Yes	No	No		$ 850,000.00	$ -	
	Infrastructure	1712	12/24/2015	BP for restoring the gulf fisheries	This program will address fishery management needs in the Gulf of Mexico for the commercial, CFH and the recreational anglers. This "BluePrint for Restoring The Gulf Fisheries will be lost if not funded . This program will provide help with discards of reef fish, provide Seafood for the Consumer and provide a pilot program To test a method that will allow anglers the opportunity to fish all year for red snapper and grouper. This program will also allow the opportunity to study behavioral science. This program will address accountability and sustainability of our coastal marine resource and those that rely upon the resource for food , jobs and pleasure. The programs infrastructure contain many components. This program will Include state agency's , commercial, CFH and private anglers. It will also have help from the Southeast science center with its design. A full proposal will be submitted if the council feels they are interested in a proposal that would test a license limitation for our recreational anglers. The fish would be leased from the present commercial quota so that it would not impact the regular open season. It would also collect data that is presently missing and needed inorder to have a sustainable fishery for years to come. It will cost 31/2 million to lease the fish for the pilot study. The remaining amount will be spent on outreach. Forms, Techs. Tags , PI, analysis etc.	Harrison, Hancock, Jackson	Yes	15	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Data needs	$ 5,000,000.00	$ -	
	Infrastructure	1714	2/5/2014	Potable Water Supply and Sewer Collection Systems - Pine Grove (MS0300028) and Colonial Estates (MS0300064)	Connect existing water systems, Pine Grove and Colonial Estates, to the JCUA West Regional Water System and replace the existing distribution system with mains meeting the MSDH Regulations. Replace services from each structure to the proposed distribution system. The existing water systems have significant deficiencies and do not comply with current MSDH Regulations. Install a gravity sewer collection system in both areas to remove the existing septic tanks and install services to connect each structure to the proposed collection system. The collection system would include a pump station and force main to the nearest discharge point. The collected wastewater would be conveyed to the Authority's West Jackson County POTW for treatment. Between both existing systems they provide water to approximately 70 connection or a population of 236 people.	Jackson	Yes		No	No	No	No	No	No	No		$ 4,500,000.00	$ -	
	Infrastructure	1716	2/6/2014	Proposed RESTORE Fund Land Acquisistions	The Land Trust for the Mississippi Coastal Plain (LTMCP) is an accredited Land Trust dedicated to the conservation, promotion, and protection of open spaces and green places of ecological, cultural or scenic significance in the counties of the Mississippi coastal Plain. This proposal is intended to provide a brief overview of several properties the Land Trust for the Mississippi Coastal Plain has determined to be in line with the goals set forth in the Gulf Coast Ecosystem Restoration Council's Proposed Comprehensive Plan entitled, The path Forward to Restoring the Gulf Coast: A Proposed comprehensive Plan: 1) Restore and Conserve Habitat 2) Restore Water Quality 3) Replenish and Protect Living Coastal and Marine Resources 4) Enhance Community Resilience 5) Restore and Revitalize the Gulf Economy. The proposed properties are dispersed throughout three of the six coastal counties in which the Land Trust for the Mississippi Coastal Plain Operates. Jackson County: Graveline Bayou-Cumbest 369 acres, Graveline Bayou-Whitehead 739.67 acres, Graveline Bayou-Mahoney 6.99 acres, Seapoint 16.64 acres, Bluff Creek 59.14 acres, Brickyard Bayou 138.82 acres; Harrison County: Turkey Creek 634.17 acres, Canal Land 218.50 acres; Hancock County: North Beach 41.169 acres, Ansley Area 331.57 acres, Magnolia Branch 19.89 acres, Cure Land Co. 132.85 acres. The attached document is designed to illustrate the value each of these properties holds. Acquisition of any one of these proposed sites and its subsequent conservation will increase property, economic, and aesthetic value of the area in which the site is located. The properties, if acquired by the Land Trust for the Mississippi Coastal Plain, all have the potential to restore and conserve habitats by providing havens for our unique coastal habitats and all species that reside within them. They can restore water quality by protecting our watersheds and, in turn, our water supply clean. They can enhance community resilience by offering educational opportunities and revitalize the Gulf economy by creating interesting new low-impact recreational spaces where adults, children, citizens, and visitors can fully immerse themselves in the beauty and intrigue of the Mississippi Gulf Coast in its restored natural state. Funding these acquisitions will ensure a legacy is left for our future, as RESTORE funds are meant to do.	Harrison, Hancock, Jackson	Yes		Yes	Yes	No	No	Yes	No	Yes		$ -	$ -	
	Infrastructure	1717	2/6/2014	Turkey Creek Drainage through Canal 1	During heavy rain events Turkey Creek flows west into Long Beach and will actually flow west into drainage Canal 1. Canal 1 needs significant work to ameliorate flooding issues in Long Beach flood plain. Canal 1 runs through Long Beach from Turkey Creek to Espy Ave to Johnson Bayou, Espy to Bayou Portage is located in Harrison County jurisdiction. Widen, clear debris, slope and stabilize banks, stabilize around bridges, and marsh restoration is needed at Bayou Portage. Hydrology Plan exists but has exceeded time of Environmental Impact Study, update in process. Canal will be maintained by Long Beach Drainage District and Harrison County.	Harrison	Yes		No	No	No	No	No	No	Yes		$ 3,000,000.00	$ -	
	Infrastructure	1718	2/6/2014	Bear Point Bayou Restoration	Bear Point Bayou is a Historic Bayou that is spring fed, it originates in neighborhood and flows through USM campus and St. Thomas the Apostle Catholic Church to Gulf of Mexico. The water has become stagnate is some areas due to evasive species of plants that is closing natural flow of water. Removal of evasive plants and bank stabilization is needed to open natural flow of water to restore the Bayou. There may be a need to upsize culverts that the Bayou flows through under roads.	Harrison	Yes		No	No	No	No	No	No	Yes		$ -	$ -	
	Infrastructure	1719	2/6/2014	Harper-McCaughan Wetland Boardwalk/Nature Trail	An area of wetlands is bordered by Harper-McCaughan Elementary School to the east and a Power line corridor paralleling Canal Number 1. We would like a raised boardwalk/nature trail with education stations built. The area has a variety of trees and plants along with a multitude of Birds.	Harrison	Yes		No	Yes	No	No	Yes	No	No		$ -	$ -	
	Infrastructure	1721	2/6/2014	Field of Dreams at Long Beach Sportsplex	We would like to add a "Field of Dreams"(a baseball field designed for wheelchair individuals) to our Sports Complex so disabled children and veterans will have the opportunity to play baseball.	Harrison	Yes	100	No	No	No	No	Yes	No	No		$ -	$ -	
	Infrastructure	1722	2/6/2014	Expand Long Beach Sports Complex	We currently have 4 baseball fields, would like to add an additional 4 baseball/softball fields to our Sports Complex. The additional fields would provide a venue for tournaments in the west Harrison County area. This would generate tourism and economic growth to our area. The infrastructure for additional fields is already in place.	Harrison	Yes	100	Yes	No	No	No	Yes	No	No		$ -	$ -	
	Infrastructure	1723	2/7/2014	Restore MS Endangered species	My proposal is to locate video camera on some of the piers/bridges in our coastal communities to help document the interactions of sea turtles with fishing gear. By doing so it will help to provide data for the science center to analysis to see what they can recommend to the anglers that are coming in contact with the turtle While fishing from these piers / bridges. I am aware of 11 or 12 piers where fishermen are coming in contact with two hundred or more Endangered species of turtles around these piers since the oil spill. This study will also help provide the effort data . The second part of the program is to provide some type of education about what the anglers can do to minimize contact and inter action with these turtles. There will be a outreach component of the study to interview those that do fish from the piers and document their Interactions and their success of releasing the turtles unharmed. The cameras will also help ground truth what is taking place on these fishing piers as they relate to the interactions under the endangered species Act.	All MS Counties	Yes		No	Yes	No	No	Yes	No	Yes		$ 15,000,000.00	$ -	
	Infrastructure	1724	2/7/2014	Wounded Warrior Exercise Trail	Add exercise stations to existing walking trail at Long Beach Sports Complex. These Exercise stations need to be designed for handicap accessibility also.	Harrison	Yes	100	No	No	No	No	Yes	No	No		$ -	$ -	
	Infrastructure	1726	2/7/2014	Community Pier @ USM	Rebuild the Community Pier on beach in front of USM Long Beach Campus and create an artificial reef environment to promote marine life in area. Prior to Hurricane Katrina the pier was well used by the Community.	Harrison	Yes	90	No	No	No	No	Yes	No	Yes		$ -	$ -	
	Infrastructure	1727	2/7/2014	Restore and Improve Long Beach Small Craft Harbor	Long Beach proposes to make significant restoration and improvements to its small craft harbor that will enhance the functional, aesthetic, and environmental components of the City's most visible public attraction. As one of the most loved an utilized harbors on the Coast, the City and the Long Beach Port Commission's plans for stabilizing and improving the functionality of the Long Beach Harbor will provide not only an added asset to the City of Long Beach, but an economic catalyst for the entire Mississippi Coast. The RESTORE Act funding will offset the devastating impact of the 2010 Oil spill to intended multi-year capital infrastructure improvements to Long Beach Harbor. Because expected revenue from existing and anticipated new leases, boat slip rentals, and potential economic developments ceased immediately, the revenue necessary to make aging infrastructure replacements and stability enhancements has not been available. Long Beach was unable to generate the revenue necessary to replace or upgrade the end-of life cycle (40+ year old) bulkhead, breakwater and other major components necessary to maintain the integrity of the infrastructure within the harbor, resulting in much greater than expected damage after even minor tropical events. Long Beach does have a tremendous advantage in executing RESTORE Act funds. The Long Beach Port Commission and a team of consultants have completed a Harbor Master Plan funded by CIAP grant. These Master Planning efforts can be leveraged so that a majority of any dollars spent will be used for actual construction - the plans and initial engineering will have already been completed. The Harbor Master Plan addresses the improvements of the harbor's existing infrastructure, upland areas and connection to the downtown, and the cost-effective expansion to the south of the current harbor to provide additional protection and functionality. The harbor infrastructure improvements will harden the harbor to minimize future hurricane damages, improve water quality and environments for marine habitat, and provide for economic and tourism developments.	Harrison	Yes	85	Yes	No	Yes	No	Yes	No	No		$ 57,210,000.00	$ -	

	Infrastructure	1733	2/10/2014	Gulfport Urban Estuaries Enhancement	Turkey Creek Watershed covers approximately 11,000 acres in Gulfport, Long Beach, and Harrison County. The watershedâ€™s two (2) main waterbodies are in need of significant restoration and enhancement. Turkey Creek and Brickyard Bayou are approximately 14 miles and 5 miles long, respectively. Both waterbodies are slow-moving coastal streams/tidal creeks that flow into ecologically important, sheltered estuarine ecosystems connected to the Back Bay of Biloxi and the Gulf of Mexico. This project will restore and enhance these individual estuarine streams to provide an aquatic corridor that serves as a sheltered nursery and as a rearing area for multiple saltwater fish species including those with recreational and commercial value. In addition, recovering the ecological health of these small estuaries would allow them to provide a sheltered refuge for larger and more mature fish during natural or anthropogenic events such as storms, droughts, or oil spills. Enhancements to Turkey Creek will further offer an opportunity to actively organize and empower a local minority committee in designing, permitting, constructing and maintaining a socially acceptable restoration effort. Leah Manhanâ€™s 2013 film, â€œCome Hell or High Water: the Battle for Turkey Creek,â€ describes the history of Turkey Creek, and the detrimental effects of human activity, land development, and natural occurrences. In 2006, a report was prepared by the â€œLand Trust for the Mississippi Coastal Plainâ€ entitled â€œWatershed Implementation Plan for the Turkey Creek Watershedâ€ funding from the Environmental Protection Agency Region IV). This report, focusing on Turkey Creek, confirmed that Turkey Creek, like Brickyard Bayou and the entire Turkey Creek watershed, faces environmental degradation from: filing of wetlands, channelization, trash and debris, unregulated development and construction, uncontrolled stormwater increases, aquatic, terrestrial, and riparian habitat dilapidation, invasive species (particularly Chinese Tallow and cogongrass), and chemical contamination. Accordingly, Turkey Creek and Brickyard Bayou require similar restoration and enhancement efforts including, but not limited to: cleaning up debris and sediment, de-snagging and de-mucking, wetlands restoration, natural bank stabilization, and general enhancement. These activities would employ low-impact, EPA approved green infrastructure materials and techniques to the maximum extent possible supplemented by traditional best management engineering when necessary to maximize the Creeksâ€™ capacity to capture, temporarily store, and treat urban storm and flood waters. Emphasis will be placed on selective removal of invasive species and reestablishment of native vegetation, within the creek banks, thereby encouraging storm water filtration. Assessing, reengineering, and restoring the Forrest Heights Levee along Turkey Creek are also proposed as a component of this project to bolster local community resilience . Additionally, public access, public education, and public recreational activities would be developed with interconnected walking and bicycle trails and public greenways at each estuary in accordance with the Cityâ€™s Redevelopment Master Plan. Many of these greenways would be constructed on lands already acquired by the City of Gulfport that were known to have repetitive coastal flooding claims, with minimal land acquisition expected. Restrictive covenant/conservation easements would be placed on portions of the property to prevent future adverse impacts after restoration is complete. To assist with public education, interpretative signs and maps would be provided on these trails that also highlight the fishing, bird watching, kayaking, and other eco-tourism opportunities created by this project. Kayaking opportunities would be marketed and coordinated with the Heritage Trails Partnership of the Mississippi Gulf Coast's â€œblueways†program; both Brickyard Bayou and Turkey Creek are already designated â€œblueways†	Harrison	Yes		No	Yes	No	No	Yes	No	Yes		$ 13,000,000.00	$ -	
	Infrastructure	1734	6/13/2013	Water Clarity and Filtration System	In August 2011, the Gautier City Council adopted a Clear Water Filtration Plan that utilizes ion exchange filtration technology in order to provide clear drinking water with much lower annual operating and maintenance costs than osmosis. Today, the brownish tint in Gautierâ€™s potable wells has impeded economic development such as hotel, restaurant and residential development. Due to the debt incurred when the City incorporated and assumed the previous utility authority, the City has not previously been able to afford the expense of an osmosis treatment facility. The newer technology of ion exchange has proven successful in states such as Florida. Gautier will be the first municipality in Mississippi utilizing ion exchange technology to provide water clarity. The system is planned in three phases. The first phase will provide a filter system treating one million gallons per day, projected to treat 80% of the Cityâ€™s demand and costing $2.8 million. The second and third phases will serve the remaining population along the HWY 57/I-10 corridor and loop the filtration system for future capacity. The total cost of the three phase project is estimated to be $4.5 million. Color in groundwater may be attributed to a variety of sources including iron, manganese and organic acids. Color associated with organic acids can be measured quantitatively and represented as total organic carbon. Organic carbon is typically negatively charged which can be effectively removed with a process known as ion exchange. Ion exchange promotes chemical reactions to effectively remove deleterious compounds found in water. The Gautier Water Treatment Plant was piloted and designed to effectively remove color by utilizing oxidation, coagulation, and filtration followed by ion exchange. Projects such as this one will not only create jobs but will create the necessary infrastructure for future development and the economic growth/tourism industry. Improved water quality is a primary objective in all watersheds but specifically in coastal watersheds that feed directly into the Gulf of Mexico.	Jackson	Yes	100	Yes	No	No	No	Yes	Yes	No		$ 4,500,000.00	$ -	
	Infrastructure	1735	6/13/2013	Interstate 10/Highway 57 Commerce and Technology Corridor	With over 6 miles of interstate frontage, the City of Gautier only has access to 2 interstate interchanges. At these interchanges, the only opportunity for interstate frontage development is at the northeast corner of Highway 57/Interstate 10. One large development in this area is underway and another existing development is expanding. The Bienville Medical Complex will be over 100,000 square feet with an ambulatory center, located on 16 acres of land. The City has adopted a master plan for the smart growth of this area, and requires the installation of a water tank, fiber optics and utilities in order to provide adequate levels of surface for the anticipated growth in this area. See the attached Exhibit showing the Master Plan for the area. The project will provide new streets, drainage, utilities, lighting, a multi-use pathway and recreational amenities around the existing lake, and other related improvements.	Jackson	Yes	100	Yes	No	No	No	Yes	Yes	No		$ 25,000,000.00	$ -	
	Infrastructure	1736	6/13/2013	Swetman Beach Resoration	Swetman Beach is located in Historic Gautier, south of Ladnier Road, at the convergence of several bayous. There are fourteen beach parcels along the Gulf of Mexico that are for sale and in need of restoration. The conservation and restoration of these beachfront properties will protect ecologically-sensitive lands from residential encroachment. Improvements will require the re-alignment of the entry road, public parking, street lights, and a restroom, in addition to a living shoreline restoration.	Jackson	Yes	100	No	No	No	No	Yes	No	Yes		$ 5,000,000.00	$ -	
	Infrastructure	1737	6/13/2013	Highway 57/Old Spanish Trail Improvements	Old Spanish Trail is an east-west corridor that connects the City of Ocean Springs to the City of Gautier. Several residential areas have easy access to the connector including: Shell Landing, Gulf Park Estates, St. Andrews, Magnolia Bayou, Heron Bayou, and downtown Ocean Springs. The roadway is the former U.S. Highway 90 and currently extends from Washington Avenue in Ocean Springs to Graveline Road in Gautier. The corridor is approximately 14 miles in length. The portion within the city limits of Gautier is approximately 7 miles in length. See the attached Exhibit map. The corridor is currently underutilized with average daily traffic counts ranging from 3900 to 5400 vehicles per day. If the corridor were better utilized, Old Spanish Trail could relieve some of the congestion along Highway 90 and promote mixed-use development along the roadway. The City of Gautier intends to improve the corridor to promote usage and encourage development along the roadway. The following additions are proposed to address the deficiencies listed above: 1.Improvements to Increase the Sense of Safety - We plan to add curb & gutter and subsurface drainage along the roadway so users do not feel as if they are going to run off of the roadway. 2.Improvements to Limit Delays and Allow Continuous Through Traffic â€“ We plan to add a continuous center median, turn lanes, and periodic passing lanes to channelize turning movements, remove the turning traffic from the main thoroughfare, and allow passing of slower moving traffic. 3.Improve Aesthetics â€“ Even with the above listed improvements, a user must have additional incentive to travel along Old Spanish Trail instead of Highway 90. With the addition of curb & gutter, subsurface drainage, a center median, and turn lanes, a few more small additions such as street trees, pockets of landscaping, and decorative lighting will give the corridor more of a local road feel instead of a highway. See the attached Typical Section Exhibit for a drawing of the proposed improvements. We strongly believe that these improvements will increase use of this much under-utilized roadway which in turn will promote economic development along the roadway.	Jackson	Yes	100	Yes	No	No	No	No	No	No		$ 31,500,000.00	$ -	
	Infrastructure	1738	6/13/2013	De La Pointe Streetscape Improvements	De La Pointe is a street on the north side of Highway 90 that splits off of Highway 90, curves northerly then loops back into Highway 90. The segment of the street north of Highway 90 is approximately 1 mile in length. The roadway serves as an entrance to City Park which contains the Cityâ€™s public boat launches, pier, picnic pavilions, playground, and Senior Citizenâ€™s Center. See the attached Exhibit map for the location. The street currently looks like an aging residential street instead of the entrance to a major city park. In addition, the street contains several businesses and vacant land with the potential to develop if the street were improved. The City intends to revitalize the street with a streetscape project adding curb & gutter, drainage improvements, decorative lighting, sidewalks, street trees, pockets of landscaping, hanging baskets,and seasonal banners. In addition, the City plans to improve access for boat trailers and delivery trucks and improve signage directing visitors to the park and recreational area. See the attached Typical Section Exhibit for the proposed improvements. We strongly believe that these improvements will increase visibility, access, and use of this public recreational facility and promote economic development along the roadway.	Jackson	Yes	100	Yes	No	No	No	Yes	No	No		$ 4,300,000.00	$ -	
	Infrastructure	1740	2/17/2014	Camp Wilkes Environmental Enhancement	Camp Wilkes, Inc., a 501c non-profit, is seeking funding for restoration and enhancement of its 89 acre waterfront site on the Back Bay of Biloxi for the dual purpose of conserving its natural resources and expanding tourism attractions on the Gulf Coast. Development of project plans is underway.	Harrison	Yes		Yes	Yes	No	No	Yes	No	Yes		$ -	$ -	
	Infrastructure	1746	2/18/2014	Old Highway 63 Bridge Restoration	Clean up and restore area associated with old Hwy 613 bridge. This involves developing new water containment barriers and developing natural habitats to attract wildlife.	Jackson	Yes		No	No	No	No	No	No	Yes		$ -	$ -	
	Infrastructure	1747	2/18/2014	ECHCPUD Water and Sewer Master Plan	The project includes water distribution and sewer collection improvement within ECHCPUD and extending 1 (one) mile beyond ECHCPUD's boundary. The water and sewer improvements proposed are anticipated to serve ECHCPUD for the next ten years.	Harrison	Yes	100	Yes	No	No	Yes	No	Yes	No		$ 13,400,000.00	$ -	
	Infrastructure	1749	2/18/2014	City of Waveland Sports Complex and Entertainment Venue	The scope of our project is to build a football complex and recreational venue that will support over 200 children on a weekly basis and to provide a safe and secure location for fun raising activities to support the up keep of the facilities. The proposal is to construct two lighted football fields for children from pee-wee to high school age, with concession area and open space where other events like soccer, Easter egg hunts, trick or treat events, open air concerts or movies could be seen, and other community outreach events could be held. The land is situated along one of the cityâ€™s major thorough-fares and is also located less than a mile from over 1100 Section 42 apartments. The proposed site, we believe will have far reaching effects on all of the children in our community as well as creating some long term economic benefits to our area. The fields could be used in cooperation with other recreational facilities in our area to support larger tournaments and providing a huge economic impact to the entire county. The Bay-Waveland football League has acquired a long-term lease of approximately 8 acres of cleared property at a rate of $1.00 per year from the Bay-Waveland Housing Authority. The property prior to August 2005 was a public housing site, the site was destroyed during Hurricane Katrina and the housing authority chose to rebuild the homes at a different location. The authority agreed at that time it was in the best interest of the community to use the land for recreational purposes and entered into a contract with the football league to support the development of the children in the area. The land was previously developed and is believed to have no environmental issues. All debris and rubble have been removed, and the land has been cut and some maintenance and repairs to the fence along Waveland Avenue have been completed.	Hancock	Yes		Yes	Yes	No	Yes	Yes	No	No		$ 2.80	$ -	
	Infrastructure	1751	2/19/2014	Magnolia Street Bayou	Tributary runs through the western side of the city near Magnolia Jr High. The bayou is inhabited by turtle species and other reptiles. We will also purchase equipment to analyze the health of the wildlife and plant population. Revitalization would include construction of walkways.	Jackson	Yes		No	No	No	No	No	No	Yes		$ -	$ -	
	Infrastructure	1752	2/19/2014	Moss Point River Front Maintenance and Information Building	This project will provide land and building assets in order to support water front ecological systems, eco tourism, and day to day activities of the riverfront. The building will showcase points of interest within the city with emphasis on wildlife and plant species that inhabit the Moss Point area. Education activities will include, guest lectures with expertise in the ecological system that surround the Escatawpa River. Electronic technology will be used to create and stimulate the culture and atmosphere that surrounds the Escatawpa River part of the facility will also support the maintenance of this technology and other physical necessary to maintain the riverfront.	Jackson	Yes		No	No	No	No	Yes	No	Yes		$ -	$ -	
	Infrastructure	1753	2/19/2014	Moss Point/Escatawpa River Outpost	Will establish a river beach at the northern end of the Escatawpa River. Will consist of campgrounds, parking facilities, and a sand bar along the Escatawpa river. Also, there will be riverfront boating activities and wildlife gaming activities.	Jackson	Yes		No	No	No	No	Yes	No	No		$ -	$ -	
	Infrastructure	1754	2/19/2014	College and High School Ecological Partnership	Develop a 250 yard stretch property that will facilitate botanical and zoological collaborative experiments. This will include developing access-ways to marsh and wetlands and equipment to conduct experiments.	Jackson	Yes		No	Yes	No	No	No	No	No		$ -	$ -	
	Infrastructure	1756	2/19/2014	Replace lights on oil rigs with ones birds are not attracted to (green)	http://www.ecologyandsociety.org/vol13/iss2/art47/ (Scientific article on green lights not attracting birds) American Bird Conservancy: https://www.abcbirds.org/newsandreports/stories/080319_oil.html	Gulf of Mexico	Yes		No	No	No	No	No	No	Yes		$ -	$ -	

	Infrastructure	1759	6/1/2014	Waveland Recreational Light House and Water Front Development Project	The City of Waveland is a family-oriented community and is frequented by seasonal one-day visitors and weekenders that populate the area which make up the bulk of the summer tourist cache. The City of Waveland plans has designed, a two story, handicapped accessible open-air pavilion that would turn into a venue for special events such as weddings, concerts and reunions. This magnificent open air shelter will provide a picturesque setting for picnics, benefits, special events, outdoor classroom space, fishing rodeos weigh-ins, public concerts, parties and covered area for beach volleyball tournaments. The covered floor area of the open air pavilion will be approximately 2,940 square feet with a 2,940 square foot upper floor observation deck or viewing terrace using a lighthouse style elevator shaft. The upper deck will also include restroom facilities, benches, optical viewers and information boards designed to identify local wildlife and marine animals. Ample electrical outlets, for the lighting underneath the pavilion, will be added to provide the appropriate ambiance for any event. At the pavilion, families and friends of all ages can bring the magic of live entertainment and the performing arts to the City of Waveland in a whole new way â€" under the stars for everyone to enjoy! The Cityâ€™s vision is to have the pavilion available for community use that will allow everyone to share in the benefits of having a covered structure on the beach. With this in mind, it creates such place for our visitors a myriad of benefits and the enjoyment of the outdoor setting. The new open-air pavilion will make use of a solid structure nestled on the beach with a territorial view all opened to allow the soft, warm spring air breeze. This will create a hub for public town meeting, year round structured activity, associated festival, athletic events, health and exercise programs, youth education opportunities, and a centralized place to share community and public information while having a cornerstone that tourist and visitors can visit frequent. The City has made use of awarded tide-lands funds on adjacent areas of the beach that will be enhanced by the construction of the Lighthouse Pavilion Project. The city has constructed roughly two miles of concrete walking path to the south of the proposed site that now promotes pedestrian and bicycle travel from Washington St. in the neighboring City of Bat St. Louis to the end of the sand beach almost to Buccaneer State Park. The adjacent property also to the south is a Veterans War Memorial constructed originally by American Legion Post 77 and is in the process of being reconstructed and armored due to damage caused by Hurricane Isaac. The city took tidelands funds and assisted in the reconstruction to make the memorial more handicapped assessable and more user friendly. Benches as well as new concrete sidewalks to allow better access to the water will also been installed. The property directly to the north is the home of the Garfield-Ladner Memorial Pier, which is a lit fishing pier that is awaiting approval from FEMA to reconstruct after Hurricane Isaac that is utilized by thousands of visitors and local families every year for recreational and eco-tourism . The City has also recently constructed lit sand beach volley ball courts and is promoting outdoor family and tournament play and plans in the near future to place multiple pavilions along the beach to encourage more family oriented events such as swimming, bird watching picnics and surf fishing. The city is in desperate need of restroom facilities and we feel that the Lighthouse project will collect everything we are trying to do in one vital project and provide a huge economic development anchor for Coleman Ave. and our down town area. As we have shown it provides restroom facilities for both the handicapped and non-handicapped, a venue for education and conservation as well as education. The city is both proud and thankful for the awarding of tidelands in the past and feel that we have been good stewards of public dollars and if allowed we will continue to do so. The city is well prepared to do our part; the utilities are already in place for the most part with little of this money be needed for infrastructure and the parking lot is constructed and is able to be shared between all of the previously mentioned projects and at this point is used for beach front festivals as needed. The plans for the project are already completed and could be ready to bid in less than 30 days from award.	Hancock	Yes	10	Yes	Yes	Yes	Yes	Yes	No	No		$ 3,800,000.00	$ 250,000.00	
	Infrastructure	1763	2/22/2014	Brick Bayou restoration project	Debris removal from the Brick Bayou streams which runs from the mouth of the escatawpa river into the Pascagoula river and run along side of the Hwy 613. The city would like to restore Brick Bayou because it runs through Saracenia Wetlands consisting of 35 acres of wetlands which runs from Hwy 613 to Hwy 63. The project would include a wetland delineation which would determine the amount of land that can be used for other purposes such as nature trails, sport complex, Police firing ranges and fire figthers training fields	Jackson	Yes	50	Yes	Yes	No	No	Yes	No	Yes		$ 300,000.00	$ -	
	Infrastructure	1764	2/24/2014	Medical Monitoring Program of Coastal Mississippians	This Request for Funding should be granted because it is one of the few proposals submitted for consideration which seeks to achieve several of the specific goals and objectives originally sought to be addressed by the Trustees of the BP Restoration Fund. The Proposal that follows will sever to promote proactive environmental and cultural stewardship, education and outreach based on the gathering of real time data outlining how and to what extent, if at all, the substance released during the BO oil spill and the agents used to disperse the same has or will impact and/or affect the health of those persons living within the three-county, Mississippi Gulf Coast, area of South Mississippi who were directly or indirectly exposed to the released substance and/or the agents used to disperse the release substance. Form strictly an educational point of view, data will be gathered and disseminated to the MDEQ, EPA, DOI, CDC, Mississippi State Board of Public Health and any other regulatory bodies whose jurisdiction requires notification should there be evidence of any type of alarming trend related to a claimed exposure. Additionally, by capturing such data this will allow us to measure the human toll, if any, proximately related to the exposure to the substance and to identify the proper medical or treatment plans of care that produces the best and most expeditious outcomes. having such information at our disposal will better equip our nation and more specifically the State of Mississippi and the entire Gulf Coast Region with the knowledge to properly respond to similar spills and/or release in the future. Another anticipated byproduct of implementation herein of the proposed medical monitoring system will be a healthier South Mississippi. Through the use and implementation of preventive healthcare techniques, physician led and sponsored encouragement, proactive and preventative healthcare maintenance, it is believed that recreational prowessness among many who live within the three-county Mississippi Gulf Coast area will become the watch-word of the day and we will see individuals who will begin to strive to attain and live a more healthy lifestyle. Finally, funding of this request will have a specific intangible benefit of increasing the public's confidence that an independent group of healthcare professionals are monitoring the potential health effects of the oil spill as it relates to South Mississippians who may have been exposed to the same, either directly or indirectly, and that such group of diverse professionals are positioned to disseminate accurate and unbiased information. This will help to dispel much of the misinformation that has been disseminated by parties on every side of this controversy.	Hancock, Harrison, Jackson	Yes	27.6	Yes	Yes	No	No	Yes	Yes	Yes		$ 14,121,000.00	$ -	
	Infrastructure	1765	3/5/2014	East Jackson County Flood Control and Marine Habitat Enhancement	This project would add capacitance to the Escatawpa River watershed and remove encumbrances to sheet flow across the Grand Bay Savannah. This would be accomplished by construction of a flood control reservoir and/or alternately provide a means of flood water release by removing restrictions to flow created by I-10, Highway 90 and the railroad tracks south of Highway 90. Proposed project benefits: 1. Alleviate flooding in the Helena and Franklin Creek communities. 2. Establish sheet-flow across the Grand Bay Savannah to reduce bacteria levels in the eastern Mississippi sound allowing for reopening of the area's oyster beds. 3. Provide an alternate source of industrial water to Jackson County industries. 4. Provide recreational opportunities for area water enthusiasts and sportsmen.	Jackson	Yes	20	Yes	No	Yes	Yes	Yes	No	Yes		$ 25,000,000.00	$ -	
	Infrastructure	1768	3/19/2014	Weeks Bayou Restoration/Education Project	The MEC is requesting support for a coastal habitat restoration project at the mouth of Weeks Bayou in the City of Ocean Springs, MS. The disturbed property was the site of a private residential home constructed on filled coastal wetlands habitat. The wetlands were filled in 2003, with the home completed in early 2005. The home was lost in Hurricane Katrina in 2005 and has remained undeveloped for the past eight years. The City of Ocean Springs acquired title to the property with FEMA funds and has conveyed the property to the Land Trust for the Mississippi Coastal Plain to restore the property to its' natural state. The MEC is proposing the restoration work will be planned and implemented through a cooperative partnership between the MEC, the City of Ocean Springs, Land Trust for the Mississippi Coastal Plain, Ocean Springs School District (OSSD), and Mississippi State Universityâ€™s Gulf Coast Community Design Studio (GCCDS). The MEC, working with the GCCDS, will plan a way to restore the site that is likely to include removal of part of the retaining wall, re-grading the land to include some high land near road with natural slope and access to water for sampling. The site will be replanted with appropriate native wetland plants under the direction of GCRLâ€™s Coastal Ecology Group. A small observation deck and access to Weeks Bayou for water quality, fauna and flora sampling and monitoring will provide opportunities for MEC based educational and community outreach programs after completion. MEC educators will work with Ocean Springs Schools to coordinate a student based monitoring program for ~100 selected OSSD middle school students and 5 advising teachers. The monitoring may include data collection, water quality, elevation surveys on adjacent beach, sampling and analysis to assess restored slope function using benthic invertebrates or plant recolonization. All sampling activities are covered under the Saltwater Scientific Collection Permit that is issued to GCRL through the Mississippi Department of Marine Resources. The successful implementation of this restoration/education project will have short-term and long-term benefits.	Jackson	Yes	10	No	Yes	No	No	No	No	Yes		$ 158,855.00	$ -	
	Infrastructure	1771	3/20/2014	Bangs Lake Viewing Pier and Park	In an effort to provide increased access to natural resources, the bangs Lake Viewing Pier and Park will increase the ecological value of the area by providing a viewing center pavilion, fishing pier, and boardwalk park highlighting the natural beauty of marsh land. Not only will visitors come to walk along the marshes but a boat ramp will provide access to the lake and the Gulf. Along the boardwalk, interpretive stations will display information highlighting the history and legacy of Bangs lake and the surrounding marshes. The area will also feature a watercraft outpost to rent kayaks, canoes, and paddle boards. Visitors are just a short ride to the Gulf and can explore the surrounding lake. By placing a park along Bangs lake in a highly industrialized area, the marsh land within the park can be preserved and serve to further the beautification of the surrounding community.	Jackson	Yes		No	Yes	Yes	No	Yes	No	Yes		$ -	$ -	
	Infrastructure	1774	3/20/2014	Graveline Bayou, Robert Hiram/Oakleaf Circle, Point Clear Restoration	This project will consist of removing sediment, water quality monitoring, and drainage improvements to the identified altered waterways. sediment removal allows for previously impeded green corridors to be restored. Previously, these water systems were only accessible at high tide. The goal of this project will be to retain some level of environmental and historic value of these highly altered systems. The efficiency of use will increase boating travel, both commercial and recreational, along the bayous and improve the adjacent communities' quality of life. Sediment removal and water quality monitoring amends the previous loss of recreational opportunity and increases the access to natural resources. Restored water systems have a greater capacity to manage stormwater runoff, erosion, and sedimentation which can negatively impact coastal marshes, beaches, and oyster reefs. By restoring these water systems to their baseline, a quality habitat for birds and wildlife negatively affected by the Deepwater Horizon Oil Spill can be provided.	Jackson	Yes		No	No	Yes	Yes	Yes	No	Yes		$ -	$ -	
	Infrastructure	1776	3/20/2014	Channel Marker Replacement and Jetty Construction	This project will consist of the construction of a new jetty at the convergence of Graveline Bayou with the Pascagoula Bay that will provide protection to the channel and reduce the effects of silting. In an effort to increase recreational boat traffic, channel markers within the bayou will be updated and replaced. This designation allows for management of preservation areas like the oyster reefs and expedites travel in and around Graveline Bayou. Jetty construction will stabilize the mouth of Graveline Bayou and limit the risk of shifting, as well as focus both tidal and bayou discharges through a single opening, thus combating the effects of littoral drift. With a deep and clear channel, boating traffic for both commercial and recreational can increase. The goal of this project is to increase the recreational opportunities of the adjacent community, allow for greater access to natural resources, and stabilize the convergence of Graveline Bayou with Pascagoula Bay.	Jackson	Yes		Yes	No	Yes	No	Yes	No	Yes		$ -	$ -	
	Infrastructure	1777	3/20/2014	Gulf Park Estates Fishing Pier Expansion	This project will renovate the existing fishing pier, while expanding the boat launches to accommodate a wider range of vessels. A park area will house organized parking, boardwalks, lighting improvements, landscaping, and amenities such as restrooms and fish cleaning station. The current pier is located along the Gulf outside of Biloxi Bay. This area is optimal for fishing and recreation activities. The expansion of the current fishing pier along with the creation of additional amenities will increase and enhance the Gulf Park estates community quality of life, provide additional access to the natural resources along the Gulf, and enhance overall recreational experiences. Within the area surrounding the fishing pier, additional shoreline stabilization and riprap, will replace existing water edge treatments. The goal of this project is to increase recreational opportunities available to the adjacent communities and allow improved access to natural resources.	Jackson	Yes		No	Yes	Yes	No	Yes	No	Yes		$ -	$ -	
	Infrastructure	1778	3/20/2014	Seacliffe Bayou and Upper Simmons Bayou Restoration	This project will consist of sediment removal in the Seacliffe and Upper Simmons Bayou and water quality monitoring to restore a functional waterfront environment. Sediment removal allows for currently impeded green corridors to be restored. these water systems have limited accessibility being navigable primarily at high tide. The goal of this project will be to retain some level of environmental and historic value to these highly altered systems. The efficiency of use will increase boating travel, both commercial and recreational, along the bayous and improve the adjacent communities' quality of life. Sediment removal and water quality monitoring amends the previous loss of recreational opportunity and increases access to natural resources. Restored water systems have a greater capacity to manage stormwater runoff, erosion, and sedimentation which can negatively impact coastal marshes and beaches. By restoring these water systems to their baseline a quality, habitat for birds and wildlife negatively affected by the Deepwater Horizon Oil Spill can be restored.	Jackson	Yes		Yes	No	No	No	Yes	No	Yes		$ -	$ -	
	Infrastructure	1780	3/20/2014	Gulf Park Estates Bellefontaine Beach Restoration	This project will consist of a Wetland Coastal Preserves Program and Beach Restoration. The Wetland Coastal Preserves Program will target invasive species in and around the Gulf Park Estates and Marsh Restoration, ensuring that native flora and fauna thrive in the restored waterfront. The Bellefontaine Beach Restoration will rebuild and manage the Bellefontaine beachfront. It will serve to remedy or reduce the risks of future harm to the natural dunes and beach resources. The Preserve plan serves to enhance the ecological value of this important coastal habitat and manage the transition zone between the marsh, wetland, and beach areas within Gulf Park Estates. It will also strategically restore wetland and revitalize ecologically and economically important wildlife resources within Gulf Park Estates. the beach restoration will serve to preserve and protect the Bellefontaine shoreline, minimize economic losses caused by beach erosion, and maintain needed recreational and habitat beach areas.	Jackson	Yes		No	No	Yes	No	Yes	No	Yes		$ -	$ -	

	Infrastructure	1781	3/21/2014	Transportation Improvements	This project will improve McClelland, Tucker, and Seaman Roads by expanding the existing roadway design. A new I-10 collector will also be constructed. McClelland Road improvements will expand the existing 2-lane to a 4-lane road in order to create a strong network of transportation routes from I-10 to the Sportsplex. Tucker Road improvements will expand the existing 2-lane to a 3-lane road between McClelland to Daisy Vestry. Seaman Road improvements will expand the existing 2-land to a 3-lane road between Tucker and Jordan. The I-10 Collector project will create a new road between tucker and the county line; this will connect the Sportsplex area to the neighboring county and D'Iberville shopping center along Promenade pkwy/Mallett Road. The goal of this project is to promote economic development through infrastructure improvements. The project will help connect tourists and tournament guest to other shopping and dining areas a well as allow for expansion of the current shopping area into Jackson County.	Jackson	Yes		Yes	No	No	Yes	Yes	Yes	No		$ -	$ -	
	Infrastructure	1782	3/21/2014	Moss Point Greenway	This project will create bike-lanes, sidewalks and other multi-use paths along the existing city streets in Moss Point. The proposed greenway will connect to southern greenways proposed in the City of Pascagoula. The goal of the Moss Point Greenway is to increase access to existing recreational opportunities, promote economic development,, and improve public access to parks. The city contains a large number of parks, green spaces, and access points to water; the proposed greenway network will connect several of these amenities and generate development of new projects along the route. A strong pedestrian and bicycle network will enhance access to nature and other points of interest as well as enhance the fitness opportunities within the city limits.	Jackson	Yes		Yes	No	No	Yes	Yes	No	No		$ -	$ -	
	Infrastructure	1783	3/21/2014	Riverwalk Park and Educational Boardwalk Trail	This project will construct a Riverwalk Park and Educational Boardwalk Trail. The park will be located across the street from the Jackson County Ski area. It will consist of a park with pavilion and restrooms, and a boardwalk pier parallel to MS 613 that will allow for fish feeding and highlight native species and cultural history of Beardslee Lake. This project will promote tourism to Moss Point and the County, generate local ecosystem education outreach, provide additional recreation opportunities along the greenway, and stimulate environmental cultural stewardship, tying the unique cultural aspect of the community with the ecosystem along Beardslee Lake. The goal of the park will be to create an inviting and functional waterfront environment in Moss Point that restores the quality of life for residents and continues improving public access to natural resources.	Jackson	Yes		Yes	Yes	No	No	Yes	No	No		$ -	$ -	
	Infrastructure	1784	3/21/2014	Moss Point Open-Air Market	This project will create a space near the Riverfront Community Center that will house a open-air farmers market. The amenities will include a marquee that houses stalls for venders to sell wares, a picnic area, and restroom facilities. The market will serve to showcase local artisans and small businesses, enriching the quality of life in Moss Point as well as promoting economic development along the Greenway. The market will serve as a point of interest and generate tourism. The goal of the Moss Point Open-Air Market will be to serve as an anchor in the community by providing access to fresh locally grown food, generate support for the local economy, and increase healthy lifestyle opportunities.	Jackson	Yes		Yes	No	No	Yes	Yes	Yes	No		$ -	$ -	
	Infrastructure	1785	3/21/2014	Ocean Springs Coastal Restoration	This project will remove sediment in previously identified impeded waterways. This will improve water quality and restore the green corridors around Ocean Springs. This Coastal Stream and Habitat Restoration and Management Initiative is focused on tidal creeks, bayous, and spring-fed streams that flow directly through Oceans Springs and into the Back Bay of Biloxi, in large part through urban areas. Many of these streams are highly altered systems yet retains some level of environmental and intrinsic historical value. The greatest improvements to the quality of life in Ocean Springs residents will be the re-establishment of Green Corridors across the city. These improvements will increase the areas potential for restoration that enhances the ecological value of the waterways and directly engages the local communities. A restored waterway helps manage storm water runoff, erosion, and sedimentation, which can have a negative impact of the coastal marshes, beaches.	Jackson	Yes		No	No	No	No	Yes	No	Yes		$ -	$ -	
	Infrastructure	1786	3/21/2014	Ocean Springs Watershed Management	This project will include the development of a watershed management plan, and hydrologic and hydraulic study of the Back-Bay of Biloxi and Davis Bayou-Biloxi Bay Watersheds to develop water mitigation and erosion plans. The project also proposes to identify degraded streams and waterways then install management measures to reduce the downstream impact in the two watersheds on the Biloxi Bay. Improving the quality and clarity of the water within the watershed helps stabilize the sediment transported into the bay. Stormwater often impacts watershed morphology, function, or hydrology and can be identified as a cause of stream alteration. By modeling, identifying, and managing the water systems within these watersheds, plans can be developed to implement targeted management practices.	Jackson	Yes		No	No	No	No	No	No	Yes		$ -	$ -	
	Infrastructure	1787	3/21/2014	Jackson County Scenic Water Trail, North Trailhead	This trailhead project will consist of a trail head with public boating access, walking trail, heritage museum and outpost. The Carter Lake Fishing Outpost will restore Carter Lake and provide recreational fishing near the Northern Trailhead. The Pascagoula Water Trail Cultural and Research Center will create an interactive culture and science center. The cultural center will focus on the native American culture for which the region derives its name and the science center will highlight conservation effects of natural wildlife mainly the efforts of the Pascagoula Wildlife Management Area. This center will serve as the primary information center for the entire trail. The North Trailhead Walking Trails will consist of walking trails adjacent to the river trail and Research center. This provides visitors not going on the water trail a small glimpse into the natural beauty of the Pascagoula River. North Trailhead Water Craft Outfit will develop an extension service that provides kayak, canoe, and other watercraft rentals to visitors. North Trailhead Boat Launch will create a boat ramp from which visitors to the Northern Trailhead can start down the Water Trail. Pascagoula River Scenic Water Trail Campground will create a campground along the water trail open to both tents and RVs, extending the stay of visitors to the area. Old Americas Road and Cedar Creek will be improved from the existing 2-lane road to a 3-lane to handle increased traffic volume to the North Trailhead. Pascagoula River Trail Road will be constructed as a new road tying Cedar Creek to the North Trailhead.	Jackson	Yes		Yes	Yes	No	Yes	Yes	Yes	No		$ -	$ -	
	Infrastructure	1788	3/21/2014	Waterway Restoration in Brickyard Bayou, Presley Lake, little Black Creek, and Black Creek	This project will remove sediment in identified waterways to enhance the green corridors, improve water quality, and mitigate flood risk through the enhanced ability to manage stormwater runoff. The Brickyard Bayou, Black Creek, Presley Lake, and little Black Creek are considered highly altered waterways that flow through urban areas. These streams and bayous have vast potential for restoration that will enhance their ecological value while directly engaging local communities. Restored streams help to manage storm water runoff, erosion, and sedimentation. The goal of this project is to remove sediment to increase the stormwater capacity, create strategies and restoration design that will continue to abate threats to these priority coastal streams, and restore habitat.	Jackson	Yes		No	No	No	No	Yes	No	Yes		$ -	$ -	
	Infrastructure	1789	3/21/2014	Marine Education Center Outdoor Learning Area	Plans are in place to construct a new 28,000 sq. ft. Marine Education Center at the Gulf Coast Research Lab's Cedar Point Teaching Site. The new MEC facility is an $11.5 million dollar FEMA funded project with anticipated construction beginning in 2014. The new facility will be a center for public education and outreach in the coastal sciences and will be comprised of classrooms, laboratories, and educational exhibits. The MEC proposes to build two outdoor classrooms, an observation tower, marsh walk-out sampling stations, and ADA accessible trails as part of this project. The MEC specializes in field-based learning experiences that support science curricula and the Cedar Point Teaching Site provides extensive opportunities for outdoor environmental education and recreation. With the development of this outdoor learning infrastructure, visitors and students will be able to explore a range of coastal environments and engage in hands-on, feet-wet field based learning experiences. These open-air facilities will allow students to study coastal environments such as the bayou, the marsh, the Mississippi Sound, bay-heads and magnolia-live oak forests while protecting the resources from overuse. The low profile marsh walk-out sampling stations will be constructed over the marsh with open mesh frames and close to the Mean High Tide level which will reduce impacts to the tidal flow and minimize impacts to vegetation. The marsh walk-out sampling stations will allow students to monitor flora and fauna in the fringing marsh areas of the MEC site. These sampling activities are covered under the Saltwater Scientific Collection Permit that is issued to GCRL through the Mississippi Department of Marine Resources. The trails that connect these structures will make them accessible to students and visitors of most abilities. All trails, outdoor classrooms, and the proposed observation tower will be built to ADA standards and will be accessible to most students and visitors. These structures will be used by up to 10,000 students and visitors each year.	Jackson	Yes	80	No	Yes	No	No	Yes	No	No		$ 1,033,850.00	$ -	
	Infrastructure	1790	3/21/2014	Watershed Management	This project will provide for hydrologic modeling, hydraulic improvements, coastal habitat restoration/enhancements, and flood reduction within Upper West Pascagoula-Pascagoula Rivers, Black Creek Cooling Pond-Black Creek, and Beardlee Lake-Escatawpa watersheds will be completed in an effort to reduce the downstream impacts of the watershed on the Pascagoula River through stream restoration plans and habitat reconstruction designs. The watershed faces loss of freshwater wetlands, shoreline erosion, and sedimentation from increased land development. Stabilization of these bayous and stream segments will significantly reduce the future sediment loading into the Pascagoula River. Improvements to the highly impaired watershed are critical to the ecological function of the region. the goal of this project is to develop a comprehensive watershed management plan as well as prioritize a list of significant restoration work.	Jackson	Yes		No	No	No	No	No	No	Yes		$ -	$ -	
	Infrastructure	1792	3/24/2014	Trent Lott International Airport Stormwater Management	This project will refurbish and update the airport facilities current stormwater system capacity, restore the environmentally effected infrastructure, and expand current facility to increase the emergency response capacity of the County to man-made and natural disasters. The Trent Lott International Airport plays a vital role in not only aviation community by also in the economic growth of the community. By restoring the steams in the flood prone areas surrounding Trent Lott, the airport can be rebuilt and expanded to combat the environmental driven erosion and degradation of the existing facilities caused by lack of watershed management. The airport not only serves corporate businesses, military and local pilots, but also provides logistical support during emergency situations on the Gulf Coast. Local law enforcement and fire fighting agencies relocate to the airport during tropical storms and hurricanes to ensure the ability to respond to duress calls and assist evacuees. The airport is also a safe entrance into the community to deliver supplies, medicine and relief manpower when disaster strikes. Most recently, the airport terminal supported ERA Helicopters LLC during the BP Oil Spill serving as the base for flight operations. The goal of this project will be to increase the stormwater systems capacity, enhance emergency response to manmade and natural disasters as well as expand the existing facilities to address economic development needs. The expansion proposals include a temporary terminal building, runway strengthening, and taxiway geometric improvements.	Jackson	Yes		Yes	No	Yes	Yes	Yes	No	No		$ -	$ -	
	Infrastructure	1793	3/25/2014	Educational Exhibits at the Proposed Marine Education Center	Plans are in place to construct a new 28,000 sq. ft. MEC facility at GCRL's Cedar Point Teaching Site. The new MEC facility is an $11.5 million dollar FEMA funded project with anticipated construction beginning in 2015. In this new facility is designated exhibit space that will be open to the public at no cost and will include a series of high quality, interactive educational exhibits. The three exhibits will focus on The Science of the Spill, Coastal Hazards/Community Resilience and Blue Water Science. The Science of the Spill exhibit will be an extension of the work that GCRL did as part of a Rapid Response Grant through the National Science Foundation in 2010 â€" 2011 and continued through an EPA grant in 2013. The exhibit will address the role of science during an emergency. It will use published research conducted by GCRL scientists and others to answer the questions set out by the Gulf of Mexico Research Initiative: 1.) What happened to the oil and the dispersants? 2.) What were the effects on the environment? 3.) What methods are being used for recovery and how are they working? 4.) What are the impacts on human health? The Coastal Hazards/Community Resilience exhibit will describe the natural disasters (e.g., hurricanes) and ecosystem processes (e.g., sea level rise) that can affect communities in the coastal region and highlight strategies that communities and individuals can adopt to be more resilient. The Blue Water Science exhibit will highlight the research of GCRL researchers in offshore environments that most people never experience. Ecosystem processes and species that may be highlighted include the loop current, sargassum, and large pelagic species such as whale sharks. Visitors to the MEC, which include students and citizens from the region, will gain a better understanding of the impacts on the Gulf of Mexico from the Deepwater Horizon oil spill and the importance of long term monitoring and research to help ensure a healthy Gulf.	Jackson	Yes		No	Yes	No	No	Yes	No	Yes		$ 2,782,000.00	$ -	

	Infrastructure	1796	6/1/2014	The Crawfish Restoration Trail	Crawfish help to maintain the eco system by scavenging and eating algae that rob fish and plants of sunlight and oxygen. Crawfish also act as a source of food for other animals. Because crawfish are sensitive to any form of pollution, they are good indicators of water quality. There are over 400 species of crawfish in North America and the most common, the red swamp crawfish, can be found in abundance in the Mississippi River Basin. However, there are two species of crawfish which can only be found in George, Green and Jackson Counties in Mississippi and Mobile County in Alabama, the dwarf crawfish and the least crawfish. Globally, NatureServe lists their status as vulnerable while on the State/Province Conservation list they are considered imperiled. Hope CDA request funds for the implementation of an environmental cultural stewardship program which would educate students and spur ecotourism using the crawfish as motivational symbol. OBJECTIVE: 1.Student Education a. Educate summer and afterschool program students on environmental stewardship and the importance of crawfish and other animals in maintaining the ecological balance of this river system. b. Provide education on the restoration site though maps and best management practices designed specifically for the project activity. c. Study the impact of growth and spawning by increasing water temperature using solar technology at an artificial marshland system erected at Hope CDA. Information will be shared with scientist through the NatureServe, Citizen Science Program. 2. Student Restoration and Research Project a. Students will clean site and implement best management practices for the critical habitat of the crawfish and other animals and plants including but not limited to planting shade trees. b. Take eco tours along the Pascagoula River. 3. Educate Public and Spur Tourism a. Sponsor an art contest to design/sculpt a crawfish which could be used as a conservation symbol and site marker along the river. b. Strategically place markers at river sites in three counties. c. Students will develop a virtual eco tour on the Hope CDA website describing actual sites marked by numbers 1-10 on the "Crawfish Restoration Trail (Tour)." A phone application or link to the Hope CDA website will be developed so that tourist can take the actual tour from markers 1-10 while being virtually guided by students through recorded video presentations about each site. Brochures will be provided to the Convention and Regional Visitors Bureau. promote Trail during the Pascagoula River Nature Festival OUTCOMES 1. Students will learn that biodiversity is a natural heritage and take responsibility for stewardship of vital natural resources. 2. Crawfish species (least and dwarf) listed as imperiled will be elevated to secure in their conservation ranking. 3. Tourism will be increased through the institution of the Crawfish Restoration Trail.	Jackson	Yes		No	Yes	No	No	Yes	No	Yes		$ 300,000.00	$ -	
	Infrastructure	1797	4/1/2014	Mississippi Dusky Gopher Frog Preservation Parcel at Tradition	Acquisition of 270-acre, currently owned by Columbus Communities, LLC, contiguous with the Desoto National Forest in central Harrison County, Gopher Frog Preservation Parcel at Tradition would serve multiple environmental purposes: a. enhance future water quality and habitat of the estuarine ecosystem comprised of the Biloxi River watershed flowing into the Biloxi Bay-Mississippi Sound, thereby aiding in the restoration of these natural resources harmed by the BP oil spill, and b. increase permanent habitat around Glen"s Pond, the primary breeding site of the Mississippi Dusky Gopher Frog (endangered species), the Red Cockaded Woodpecker (endangered species), and the Gopher Tortoise (threatened species), which, with Longleaf Pine, are important to the restoration of natural resources in the Coastal Plain. This additional habitat would likely increase the population and survivability of the MS Dusky Gopher Frog. This 270-acre parcel borders critical habitat recently designated by USFWS for the MS Dusky Gopher Frog. Approximately 100 MS Dusky Gopher Frogs breed in Glen"s Pond, in the National Forest adjacent to the parcel proposed for acquisition, making this parcel and the Desoto National Forest contiguous for ease of controlled burns and other ecosystem management techniques. Recently, USFWS has successfully hatched Dusky Gopher Fog eggs from Glen"s Pond in another pond nearby. If acquired by a state or federal agency or a land trust, the Tradition parcel could be dedicated as a perpetual preserve for a)enhancing the survivability of the MS Dusky Gopher Frog and the Gopher Tortoise, b) restoration of longleaf pine on the parcel, and c) enhancement of water quality in the estuary formed by Biloxi River, Bay of Biloxi, and Mississippi Sound. Restoring the longleaf pine ecosystem on this parcel would also create habitat for another endangered species, the Red-cockaded Woodpecker. It is our understanding that biologist from the USFWS and the Center for Biological Diversity, who have studied the MS Dusky Gopher Frog, support the acquisition of this parcel by an appropriate governmental agency or land trust to enhance the habitat, range and survivability of the MS Dusky Gopher Frog and its partner, the Gopher Tortoise, a threatened species. The Dusky Gopher Frog spends part of its life cycle in Gopher Tortoise burrows along with approximately 300 other species of animals, plants and fungi. In order to increase the chance of survivability of the MS Dusky Gopher Frog, biologists predict that by improving the quality of the additional habitat through controlled burns, relocation of Gopher Tortoises, and planting of longleaf pine, the MS Dusky Gopher Frog population from Glen"s Pond would likely increase, allowing government biologist to transfer more of the eggs or frogs that hatch in Glen"s Pond to other historically suitable habitats in the Southeastern United States, further increasing the range and survivability of this endangered species.		Yes		No	Yes	No	No	No	No	Yes		$ -	$ -	
	Infrastructure	1798	4/3/2014	Mississippi Native American Heritage Program	The Ohr-O'Keefe Museum of Art sits on a four-acre stretch of the Mississippi Gulf Coast contiguous to the Mississippi Sound that archeological studies show once was inhabited by American Indian tribes. A central focus of the Ohr-Oâ€™Keefe Museum and an important part of the American Indian culture, dating from pre-historic times to the contemporary tribes of Mississippi, is pottery. The Museum proposes annual summer programming, to present cultural, educational and arts programming about not only the art and pottery of the Mississippi tribes, but also their customs and traditions, thereby enabling local and out-of-town Museum visitors of all ages to discover and explore the practices and contributions of past and present Mississippi Native Americans. Development of these programs will involve consultation with Mississippi tribal representatives, the Mississippi Department of Archives and History, the Mississippi Department of Marine Resources, and the National Museum of the American Indian in Washington D.C. The program, which will show a continuous flow of pottery tradition and culture on the Gulf Coast linking the Museum with Mississippi Native American Heritage, will include: â€¢Seminars for the investigation, discussion and understanding of issues facing native communities in Mississippi that will provide a statewide forum for discussion, study and civic engagement of historical and contemporary topics of concern and interest to Native peoples and the general public â€¢Demonstrations, lectures, workshops, and films that will highlight both traditional and contemporary Native American arts and artisans â€¢After school and summer youth programs teaching Mississippi American Indian crafts and lore to children in a local venue â€¢Nature tourism relating to nearby Deer Island sites to tell the story of Mississippi American Indiansâ€™ tribal art and way of life. Not only is Deer Island home to various eco-systems, but also it is home to Native American shell-middens, pottery shards and firing pits. â€¢Traditional and contemporary art objects from Mississippi tribes will be professionally exhibited and interpreted in a Museum gallery â€¢Professional development opportunities for teachers through workshops that span a range of topics and enable teachers to discover analytical approaches to connect the museum's collections and content with classroom teaching strategies will be held at the museum for educators in all subject areas The Mississippi Native American Heritage Program will benefit the community in numerous ways, including the promotion of partnerships with state and local entities, creation of jobs for artists, teachers and others connected to the programming aspects of the project, extended stays for visitors to the Gulf Coast, professional development opportunities for area educators, and expansion of nature tourism through a link with the Native American history on neighboring Deer Island. To enable the exhibition and program space that is required for the Mississippi Native American Heritage Program, the museum requests funding to complete construction of its final gallery space. With completion of this space there will be dedicated gallery space to devote to the Mississippi Native American Heritage Program in the galleries on the Museum campus.	Harrison,Hancock	Yes		Yes	Yes	No	No	Yes	No	Yes		$ -	$ -	
	Infrastructure	1800	4/4/2014	A comprehensive approach for the restoration and recovery of essential prey items for Kempâ€™s Ridley sea turtles (Lepidochelys kempii) in the Mississippi Sound	Kempâ€™s ridley sea turtles are a Critically Endangered species that relies heavily on the north-central Gulf of Mexico for developmental habitat for foraging juveniles and sub-adults. Since 2010, more than 800 sea turtles, mostly immature Kempâ€™s ridleys, have stranded dead along the Mississippi coast raising important questions about regional ecosystem health. Additionally, over 300 immature Kempâ€™s ridleys have been incidentally hooked at local fishing piers in Mississippi. A variety of factors are likely responsible for increased strandings including degradation of natural oyster reefs and subsequent declines in abundance of essential prey items of the species that rely on these habitats. Declared failures of both oyster and blue crab fisheries in recent years support this hypothesis and illuminate the importance of a healthy ecosystem for recovering populations of Kempâ€™s ridleys. The purpose of this project is to facilitate the recovery of Kempâ€™s ridley habitat by 1) monitoring the effects of recently established artificial and oyster reefs in the Mississippi Sound on Kempâ€™s ridleys and essential prey items, and 2) establishing programs to enhance wild stocks of Kempâ€™s ridley prey. These efforts will provide critical information for understanding the importance of reef habitats for developing Kempâ€™s ridleys and their prey, will promote the restoration and recovery of Kempâ€™s ridley prey species, and could potentially promote development of new economic opportunities associated with stock enhancement. Recent research led by IMMS has revealed that the Mississippi Sound is a vital developmental habitat for Kempâ€™s ridleys. Further, ongoing research examining the value of artificial reefs for prey items of Kempâ€™s ridleys has indicated the importance of these areas for developing sea turtles. To promote the restoration and recovery of this endangered species, continued monitoring of its important habitats and prey and enhancement of local stocks of prey items is essential. Ultimately, this work is will play an important role in both ecosystem and economic restoration of the north-central Gulf of Mexico.	Hancock, Jackson, Harrison	Yes	60	No	Yes	Yes	No	No	Yes	Yes		$ 18,000,000.00	$ -	
	Infrastructure	1801	4/5/2014	Pascagoula Inner Harbor	The Inner Harbor - Pascagoula's only public harbor for pleasure craft - needs to be dredged and restored to a functional depth. The bulkhead around the perimeter is also in need of repair/replacement. The proposed work would help to secure neighboring properties from erosion, including roadways and will provide a restored safe harbor for vessels during times of emergency. The harbor was completely unusable for many weeks during the oil spill event and recovery because booms were installed to protect inland areas from potential contamination. The lack of use contributed to the siltation and current depths.	Jackson	Yes	60	No	No	No	No	Yes	No	Yes		$ 3,177,441.95	$ -	
	Infrastructure	1802	4/5/2014	Yazoo Lake Channel Dredging	Sediment needs to be removed from the channel leading to Yazoo Lake to restore a functional navigational channel. Sediment gathered while access to the lake was limited during the oil spill response process. If determined feasible, spoils from the channel and harbor area can be used to restore lost marshland near the mouth of the harbor, increasing opportunities for ecological restoration in an area directly impacted by the spill.	Jackson	Yes		No	No	No	No	Yes	No	Yes		$ 1,345,500.00	$ -	
	Infrastructure	1803	4/5/2014	Property Acquisition East Pascagoula River (Fletchas Acquisition)	Property owned by the Fletchas family has long been used as an industrial shipyard on some of the most attractive waterfront property in the City. This project proposes to acquire the property, remediate, and clear it for further development.	Jackson	Yes		Yes	No	No	Yes	Yes	Yes	Yes		$ 10,189,000.00	$ -	
	Infrastructure	1804	4/5/2014	Pascagoula Riverfront Acquisition	The proposed property acquisition will allow the Riverfront Redevelopment project, started with MDA/CDBG funding to continue to grow both north and south. The project includes acquisition and infrastructure upgrades.	Jackson	Yes	10	Yes	No	No	Yes	Yes	Yes	No		$ 6,538,900.00	$ -	
	Infrastructure	1805	4/5/2014	Live Oak Recreation Center	A combined recreation center, indoor and outdoor aquatics center, banquet facility and performing arts center would be constructed at the same site as the newly built Senior Center. Parking, road improvements, and stormwater management facilities could be dual-purposed to provide a state of the art recreational facility just off Hwy 90.	Jackson	Yes	100	Yes	No	No	No	Yes	No	No		$ 37,001,250.00	$ -	
	Infrastructure	1806	4/5/2014	IG Levy Sports Complex	Adding a sportsplex to land north of the existing IG Levy park is one option in providing a central, comprehensive sports complex with reasonable access from Highway 90. Undeveloped land is available and could be acquired and developed for this purpose. The City would like to pursue either this project or the East Pascagoula Sportsplex project (submitted separately).	Jackson	Yes		No	No	No	No	Yes	No	No		$ 10,028,000.00	$ -	
	Infrastructure	1807	4/5/2014	East Pascagoula Sportsplex	Adding a sportsplex to land north of the existing Tillman Street Soccer Complex is one option in providing a central, comprehensive sports complex with reasonable access from Highway 90. Undeveloped land is available and could be acquired and developed for this purpose. The City would like to pursue either this project or the IG Levy Sports Complex project (submitted separately).	Jackson	Yes		Yes	No	No	No	Yes	No	No		$ 11,778,300.00	$ -	
	Infrastructure	1808	4/5/2014	Spinnaker Point	This project will enhance other activities along the waterfront of Pascagoula by adding public access at the east end of the beach, provide pier access to the water, and provide a site for a public/private partnership to develop a restaurant site.	Jackson	Yes	50	Yes	No	No	Yes	Yes	No	No		$ 2,645,000.00	$ -	
	Infrastructure	1809	4/5/2014	WWTP Relocation	The existing Wastewater Treatment Plant (WWTP) in downtown Pascagoula is better suited outside of a highly populated area, and could be built more resiliently and with a higher level of treatment if the opportunity were available at another location.	Jackson	Yes	80	Yes	No	No	No	No	No	No		$ 460,000,000.00	$ -	
	Infrastructure	1811	4/17/2014	Pascagoula Beach Blvd. Bulkhead Improvements and Public Access	Pascagoula Beach Blvd. Bulkhead improvement project. The project in design would improve the walls to be able to withstand the additional load of the new seawall protection project and prevent the erosion of the beach sand by water overtopping the wall during normal tide and weather conditions. A waler and tie back rods with a dead man anchorage system is being designed to be added to the wall. This will also allow fishermen to use the wall as a point to fish and public access. These two areas are the outfalls for two major watersheds.	Jackson	Yes	100	No	No	Yes	No	Yes	No	No		$ 424,940.00	$ -	

	Infrastructure	1812	4/25/2014	Economics and The Gulf Coastal States	The Objective is to collect economical data for the Gulf Coast fishermen, Anglers, processors, charter for hire and businesses that rely on our Nations marine resource to provide food and jobs for our Nation. This project will attempt to capture the true value of our Gulf of Mexico States marine resources and seafood to the Nation as a whole. Activities include the collection of economic data which will include mail out surveys, email surveys, phone calls to various users of our resources to validate the data collected from the mail out surveys. We will also meet face to face with many of our businesses. We will collect economic data from the products harvested throughout the entire seafood supply chain. We have never collect the true value to regional businesses benefitting from Gulf seafood. In most surveys they only show the x-vessel price. We will do a literature review to make sure we have included all value from the fish to the plate and all the jobs that depend on our Marine resource and all revenue that our nation receives. One example is Menhaden is used for making oil, fertilizer, dog and cat food. The oil is used as the primary ingredient in WD forty. This example is to show how the value chain comes into play and the many jobs that are created through the value chain. The outcome is to have a social and economical survey that will help capture the true value of the commercial seafood industry to the Nation as a whole. We will also provide the other businesses that depend on the seafood from the Gulf of Mexico to make their living. This data has never been collected before. If a Disaster should strike again we will have the true value and as an extra bonus of this proposal. Our science center will have the information and so will our fishery management councils that use this type of information in their management plans.	Hancock, Harrison, Jackson	Yes		Yes	Yes	Yes	No	No	No	No		$ 5,000,000.00	$ -	
	Infrastructure	1814	5/6/2014	Gulf Coast Reef Fish reproduction with Fish Management	This project will help reproduce the fish that were killed by the oil spill. The Gulf of Mexico has a management tool called ITQ. The commercial industry holds quota shares of Reef fish that can be leased, fished or sold. I have contacted some of the shareholders that are willing to lease some of their quota shares so that the fish can remain in the water to reproduce for the future. This will benefit the resource by allowing the fish to stay in the water and reproduce for the future. This reproduction will help restore the resource that was made sick by the oil spill and died. This project will not only help restore but will help give back to both the recreational fishers and commercial fishers as well as the consumers of this resource by allowing the fish to remain in the water and reproduce. This is a project that will do exactly what BP said they would do and that is to restore the living marine resource to it condition before the oil spill. This project will hep keep our coastal communities that depend on our living marine resource as a source of income for their business 's strong.	Hancock, Harrison, Jackson	Yes		Yes	Yes	Yes	Yes	Yes	No	Yes		$ 8,000,000.00	$ -	
	Infrastructure	1815	10/16/2014	A Program to Assess and Treat Roadscape Sources of Aquatic Ecosystem Degradation in Coastal Mississippi, Alabama, and Louisiana: Phase I - Roadscape Assessments	The proposed five-year program would implement the specially designed Roadscape Watershed Recovery Program (RWRP) to assess, develop prescriptions, treat, monitor, and disseminate information for roadscape unpaved road crossing and borrow pit assets in the approximately 17,560-square-mile (11,238,400-acres) Pearl, Pascagoula, Mobile-Tombigbee, and Alabama River Basins within Mississippi, Alabama, and Louisiana (see Attachment Program Work Area Map). The primary resource areas addressed by the RWRP include water quality, aquatic habitats, rare and imperiled aquatic species, invasive species, and stormwater runoff. The RWRP was developed to provide roadscape maintenance and resource management end-users with ground-truthed information, methodologies and practices to improve decision making that result in the on-the-ground implementation of sustainable, long-term solutions. The program is divided into five phases that include assessments, prescriptions, treatments, monitoring, and information dissemination. Reductions in roadscape-induced sedimentation, culvert crossing biological barriers, and crossing zone invasive species would result in measurable water quality and aquatic habitat improvements in river basin watersheds and coastal ecosystems. Roadscape issues, impacts, the program process, costs, and anticipated benefits are discussed in the Attachment Proposal. Phase I assessments identify and characterize the location, features, conditions, maintenance regimes, previous projects, natural resources, and ecosystem impacts data for the work area unpaved road crossings, borrow pits, and crossing zone invasive species. The intensive data collection, analysis, and prioritization conducted in this phase establish the technical baseline for site treatment decision making, implementing sustainable projects, measuring improvements, and facilitating future requirements. The assessment process conducts a NEPA programmatic environmental assessment; integrates previous projects" lessons learned; builds baseline resource datasets; inventories county roadscape maintenance processes and resources; collects and analyzes site-specific field data; and scores, ranks, and prioritizes sites for treatment. It is assumed that during Program Years 1 and 2 field surveys would be conducted at an estimated 2,500 unpaved road crossings and 200 borrow pits. A discussion of Phase I is presented in the Attachment Proposal.	Hancock, Harrison, Jackson, 32 other additional counties	Yes		No	Yes	No	No	No	No	Yes		$ 2,343,000.00	$ -	
	Infrastructure	1816	10/16/2014	A Program to Assess and Treat Roadscape Sources of Aquatic Ecosystem Degradation in Coastal Mississippi, Alabama, and Louisiana: Phase II - Roadscape Prescriptions	The proposed five-year program would implement the specially designed Roadscape Watershed Recovery Program (RWRP) to assess, develop prescriptions, treat, monitor, and disseminate information for roadscape unpaved road crossing and borrow pit assets in the approximately 17,560 square-mile (11,238,400 acre) Pearl, Pascagoula, Mobile-Tombigbee, and Alabama River Basins within Mississippi, Alabama, and Louisiana (see Attachment Proposal). The primary resource areas addressed by the RWRP include water quality, aquatic habitats, rare and imperiled aquatic species, invasive species, and stormwater runoff. The RWRP was developed to provide roadscape maintenance and resource management end-users with ground-truthed information, methodologies and practices to improve decision making that result in the on-the-ground implementation of sustainable, long-term solutions. The program is divided into five phases that include assessments, prescriptions, treatments, monitoring, and information dissemination. Reductions in roadscape-induced sedimentation, culvert crossing biological barriers, and crossing zone invasive species would result in measurable water quality and aquatic habitat improvements in river basin watersheds and coastal ecosystems. Roadscape issues, impacts, the program process, costs, and anticipated benefits are discussed in the Attachment Proposal. Phase II employs the findings from Phase I to develop prescriptions for selected high-priority unpaved road crossing and borrow pit sites, and an overarching treatment plan for crossing zone invasive species. A high-priority site is one identified as having a high potential for environmental impact and a high comparative ranking among the sites assessed for treatment. This phase determines the types of changes that could take place at high-priority roadscape sites. The prescriptions phase is a pivotal interim step between site assessment and project treatment that provides planners, engineers, and practitioners with information critical to minimizing project failures, maximizing the effectiveness and treatment extent of available funds, and facilitating the implementation of sustainable, long-term solutions. Phase II can only be conducted after completion of Phase I components. For Program Years 2 through 5, approximately 80 crossing and 40 borrow pit site prescriptions would be developed. A discussion of Phase II is presented in the Attachment Proposal.	Hancock, Harrison, Jackson, 32 other additional counties	Yes		No	Yes	No	No	No	No	Yes		$ 995,000.00	$ -	
	Infrastructure	1817	10/16/2014	A Program to Assess and Treat Roadscape Sources of Aquatic Ecosystem Degradation in Coastal Mississippi, Alabama, and Louisiana: Phase III - Roadscape Treatments	The proposed five-year program would implement the specially designed Roadscape Watershed Recovery Program (RWRP) to assess, develop prescriptions, treat, monitor, and disseminate information for roadscape unpaved road crossing and borrow pit assets in the approximately 17,560 square-mile (11,238,400 acre) Pearl, Pascagoula, Mobile-Tombigbee, and Alabama River Basins within Mississippi, Alabama, and Louisiana (see Attachment Proposal). The primary resource areas addressed by the RWRP include water quality, aquatic habitats, rare and imperiled aquatic species, invasive species, and stormwater runoff. The RWRP was developed to provide roadscape maintenance and resource management end-users with ground-truthed information, methodologies and practices to improve decision making that result in the on-the-ground implementation of sustainable, long-term solutions. The program is divided into five phases that include assessments, prescriptions, treatments, monitoring, and information dissemination. Reductions in roadscape-induced sedimentation, culvert crossing biological barriers, and crossing zone invasive species would result in measurable water quality and aquatic habitat improvements in river basin watersheds and coastal ecosystems. Roadscape issues, impacts, the program process, costs, and anticipated benefits are discussed in the Attachment Proposal. Phase III implements on-the-ground roadscape treatment projects that produce the desired measurable improvements identified in Phase I and conceptualized in Phase II. Projects are designed and implemented applying prescription alternatives to high-priority unpaved road crossings, borrow pits, and crossing zone invasive species. Crossing and borrow pit projects would include contracted project designs, engineering, and construction and support of county administered projects through technical consultation and site inspection services. Local construction companies would be used to support project design and implementation. As applicable, project activity permitting would be conducted with state and federal regulatory agencies during project design phases. For Program Years 3 through 5 there would be construction projects for an estimated 15 crossings and 10 borrow pits and invasive species treatments at an estimated 750 crossing zones. A discussion of Phase III is presented in the Attachment Proposal.	Hancock, Harrison, Jackson, 32 other additional counties	Yes	80	No	Yes	No	No	No	No	Yes		$ 7,913,000.00	$ -	
	Infrastructure	1818	10/16/2014	A Program to Assess and Treat Roadscape Sources of Aquatic Ecosystem Degradation in Coastal Mississippi, Alabama, and Louisiana: Phase IV - Roadscape Monitoring	The proposed five-year program would implement the specially designed Roadscape Watershed Recovery Program (RWRP) to assess, develop prescriptions, treat, monitor, and disseminate information for roadscape unpaved road crossing and borrow pit assets in the approximately 17,560 square-mile (11,238,400 acre) Pearl, Pascagoula, Mobile-Tombigbee, and Alabama River Basins within Mississippi, Alabama, and Louisiana (see Attachment Proposal). The primary resource areas addressed by the RWRP include water quality, aquatic habitats, rare and imperiled aquatic species, invasive species, and stormwater runoff. The RWRP was developed to provide roadscape maintenance and resource management end-users with ground-truthed information, methodologies and practices to improve decision making that result in the on-the-ground implementation of sustainable, long-term solutions. The program is divided into five phases that include assessments, prescriptions, treatments, monitoring, and information dissemination. Reductions in roadscape-induced sedimentation, culvert crossing biological barriers, and crossing zone invasive species would result in measurable water quality and aquatic habitat improvements in river basin watersheds and coastal ecosystems. Roadscape issues, impacts, the program process, costs, and anticipated benefits are discussed in the Attachment Proposal. Phase IV provides comprehensive monitoring of crossings, borrow pits, and affected waterway pre- and post-treatment to document conditions and identify changes. Collection methodologies and protocols for each monitoring activity have been developed to provide standards, procedures, criteria, and indicators for collecting information. For Program Years 3 through 5, crossing baseline monitoring would be conducted biannually at 200 selected high-priority sites, while pre- and post-project construction monitoring would be conducted at 15 sites, sediment delivery monitoring at 10 sites, and aquatic ecosystem monitoring at 15 project sites. Borrow pits monitoring would include biannual baseline monitoring at 40 high-priority pits and annual project and aquatic ecosystem monitoring at 10 project sites. An estimated 75 crossing zone invasive species sites would be inspected annually. A discussion of Phase IV is presented in the Attachment Proposal.	Hancock, Harrison, Jackson, 32 other additional counties	Yes		No	Yes	No	No	No	No	Yes		$ 346,000.00	$ -	
	Infrastructure	1819	10/16/2014	A Program to Assess and Treat Roadscape Sources of Aquatic Ecosystem Degradation in Coastal Mississippi, Alabama, and Louisiana: Phase V - Information Dissemination	The proposed five-year program would implement the specially designed Roadscape Watershed Recovery Program (RWRP) to assess, develop prescriptions, treat, monitor, and disseminate information for roadscape unpaved road crossing and borrow pit assets in the approximately 17,560 square-mile (11,238,400 acre) Pearl, Pascagoula, Mobile-Tombigbee, and Alabama River Basins within Mississippi, Alabama, and Louisiana (see Attachment Proposal). The primary resource areas addressed by the RWRP include water quality, aquatic habitats, rare and imperiled aquatic species, invasive species, and stormwater runoff. The RWRP was developed to provide roadscape maintenance and resource management end-users with ground-truthed information, methodologies and practices to improve decision making that result in the on-the-ground implementation of sustainable, long-term solutions. The program is divided into five phases that include assessments, prescriptions, treatments, monitoring, and information dissemination. Reductions in roadscape-induced sedimentation, culvert crossing biological barriers, and crossing zone invasive species would result in measurable water quality and aquatic habitat improvements in river basin watersheds and coastal ecosystems. Roadscape issues, impacts, the program process, costs, and anticipated benefits are discussed in the Attachment Proposal. Phase V provides the means to make the extensive amount of information developed by the program available to the public and to resource stewards responsible for implementing and/or maintaining roadscape treatment projects. The purpose is to: 1) increase citizen awareness of water resource benefits, impacts, and restoration activities and promote their active participation in watershed stewardship; 2) educate practitioners in roadscape asset maintenance and reclamation; and 3) promote partnerships among agencies, resource managers, and other organizations to address watershed-based restoration and conservation needs. The South Mississippi Watershed Recovery Initiative program website would be deployed in Program Year 1, the roadscape manual would be developed in Program Year 4, and two webinars per year would be conducted during Program Years 4 and 5 for the proposed five-year funding period. Phase V is not constrained to the completion of any previous phase and can operate as needed in concurrence with the other phases. A discussion of Phase V is presented in the Attachment Proposal.	Hancock, Harrison, Jackson, 32 other additional counties	Yes		No	Yes	No	No	No	No	Yes		$ 235,000.00	$ -	

	Infrastructure	1822	5/13/2014	Design and construction of a replacement for the R/V Tommy Munro	This document addresses the need for a mid-sized (110-120 ft) research vessel to replace the aging R/V Tommy Munro. The 98â€² R/V Tommy Munro was built in 1981 and has served USM and other Gulf academic, state, and federal users faithfully since then. However, the vessel no longer meets the needs of the expanded marine program at USM. We expect present users including ongoing survey programs such as SEAMAP to be retained on a new vessel. However, we note the dearth of vessels in this size category in the Gulf of Mexico. Other vessels of this size (e.g., the 116â€² R/V Pelican built in 1985, the 115â€² R/V Weatherbird built in 1982) are of the same vintage and offer similar constraints for use in modern at-sea research programs. Thus, we anticipate that a new vessel would attract considerably increased usage if properly designed. Included in this wider range of research are programs requiring quiet technology, such as acoustics, dynamic positioning for ROV deployment and precise benthic sampling, modern speed and winch control for trawl gear testing, modern electronic capabilities including acoustic transmission for net sensors and conducting cable for overboard sampling gear, etc. The vessel would position USM as a leading vessel operator in the Gulf of Mexico and provide considerably expanded capability in support of many RESTORE programs. A replacement vessel should have the following characteristics: a. Length: 110-120 ft b. Draft: â¾ a±10 ft c. Quiet technology (e.g., electric drive, etc.) to support acoustic research d. Trawl winches and hydrographic winches below deck/above deck to provide maximum free deck space aft e. Dynamic positioning f. Moon pool g. Auto-trawl system h. Capable of mounting a full range of net sensors i. Dry and wet laboratories j. Berthing for minimally 10 scientists plus crew k. State-of-the-art internal (e.g., laboratory to wheelhouse) and external (e.g., vessel-wide satellite connectivity) communications l. Rigged stern for trawl deployment. Rigged port and starboard for overboard deployment of research gear (e.g. CTD/rosette, box core, plankton nets) m. Conducting cable on hydrographic winch n. Maximum fuel efficiency o. Competitive day rate p. Shore-based infrastructure to support expanded gear storage and mobilization demand Annual Operation & Maintenance Cost (# years): GCRL manages its entire vessel fleet on a cost recovery basis. We anticipate usage, invoiced under a day-rate schedule plus fuel, to cover the costs of crew, at-sea use, equipment upgrade, and yearly maintenance.	Jackson	Yes	100	No	No	Yes	No	No	No	Yes		$ 20.00	$ -	
	Infrastructure	1823	5/13/2014	Center for Marine Ecosystem Health	The Center for Marine Ecosystem Health will provide scientific information and technology transfer to resolve ecosystem health issues associated with increased pressures on the coastal environment from oil spills, land runoff, introduction of animal pathogens with trade, and increased population growth. The center will conduct interdisciplinary research to overcome issues related to human health, ecosystem health, and the animal health constraints to the development of marine aquaculture. The goals of the Center are: (1) To protect seafood consumers and living marine resources from epizootics of indigenous and nonindigenous agents of disease that may be introduced from aquaculture, from ship ballast water, or from imported raw seafood products. To gain an understanding of the biology and epidemiology of pathogens important to marine resources. To provide information on identification and control of natural epidemics of mortalities of marine organisms. (2) To accelerate the development of marine aquaculture through an emphasis on biosecurity, stock health, and environmental stewardship. To gain an understanding of the influence of pathogens important in marine aquaculture. To provide expertise on quarantine and establishment of Specific Pathogen Free-based marine aquaculture. To provide information and advice on disease diagnosis and control in support of marine aquaculture. (3) To evaluate and enhance the environmental health of the Gulf of Mexico through a better understanding of marine toxins, including oil related products and their mechanisms of action, and to develop interventions and remediation strategies. To provide expertise, information, and advice on environmental contaminants to industry and governmental agencies. The project will build state-of-the-art facilities and assemble a team of outstanding scientists and technical personnel from the academic, government, and private sectors to focus on the study of diseases of marine organisms, diseases of humans conveyed by the marine environment, and marine environmental health, including seafood contamination. The center will provide expertise to evaluate diseases in wild aquatic organisms as monitors of the health of ecosystems. Furthermore, in order to make informed corporate and regulatory decisions, a real need exists by industry and governmental agencies for data on potentially toxic environmental contaminants. Location (City, County): GCRL in Ocean Springs (Jackson County). Infrastructure cost (# years): __$6 million (3 yrs) Annual Operation & Maintenance Cost (# years): __$2 million (7 yrs) How will this leverage with other RESTORE priority areas or non-RESTORE funds? Implementation of this project will address the key RESTORE priority areas of restoration, mitigation of insults caused by toxins and pathogens, and economic development. The project will build capacity for federal and private funding to sustain the Center after project completion. Information relevant to Economic Development (e.g., new construction, new employment opportunities, workforce development and training, etc.): The assumption of a leadership role by Mississippi through the Center in the prevention, control, and treatment of diseases of marine organisms and enhancement of environmental health will assure a long-term economic return for industry, a stable and sustainable economic base, and an enhanced quality of life and health for all citizens along the U.S. Gulf coast. â€¦	Jackson	Yes	100	Yes	Yes	Yes	No	No	No	Yes		$ 6.00	$ -	
	Infrastructure	1824	5/13/2014	Bayou Yazoo	Provide watershed for an area affecting approximately 1/4 square miles (126 acres or 5,500.000 sq. ft.) Area includes 200-300 Residents and Businesses. The area floods during minimal rainfall, the residents and business are blocked from exit or emergency vehicles until water recedes. Options 1)Provide an unrestricted outlet from Bayou Yazoo to Comynie Bayou -Ditches between Bayou Yazoo and Comynie need to be excavated for better water flow after rain fall. -Silt removal from Bayou Yazoo and Comynie Bayou for added water retention and better water flow. -Add bulkhead around area to direct water flow 2)Provide an unrestricted outlet from Bayou Yazoo, across Ingalls Avenue thru Ingalls Access into Yazoo Lake. -Excavate area between Communy Ave, Ford Street, and Desoto Street for water flow after rain fall. -Remove Ford Street Bridge and Desoto Street Bridge obstructions. -Remove West end of Communy Avenue obstruction. -Silt removal from Bayou Yazoo for increased water retention. -Excavate Inner Harbor area for better water flow and water retention. Comynie Bayou and Yazoo Lake both empty into the Pascagoula River then into the Gulf of Mexico.	Jackson	Yes	50	Yes	No	No	No	Yes	No	Yes		$ 1,500,000.00	$ -	
	Infrastructure	1833	5/14/2014	Center for Plankton Taxonomy and Research	: Ichthyoplankton and zooplankton surveys provide critical information needed to assess changes in our marine ecosystems due to 1) anthropogenic perturbations, such as the Deepwater Horizon oil spill; 2) climate change; 3) biodiversity loss; 4) the top-down effects on marine food chains from over-fishing; and 5) the reduction of recruitment success for a growing number of fish stocks. These data are being used increasingly as â€œecohealthâ€• indicators for ecosystems and fishery stocks, yet research is severely limited by the lack of taxonomic expertise needed to identify fish eggs, fish larvae, and zooplankton. Large plankton survey programs operated by many NOAA Fisheries Centers currently use international fisheries agreements to facilitate the sorting and identification of their plankton samples. Our proposal recognizes the growing need for taxonomic expertise in this area, and establishes a Mississippi-based, Center for Plankton Taxonomy and Research. The overall goal of this center is to provide scientific and technical services for the analysis of plankton samples, including 1) sample sorting; 2) microscopic examination, identification and measurement of planktonic organisms; 3) molecular identification of fish eggs, early larval stages, and other plankton; 4) digital identification, measurement, enumeration and archiving of samples using advanced technologies, such as Zooscan, benchtop video plankton recorders, and flowcams; 5) trophic analyses using gut content examinations and stable isotopes; and 6) other related services as dictated by the clients. This center would support scientific and restoration efforts throughout the Gulf of Mexico region (and beyond), and serve as a resource for government agencies and academic institutions that face common research limitations. In doing so, this facility will establish an international reputation as a center for taxonomic excellence in plankton studies, and will be instrumental in training the next generation of marine taxonomists. Location (City, County): Ocean Springs, Jackson County Infrastructure cost (# years): $9,420,000 (3 years) Annual Operation & Maintenance Cost (# years): $3,350,000/year (3 years) How will this leverage with other RESTORE priority areas or non-RESTORE funds?: The proposed center (a joint effort by USM's Dept. of Coastal Sciences and Dept. of Marine Science) fulfills multiple RESTORE and GoCoast priorities by building local expertise, creating partnerships, jobs and economic opportunities, facilitating ecosystem-based management, and promoting research and education initiatives. Information relevant to Economic Development (e.g., new construction, new employment opportunities, workforce development and training, etc.): This proposal provides a large economic stimulus to the region, and includes many opportunities for both short-term employment (e.g., design, surveying, preparation, and construction of a state-of-the-art science facility) and long-term career opportunities. Once operational, we anticipate the center to employ approximately 40 people from a wide range of educational levels, including positions in the following categories: administration, database and information technology, museum curation, plankton sorters and taxonomists, digital imaging technicians and analysts, and molecular and stable isotope lab managers and technicians, among others.	Jackson	Yes	80	Yes	No	No	No	No	Yes	No		$ 12,770,000.00	$ -	

	Infrastructure	1834	5/14/2014	Mississippi Fisheries Oceanography, Monitoring and Assessment Program (MFOMAP)	Variability in the recruitment of marine fishes to adult populations is largely related to the variability encountered in vital rates (e.g., growth, mortality) during the egg and larval stages. An understanding of this natural variability (environmental "background noise") will allow us to assess and predict the impacts of large perturbations (e.g., oil spills, tropical storms and hurricanes, and climate variability) on the marine fisheries resources of Mississippi. The overall goal of the Mississippi Fisheries Oceanography, Monitoring and Assessment Program (MFOMAP) is to collect long-term baseline data to understand the nature of nearshore and coastal environmental factors as they relate to fisheries production. The core component of this program will be monthly surveys to target the early life stages of marine fishes (eggs, larvae and juveniles) and decapods (megalopae, zoea), along with their zooplankton predators (e.g., gelatinous zooplankton) and prey (e.g., copepods). In addition, the physical environment will be characterized through field-based sampling (e.g., salinity, temperature, nutrients, dissolved oxygen). This ecosystem-based, "physics-to-fish" approach will utilize advanced sampling techniques, including a multinet plankton-environmental sampler (e.g., MOCNESS or BIONESS) and an In Situ Ichthyoplankton Imaging System (ISIIS), to characterize the abundances, distributions, and seasonality of planktonic assemblages. Specific objectives for the MFOMAP will be to: 1) provide data and support for DMR science and management goals; 2) provide guidance for fisheries recovery and restoration efforts related to Deepwater Horizon; 3) establish a regional center of expertise for fisheries oceanography and plankton research; 4) provide research opportunities and training for our next generation of marine scientists and taxonomists; and 5) enhance awareness through continued community outreach and education. This program will provide a spatial and temporal expansion to the existing NMFS long-term plankton program (SEAMAP) that samples federal waters. The SEAMAP plankton database is the primary data source for the federal NRDA, and therefore a state complement would benefit Mississippi-specific assessments in the future. Location (City, County): Ocean Springs, Jackson County Infrastructure cost (# years): $645,750 total (10 years) Annual Operation & Maintenance Cost (# years): $1,410,000/year (10 years) How will this leverage with other RESTORE priority areas or non-RESTORE funds? : The project fulfills multiple RESTORE priorities by expanding fisheries monitoring, building local expertise, creating partnerships, implementing ecosystem-based management, and conserving commercial and recreational species (along with the jobs and industries they support). Information relevant to Economic Development (e.g., new construction, new employment opportunities, workforce development and training, etc.): The project is labor intensive, highly technical, and therefore provides an excellent opportunity to employ and train personnel at multiple education levels. Anticipated personnel include BS- and MS-level technicians (n=6), high school and undergraduate interns (n=2), graduate students (n=2), data management support (n=1), and PhD-level researchers (1 postdoctoral associate, 2 principal investigators). â€ƒ	Jackson	Yes	30	No	Yes	Yes	No	No	No	Yes	monitoring	$ 2,055,750.00	$ -	
	Infrastructure	1838	5/14/2014	GCRL/MEC educational vessels program replacing the R/V Hermes	The R/V Hermes was built in 1955 and has been a workhorse vessel for GCRL ever since. Its primary mission has been to support the field needs of the Marine Education Program. However, the R/V Hermes has limited capacity and growth of the MEC now requires additional vessel support to provide multiple programs daily field access. GCRL/MEC will seek $200,000 to purchase two pontoon boats, each of which will have the capacity to transport a class of 30 students with educators/chaperones to the barrier islands. GCRL/MEC is developing a long-term plan to provide field-based coastal science programs for all 5th, 8th, and 11th grade students in the coastal region. In order for each student to have an educational experience on the water, new educational vessels and increased carrying capacity will be needed. Location (City, County): Ocean Springs, Jackson County Infrastructure cost (# years): $200,000 Annual Operation & Maintenance Cost (# years): GCRL manages its entire vessel fleet on a cost recovery basis. We anticipate usage, invoiced under a day-rate schedule plus fuel, to cover the costs of crew, at-sea use, equipment upgrade, and yearly maintenance. How will this leverage with other RESTORE priority areas or non-RESTORE funds? These new vessels will allow the MEC to expand educational programs, funded by the RESTORE Act. In addition, the GCRL/MEC will be able to develop additional programs with these vessels serving a range of educational needs from teacher training to undergraduate education to educational modules for middle and high schools. This project could fit under any of the buckets under the RESTORE Act funding streams because the vessels will be used to further the educational goals of the Act. It is also meets an important goal of Mississippiâ€™s Go Coast 2020 plan under the Research and Education section: â€œOutreach programs to increase public awareness and understanding concerning the ecological and economic importance of a healthy, sustainable Gulf of Mexicoâ€ (page 64). Information relevant to Economic Development (e.g., new construction, new employment opportunities, workforce development and training, etc.): An educated workforce capable of providing economic expansion consistent with the ecological realities of the Gulf coast begins with education of students and their teachers in a field-based hands-on curriculum. The MEC targets all age groups but focuses on middle school to undergraduates where intensive field exposure will be retained as learned understanding of the ecological resources of the Gulf coast and their husbandry. â€ƒ	Jackson	Yes	100	No	Yes	No	No	No	No	No		$ 200,000.00	$ -	Equipment development and purchase
	Infrastructure	1839	5/14/2014	Modernization of GCRLâ€™s research infrastructure on the Halstead Campus	GCRL physical plant is not modern and so is energy inefficient, has inadequate backup generator power, and supports several buildings with modern-day uses very different from the original design intentions. Of particular importance is to reduce the energy footprint for the campus. In addition, the GCRL boat basin has not been renovated since prior to Hurricane Katrina. The following projects would substantially modernize the Halstead Campus. 1. Upgrade of electrical, air conditioning, and generator capacity for Caylor. Much of the lower level wiring is aging prematurely due to submersion in saltwater during Katrina. Generator capacity is gravely inadequate. The air conditioning and heating units should be replaced with modern energy-efficient power plants. 2. Upgrade of electrical, air conditioning, and generator capacity for the Research Building. Much of the lower level wiring is aging prematurely due to submersion in saltwater during Katrina. Generator capacity is gravely inadequate. The air conditioning and heating units should be replaced with modern energy-efficient power plants. 3. The Directorâ€™s house, originally a home, now serves as an administrative unit. Efficient use of the facility requires renovation to e.g., remove the kitchen and replace it with office space. Movement of GCRL administration in total to this facility would open up badly needed office space for faculty and graduate students in the Oceanography Building. 4. The old toxicology building will be replaced by a new building sited on the Cedar Point Campus. Renovation of the old building to convert it into a modern laboratory and office facility will permit expansion of the Fisheries and Ecosystems Research groups. Location (City, County): Ocean Springs, Jackson, GCRL Halstead Campus Infrastructure cost (# years): $1.920 million Annual Operation & Maintenance Cost (# years): GCRL supports full maintenance, utilities, and custodial services for these buildings. GCRL anticipates that the renovations will reduce, not increase, these costs resulting in a long-term cost savings to GCRL. How will this leverage with other RESTORE priority areas or non-RESTORE funds?: GCRL expects the renovations to support a wide range of science programs aimed at fisheries, coastal restoration, ecosystem and landscape biology, and marine diseases, among others. Information relevant to Economic Development (e.g., new construction, new employment opportunities, workforce development and training, etc.): The project will permit GCRL to upgrade its physical plant and reduce its cost of operation. The facilities support a wide range of research programs affecting local, regional, and national economics by providing the location for a range of basic and applied research.	Jackson	Yes	100	Yes	Yes	Yes	No	No	No	Yes		$ 1.92	$ -	
	Infrastructure	1840	5/14/2014	Redesign of GCRL Halstead Campus entrance, vehicular routes, and boat access	GCRLâ€™s main entrance is a road-based easement across a neighboring piece of property. Due to sealevel rise, this entrance is increasingly flooded preventing employees from attending work on some days and risking the entrapment of employees and students already on site. In addition, (1) a number of areas of severe erosion endanger the property and adjacent marshes. In addition, boat-ramp access by local boaters, provided under an MOU signed with the City of Ocean Springs, generates congestion without providing a positive experience of the visitor. Growth of the MEC program has saturated available student parking and resulted in high traffic use on old, poorly marked roadways. The main entrance, vehicular routes, and parking should be fully redesigned. This will entail the following steps. 1. Purchase of the adjoining property; 2. Redesign of Halstead vehicular traffic by moving the main entrance to higher ground and re-orienting roadways consistent with the new entrance; 3. Establishment of a new boat launch and parking facility near the present entrance; 4. Development of a landscaping plan including a swale to capture storm runoff and erosional materials along the near-shoreface from the new ramp to the boat basin; 5. Addition of trees to improve wind management; and 6. Construction of additional parking for students, staff, and faculty in the area where the present entrance road divides towards the boat basin. Location (City, County): Ocean Springs, Jackson, GCRL Halstead Campus Infrastructure cost (# years): $735,000 Annual Operation & Maintenance Cost (# years): GCRL expects little additional long-term costs above present-day upkeep of the present entrance, as landscaping will be low maintenance trees and shrubs; mowing the grass on the new property will be the only additional maintenance item. Ocean Springs has obligated funds to maintain garbage pickup and to provide police security in the public access areas. How will this leverage with other RESTORE priority areas or non-RESTORE funds? GCRL expects the renovations to support a wide range of science programs aimed at fisheries, coastal restoration, ecosystem and landscape biology, and marine diseases, among others, as well as the middle to high school and undergraduate programs of the MEC and graduate level courses taught by GCRL faculty. Information relevant to Economic Development (e.g., new construction, new employment opportunities, workforce development and training, etc.): The project will permit GCRL to maintain its research and education program in the face of rising sea level and restore the shoreface to a more natural habitat in keeping with GCRLâ€™s commitment to coastal restoration. The project will support tourism by promoting boat access for recreational boaters and fishermen in a portion of Ocean Springs where independent access is not available.	Jackson	Yes	100	Yes	Yes	Yes	No	No	No	Yes		$ 735,000.00	$ -	

	Infrastructure	1841	5/14/2014	Design and construction of overnight lodging and expanded dining capacity supporting the Marine Education Center	GCRL offers a range of over-night and short-term lodging for visiting scientists, and visiting teachers and students participating in the various programs offered by the Marine Education Center. In 2013, the availability of overnight lodging was a direct determinant of the number of participants in the Marine Education Center programs, as all available beds were filled. An ongoing economic feasibility study shows the potential for the MEC to increase its current participant numbers to double its existing capacity with the addition of appropriate lodging on the Halstead Campus. The additional of lodging at Halstead will support continued expansion of our summer field camps and teaching programs and will also provide additional capacity for conferencing and retreat programs for small science professional and academic groups. Additionally, several of the MEC's educational partners have indicated a similar need for appropriate housing compatible with their program audiences. These partners include The National Park Service, The Grand Bay National Estuarine Research Reserve, the Pascagoula River Audubon Center, the Ocean Springs Chamber of Commerce, the Mary C. O'Keefe Cultural Center and the Walter Anderson Museum of Art. Partnering with these organizations provides additional housing markets and professional program growth opportunities. The construction project proposed will at accommodations for 80. The GCRL dining facility is equivalently taxed. Maximum capacity has been reached on a number of occasions in 2013. Expansion of the MEC program will require an expanded ability to feed participants commensurate with the expanded lodging capability on the Halstead Campus. Location (City, County): Ocean Springs, Jackson, GCRL Halstead Campus Infrastructure cost (# years): $3.345 million Annual Operation & Maintenance Cost (# years): GCRL manages its lodging on a cost recovery basis. Day rates cover custodial, power, water, sewer, maintenance/upkeep, and bedding/furniture replacement. No additional financial resources will be required to support the expanded lodging capacity. How will this leverage with other RESTORE priority areas or non-RESTORE funds?: GCRL expects that lodging will provide a vehicle to dramatically expand (a) our Marine Education program, (b) the use of our facility to accommodate professional groups participating in retreats and think tank programs, and (c) expanded outreach partnerships with e.g., The National Park Service, The Grand Bay National Estuarine Research Reserve, and the Pascagoula River Audubon Center. Information relevant to Economic Development (e.g., new construction, new employment opportunities, workforce development and training, etc.): The project will permit USM to dramatically expand its Marine Education, outreach, and professional enhancement programs. These activities will expand the view of Ocean Springs and surrounds as a location for professionals to go, thereby promoting tourism pertinent to the Ocean Springs plan. The Marine Education program has a record of providing graduate students to USM; this will expand. The educational program is itself an important financial engine for the local community and for the university; this too will expand. â€¦	Jackson	Yes	100	No	Yes	No	No	No	Yes	No		$ 3.35	$ -	
	Infrastructure	1842	5/14/2014	Marine shrimp farming industry for Mississippi	Over ninety percent of all shrimp consumed in the United States is imported. Our current seafood deficit exceeds $10B annually. The focus of the Marine Shrimp Farming Industry for Mississippi program (MSFIM) will be the demonstration and transfer of closed system, biosecure production technology for marine shrimp to develop a marine shrimp farming industry in coastal Mississippi. Closed, biosecure shrimp aquaculture systems undergo little or no water exchange, which prevents disease transfer, prevents pollution discharge, and allows for production of marine species at locations which are not adjacent to the ocean, thereby protecting sensitive coastal land and creating unique economic opportunities. This technology has been in development for approximately 10 years at various research institutions, including the University of Southern Mississippiâ€™s Gulf Coast Research Laboratory (GCRL). Through diligent research efforts the technology has reached a point where the private industry can adopt these techniques and put them to use. The goals of the program are, 1.To demonstrate the use of sustainable, biosecure shrimp culture technology in the prototype commercial facility at GCRL 2.To engage and educate potential and existing shrimp fishers, seafood retailers, consumers, and members of Gulf of Mexico coastal communities with regard to sustainable marine shrimp aquaculture. 3.To provide training and extension assistance to individuals interested in undertaking the culture of marine shrimp profitably and sustainably in south Mississippi Location (City, County): Headquartered at GCRL in Ocean Springs (Jackson County). Infrastructure cost (# years): $500,000 (1 year) Annual Operation & Maintenance Cost (# years): $1 million per year (5 yrs) How will this leverage with other RESTORE priority areas or non-RESTORE funds? Development of a Marine Shrimp Farming Industry for Mississippi addresses economic and workforce development. The facilities for demonstration of the technology are already available and require only slight modifications. The methodology is well known and the expertise for technology transfer is immediately available at GCRL. Information relevant to Economic Development (e.g., new construction, new employment opportunities, workforce development and training, etc.): Construction will be minimal but the development of a marine shrimp farming industry in Mississippi will yield substantial job creation and economic opportunities. â€¦	Jackson	Yes	10	Yes	Yes	Yes	No	No	No	Yes		$ 5.50	$ -	
	Infrastructure	1843	5/14/2014	Development of an Aquacultured bait industry for Mississippi	The project will provide research, development, and technology transfer to develop an aquaculture-based bait industry for south Mississippi. Many recreational fishermen were severely affected by a combination of Hurricane Katrina, the BP oil spill, and increased fuel costs. Not only have many for-hire owners and operators lost their livelihoods, but so to have deck hands and live bait suppliers. To help alleviate these seafood related job losses, we propose to develop of an aquaculture-based bait industry in south Mississippi. We will do this through a three-stage approach, 1) research and development, (2) technology transfer through training, and (3) onsite extension assistance. Four species are targeted, each at a different point in the technical development. Bull minnows are the furthest along and stages 2 and 3 can be implemented immediately. Gulf white shrimp, blue crabs, and croaker all need some technology development before implementation of stages 2 and 3. Training of local commercial fisherman will be accomplished through the design and construction of demonstration systems for the rearing of bull minnows in ponds at the Lyman Fish hatchery, and bait shrimp, crabs and croaker at the Cochran Marine Aquaculture Center at the Gulf Coast Research Lab. Training will include: 1) design and function of ponds and closed-system components (how to build a system), 2) importance of appropriate filtration and a rudimentary understanding of the nitrification process, 3) water quality parameters and how to measure them, 4) â€œneed to knowâ€ facts about the biology of the species being cultured, and 5) trouble-shooting the system. Certificates of Completion will be awarded to program participants that complete the training course(s). In addition to the certificates awarded, a dedicated technical support person will work with interested individuals to help them modify and upgrade their facilities. Location (City, County): Headquartered at GCRL in Ocean Springs (Jackson County). Infrastructure cost (# years): $1 million (2 yrs) Annual Operation & Maintenance Cost (# years): $1 million (5 yrs) How will this leverage with other RESTORE priority areas or non-RESTORE funds? Development of an aquacultured Bait industry for Mississippi addresses economic development. The facilities for implementation of the program are already available and require only slight modifications to the ponds at the Lyman Fish Hatchery and the Cochran Marine Aquaculture Center. Once the program is fully implemented there will be a sustainable industry developed. Information relevant to Economic Development (e.g., new construction, new employment opportunities, workforce development and training, etc.): Construction will be minimal but the development of an aquacultured bait industry will yield substantial job creation and economic opportunities.	Jackson	Yes	50	Yes	Yes	Yes	No	No	Yes	No		$ 2.00	$ -	
	Infrastructure	1844	5/22/2014	Gulf of Mexico Marine Stock Enhancement and Restoration Consortium	Brief description of activities: We will develop a multi-state consortium to address scientific, hatchery-based restoration and enhancement of economically important marine finfish species potentially impacted by ecosystem degradation including the Deep Water Horizon oil spill. Using a structure template developed through previous grants from NOAA and the Mississippi Department of Marine Resources, we will mobilize partnerships among universities, state management agencies, and private enterprise Gulf-wide to 1) develop hatchery technology and capacity for production of selected economically important species and 2) use the fish produced to test and implement strategies for achieving science-based restoration and mitigation. Disciplines ranging from reproductive biology, genetics, larval rearing, nutrition, and health management to coastal and fisheries ecology and economics will be represented and address fundamental hypothesis-driven questions relevant to the pursuit of these goals. Location (City, County): Headquartered at GCRL in Ocean Springs (Jackson County) with participants in all five Gulf states funded either by their respective states or from Federal RESTORE funds. Infrastructure cost (# years): $10 million over 5 yrs Annual Operation & Maintenance Cost (# years): $2 million per yr (10 yrs) How will this leverage with other RESTORE priority areas or non-RESTORE funds? The Mississippi component of the Gulf-wide consortium will be funded by Mississippi RESTORE funds. The component programs in each individual state will be funded by their respective stateâ€™s RESTORE funds. The complete consortium could be funded by the Federal share of the RESTORE funds. The consortium can be at least partially sustained over the long-term by user fees levied as part of commercial and recreational fishing licenses and taxes imposed on industry for use of public resources such as tidelands and waterways consistent with the Public Trust Doctrine. Information relevant to Economic Development (e.g., new construction, new employment opportunities, workforce development and training, etc.): New hatchery capacity will require construction and materials. Active hatcheries, research programs, and enhancement activities will add jobs to the economy and facilitate the development of a skilled workforce.	Jackson	Yes	40	Yes	Yes	Yes	No	No	No	Yes		$ 30,000,000.00	$ -	
	Infrastructure	1848	5/28/2014	Gulf of Mexico tuna aquaculture program	Brief description of activities: Tuna are among the most valuable fishery species in the world and are subjected to heavy fishing pressure. In fact the Atlantic bluefin tuna stocks are severely overfished and stocks are declining at an alarming rate. The Gulf of Mexico is one of only two spawning areas for Atlantic Bluefin tuna and the BP oil spill coincided in time and space with their spawning and larval development on the breeding grounds. The development of aquaculture of tuna will significantly contribute to relieving fishing pressure on wild stocks and can contribute to rebuilding stocks through supplementation. Presently, tuna aquaculture is limited to the fattening of wild caught juveniles in cages. The constraints to development of aquaculture of tuna are a lack of captive broodstock spawning and larval rearing. The Gulf of Mexico Tuna aquaculture program will develop the facilities and technology for the captive reproduction and spawning of yellowfin and Bluefin tuna. Captive spawning yellowfin tuna have been successfully established in one facility on the Pacific Coast of Panama. We will transfer their methods to the Cochran Marine Aquaculture Center. Captive broodstock will be developed and work on the production of juvenile tuna for culture and stock enhancement will ensue. Subsequent to development of a captive population of yellowfin tuna for broodstock development, we will develop a captive population of Bluefin tuna and initiate research on larval rearing that will culminate in the production of juveniles for release into the wild. Location (City, County): Headquartered at GCRL in Ocean Springs (Jackson County) with participants in all five Gulf states. Infrastructure cost (# years): $5 million over 2 yrs Annual Operation & Maintenance Cost (# years): $2.5 million/yr (10 yrs) How will this leverage with other RESTORE priority areas or non-RESTORE funds? The program will incorporate the expertise and facilities of the Gulf Coast Research Lab to develop aquaculture for tuna. The program will provide for economic development through development and expansion of marine aquaculture in coastal Mississippi. Information relevant to Economic Development (e.g., new construction, new employment opportunities, workforce development and training, etc.): A new tuna broodstock facility will require construction and materials. Active hatcheries, research programs, and enhancement activities will add jobs to the economy and facilitate the development of a skilled workforce.	Jackson	Yes	15	Yes	Yes	Yes	No	No	No	Yes		$ 30,000,000.00	$ -	

	Infrastructure	1853	6/3/2014	Gulf of Mexico large pelagic fishes tracking program	Brief description of activities: Large pelagic fish species, such as blue marlin, sailfish, bluefin tuna, and yellowfin tuna, inhabit offshore waters of the Gulf of Mexico and often undertake extensive migrations to accommodate various life-history requirements, crossing multiple management jurisdictional boundaries in the process. These species are of significant ecological and economic importance, yet management measures for sustainability of their stocks are often insufficient due to the lack of scientific data, including habitat use and migratory trends. The proposed program would use satellite tag technology as a viable scientific approach for the assessment of habitat preferences and movement patterns of large pelagic fishes, thereby enabling the integration of these data with species-specific biological factors. Use of satellite tags will aid in better defining management jurisdictions specific to each species and will provide a baseline for assessing future episodic events in the marine environment, such as deepwater drilling accidents, that may impact these stocks. Location (City, County): Ocean Springs, Jackson County Infrastructure cost (# years): $250,000 annually for 10 years Annual Operation & Maintenance Cost (# years): $475,000 annually for 10 years How will this leverage with other RESTORE priority areas or non-RESTORE funds? The proposed program addresses multiple RESTORE and GoCoast key focus areas, including Eco-Restoration, Seafood, and Research & Education, and pertains to specific priority items for: Seafood Research; Fisheries; Ecosystem-based Management; and Comprehensive Observation, Monitoring and Mapping. Information relevant to Economic Development (e.g., new construction, new employment opportunities, workforce development and training, etc.): Informed management of natural resources will promote sustainable seafood harvest and production and recreational fishing activities and subsequently benefit associated tourism.	Jackson	Yes	50	No	Yes	Yes	No	No	No	Yes		$ 7,250,000.00	$ -	
	Infrastructure	1865	6/9/2014	Diamondhead Ecosystem Restoration, Stabilization and Sustainability Project - Bird Estuary and Nature Trail	By accessing an elevated boardwalk the estuary becomes a living laboratory, information stations educate and monitor bird populations, nest areas and health of various wetland plants and ultimately water quality. In conclusion this project stimulates public interest and support as well as education and participation in recreation information, seafood participation and water quality.	Hancock	Yes	80	Yes	Yes	Yes	No	Yes	Yes	Yes		$ 5,720,500.00	$ -	
	Infrastructure	1866	6/9/2014	Diamondhead Ecosystem Restoration, Stabilization and Sustainability Project - Marine Education and Recreation Restoration	This project consist of a marine education center, a 9 mile kayak route and a 1 mile hiking and biking trail that will provide marine education and restore nature recreation. Identifies cypress, tupelo gum, fresh water, brackish water, saline marsh, environment through education, information and monitoring stations at strategic locations along the 9 mile route. In conclusion this project stimulates public interest and support as well as education and participation in recreation information, seafood participation and water quality.	Hancock	Yes	40	Yes	Yes	Yes	No	Yes	Yes	Yes		$ 1,370,500.00	$ -	
	Infrastructure	1867	6/9/2014	Diamondhead Ecosystem Restoration, Stabilization and Sustainability Project	Stream restoration, sedimentation control, ditch bank restoration, habitat restoration, natural resource and monitoring conservation and recovery are the components of this project a byproduct that makes beneficial use of trapped sediment also allows public access. By accessing an elevated boardwalk the estuary becomes a living laboratory, information stations educate and monitor bird populations, nest areas and health of various wetland plans and ultimately water quality. By hardening the Bay of Saint Louis with oyster and clams water quality is improved, sea grasses will be reintroduced and erosion as seen in slides 4 and 5 should be reduced or eliminated and monitoring stations should show anticipated accretion. This project consist of multiple activities that stimulate public interest and support as well as education and participation in recreation restoration, seafood production and water quality. In conclusion, the project restores streams and drainage to its original state with the addition of sediment traps which makes beneficial use of urbanized run off. The project also has build in monitoring stations that benefit growth and the City supports and embraces this project..	Hancock	Yes	80	Yes	Yes	Yes	No	Yes	Yes	Yes		$ 9,519,500.00	$ -	
	Infrastructure	1872	6/12/2014	Jackson Marsh, Grand Bayou and the Adjacent Gulf: Headwater Hydrologic Restoration	This project will restore the natural hydrology of streams, bayous and drainages flowing into the Gulf through Jackson Marsh and Grand Bayou adjacent to Buccaneer State Park in Hancock County Mississippi. The Deepwater Horizon oil spill physically impacted the project areas shorelines and near coastal areas. Hydrologic restoration is a prerequisite for all twelve (12) of the programmatic alternatives listed in the NRDA Draft Phase III Early Restoration Plan and Draft Early Restoration Programmatic EIS (Dec. 2013). A watershed approach to hydrologic restoration will directly benefit impacted areas and terrestrial, amphibious and aquatic wildlife species by restoring ecosystem connectivity to create migratory corridors in conjunction with three proposed downstream restoration projects; 1) Restoration of Buccaneer State Park, 2) Grand Bayou Ecological Restoration (Project-1767), and 3) Buccaneer State Park Two-Tiered Restoration (Project-1813). This project has two coordinated approaches to restore natural hydrology in approximately 2,734 total acres. First a mainly structural approach will identify and implement cost effective methods to better incorporate stormwater (volume and timing) into Jackson Marsh/Grand Bayou from the approximately 1,498 acres of watershed covered by Wavelands stormwater infrastructure (Map 1). This would include redesigning and retrofitting some stormwater infrastructure to adapt Green Infrastructure tools and techniques to the maximum extent practicable. A collaborative approach will be used to evaluate rehabilitating and expanding Idlewood Pond and possibly adding a new retention pond on City property in Jackson Marshs headwaters (Map 2). Secondly, trash removal, demucking and channel rehabilitation together with natural, low impact approaches will be used on the roughly 1,236 acres west of Jackson Marsh (432 acres) and Grand Bayou (34 acres) including the Mud Bayou watershed (770 acres) (Map 3). This project encompasses all watersheds draining into the Gulf behind the Living Shoreline proposed in Project 1813. Also, Project 1767 addresses restoration of Grand Bayou (175 acres), Jackson Marsh (130 acres) and a portion of Mud Bayou (30 acres). All project elements would be designed to restore flows to maximize ecosystem services and create riparian and aquatic wildlife migration corridors from upland to coastal habitats.	Hancock	Yes	20	No	No	No	No	No	No	Yes		$ 1,750,000.00	$ -	
	Infrastructure	1873	6/17/2014	Land Acquisition	Land Acquisition consists of 1,255 acres located in George County, Mississippi and Mobile County, Alabama. It has 1000 acres, more or less, with planted pines, 20 years old and not thinned. The balance is hardwood timber on both sides of the Escapataw River. No oil or gas minerals are available. Asking sum is $2,700 per acre subject to prior sale. Other tracts are also available in the area along the Mississippi Gulf Coast.	George, Mobile	Yes		No	No	No	No	No	No	Yes		$ 3,388,500.00	$ -	
	Infrastructure	1876	8/1/2014	The Economic Impact of Alternative Numeric Nutrient Criteria on Mississippi Communities	*Project Partner - Mississippi Farm Bureau Federation* Research Goal The overall goal of this research is to better understand how Alternative Numeric Nutrient Criteria (NNC) can impact Mississippi (MS) communities. We include agriculture, urban storm water, septic, municipal wastewater, industrial and state resource agencies as the affected sectors in these communities. For each sector, the cost of adapting to a newly proposed NNC will be estimated. For example, we propose to estimate the cost of such standards upon the agricultural sector including, but not limited to, row crops, specialty crops, poultry, and cattle. Total costs will then be aggregated across sectors and a regional and state level economic impact analyses will follow. The NNC to be examined in this study have been proposed by the MS Department of Environmental Quality (MDEQ) under the Environmental Protection Agency (EPA) directives. Where possible, we primarily follow the methodology for estimating costs per sector under uncertainty as described by the Florida Water Quality Coalitionâ€™s 2010 study. Research Study Area The State of Mississippi (48,434 mi2) has nine major river basins with approximately 86,000 miles of streams draining directly into the Mississippi Sound and the Gulf of Mexico, the Mississippi River and the Tombigbee River (Figure 1).The basins of the Pearl and Pascagoula Rivers and the Coastal Streams represent 41% of the Stateâ€™s area and empty directly into the Gulf of Mexico off the coast of Mississippi (Figure 1). Livestock production is the most important agricultural activity in these areas. Nutrient and bacteria from animal wastes often get into the streams resulting in different water quality problems along the inland water bodies and the coastal waters. This entire area has been ranked nationwide in the top ten and top twenty areas in need of protecting water quality from manure nutrient contaminants (Kellogg. 2000). Mississippi State University Research Team James Barnes (PI) Assistant Extension Professor, Dept. of Agricultural Economics, Mississippi State University Matthew G. Interis (Co-PI) Assistant Professor, Dept. of Agricultural Economics, Mississippi State University	All MS Counties	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes		$ 739,478.00	$ -	
	Infrastructure	2024	1/1/1900	High Hazard Area Risk Reduction Program (HARP)	Acquisition of fee title to 2000 properties from willing sellers for hurricane and storm damage risk reduction and ecological restoration and management.	Hancock, Harrison, Jackson	Yes		No	No	No	No	No	No	No	Yes	$ -	$ -	
	Infrastructure	2027	11/9/2011	Acquisitions/Restoration at Grand Bay Nat. Estuarine Research Reserve/Nat. Wildlife Refuge	The project consists of property acquisition and/or restoration. For property acquisition only, an understanding of potential restoration options would still be required to make acquisitions strategic. There are several key tracts of land at Grand Bay NERR/NWR that are still private inholdings. If restoration is pursued at Grand Bay, then it would be important for these areas to be in public ownership. Cost for acquisition is estimated to range between $3 million and $5 million. Cost for restoration is estimated to range between $10 million and $20 million.	Jackson	Yes		No	No	No	No	No	No	Yes	Yes	$ 25,000,000.00	$ -	
	Infrastructure	2032	11/9/2011	Gulf Islands National Seashore (GUIS): Petit Bois, Horn, Ship and Cat Islands	This project would restore a total 7,000 acres on the Gulf Islands National Seashore. Hurricane Katrina and other recent storms have overwashed all barrier islands in the Northern Gulf causing severe erosion, severely damaging or destroying facilities and resources, depositing massive amounts of debris, degrading habitats, and setting the stage for rampant infestations of noxious, invasive plant and animal species. The proposed project is based directly on a post-storm needs assessment prepared by GUIS science and management staff. It includes assessments of impacts to water resources at GUIS following Katrina; removing debris, and reconstructing buildings and docks on Cat Island; repairing/rehabilitating Davis Bayou Trails damaged by Katrina; determining changes to water quality/chemistry as a result of Katrina; restore Davis Bayou Grounds damaged by Katrina; removal of trees, brush and debris on Horn Island, East Ship Island, West Ship Island, Petit Bois Island Grounds and Horn Island West cross over trail; assessment of effects of Katrina on the flora and landscape of GUIS; assess effects on wildlife and T&E species; vegetative invasive species control, etc.	Hancock, Harrison, Jackson	Yes		No	No	No	No	Yes	No	Yes	Yes	$ 8,209,000.00	$ -	
	Infrastructure	2035	8/2/2011	Waveland Residential Structure Floodproofing	Elevating approximately 25 residential structures in the City of Waveland, Hancock County that are determined to be eligible for floodproofing by elevation out of the 1-percent chance storm event inundation level.	Hancock	Yes		No	No	No	No	No	No	No	Yes	$ -	$ -	
	Infrastructure	2036	8/2/2011	Forest Heights Levee Evaluation	The project consists of modification of an existing locally built levee around Forrest Heights community consistent with levee certification for a 0.2-percent probability storm occurrence. Approximately 6,500 linear feet of an existing non-federal levee would be raised to a levee crest elevation of 21 ft.	Harrison	Yes		No	No	No	No	No	No	No	Yes	$ -	$ -	
	Infrastructure	2039	8/1/2011	Environmentally Sustainable Working Waterfronts	This project consists of financial assistance to local seafood industry entities, affected by the Deepwater Horizon event, who participate in the development of environmentally sustainable working waterfronts projects through a variety of methods such as the following: Environmental planning, design, engineering, and impact statements; legal activities; public facilities upgrades or repairs such as water and sewer services, access roadways, parking and boat ramp facilities; dredging and/or cleaning of harbors and expanded commercial waterfront sites; repair and or construction of piers, jetties (breakwaters), and other improvements deemed necessary for both short term and long term success of environmentally sustainable working waterfront projects. The proposed project would provide a basic organization for recovering seafood industry operations, making funding opportunities available to qualified applicants for the establishment of support facilities to offload and sell Gulf products directly into a public market. The intent is to consolidate, where practical, harvesting, wholesale, and retail sales and processing in safe accessible locations, to achieve a more efficient operation that will benefit all stakeholders including the harvesters, the consumers, the processors and ultimately Mississippi’s marine environment.	Hancock, Harrison, Jackson	Yes		No	No	Yes	No	No	No	Yes	Yes	$ 4,000,000.00	$ -	
	Infrastructure	2042	8/1/2011	Heron Bay Estates	Heron Bay Estates, buyout and restoration of 300 acres.	Hancock	Yes		No	No	No	No	No	No	Yes	Yes	$ 5,000,000.00	$ -	

	Infrastructure	2045	8/1/2011	High Hazard Area Risk Reduction Program (HARP)	This project consists of acquisition of fee title to 2,000 properties from willing sellers for hurricane and storm damage risk reduction, and ecological restoration and management. At this time, inquiries from willing sellers of approximately 400 to 500 parcels have been received and cataloged.	Hancock, Harrison, Jackson	Yes		No	No	No	No	No	No	No	Yes	$ 418,500,000.00	$ -	
	Infrastructure	2051	7/25/2011	Deer Island Restoration	This project consists of restoration of a total of 450 acres (200 marsh, 250 forested) on Deer Island. During Katrina, Deer Island lost little actual land area, but a great deal of beach, dunes and higher land. A large number of slash pine trees were killed with mortalities approaching 100% near the east end. These trees will need to be replaced to maintain soil stability and avoid even more catastrophic erosion in the future. Advanced, high yield nursery trees such as ""RPM"" would be ideal for this purpose. The existing marsh creation project survived relatively well and indicates that marsh creation should be expanded to help provide additional erosion protection and estuarine habitat. Remaining natural marshes on Deer Island have some invasive species issues, primarily torpedo grass. Chinese tallow trees occur throughout the site, but not as severe infestations, and appear to have been stressed by Katrina; therefore, the time to treat is now. As with most of the other Coastal Preserve Program projects, prescribed fire is an important consideration for both for ecological and financial reasons. Thus, as part of this project, there would be 20 acres of marsh creation (2 miles of beach creation/renourishment), prescribed fires, 125 acres of invasive species control via spray and cutting, and 50 acres of reforestation.	Harrison	Yes		No	No	No	No	No	No	Yes	Yes	$ 1,389,000.00	$ -	
	Infrastructure	2052	7/25/2011	LaFrancis Camp Trenaisse Restoration	The project would benefit 45 acres, all open water. This ""trenaisse"" (canal) may simply be the right-of-way for the underlying gas pipeline that has been progressively widened by small boat traffic and tidal flow. Regardless, it intersects two bayous and has significantly reduced their flow and sediment carrying capacity, resulting in a loss of navigability. It is also likely that this canal serves as a direct conduit for storm surge into the LaFrancis/ Heron Bay/ Ansley community. It is recommended that this channel be closed and restored to its original marsh cover. Funding is also requested so that the northernmost bayou (Campbell's Inside Bayou) be dredged to the west, if necessary, to re-establish navigation to the LaFrancis marina and associated community. The primary task will be to plug the canal at LaFrancis (northern extent), both banks of the two natural channels (midpoints), and its terminus at the Mississippi Sound. Plugs would be constructed of concrete debris, augmented with salvaged whole trees, soil and organic storm debris. This would require at least six plugs. They would be vegetated with storm resistant trees, shrubs and grasses similar to the adjoining cheniers. Reclaimed dredge material could then be pumped into the areas between the plugs until adequate elevation is established for planting marsh species. There would be 45 acres of marsh creation, 25 acres of invasive species control via spraying and cutting, 25 acres of reforestation, and monitoring.	Hancock	Yes		No	No	No	No	No	No	Yes	Yes	$ 13,155,000.00	$ -	
	Infrastructure	2063	7/25/2011	Coastal Zone Acquisition Fund	This is a fund to acquire easements or fee title to key properties for ecological restoration and management. The initial fund will purchase select conservation properties with the remainder used to establish a true, interest-generating endowment with a protected principal. An anticipated annual interest yield could be several million dollars depending upon the initial principal invested and the overall investment risk selected by the endowment managers. No other course of action would so dramatically affect the ecological character of the Coastal Zone than the purchase of ecologically significant properties that are otherwise at high risk for development. In many cases these properties are water associated and tend to have high ecological sensitivity but are frequently attractive for development from an aesthetic standpoint. Many of these properties are at increased risk for development because they contain uplands which are not protected by any comprehensive regulatory structure. However, the long term cost of such development is likely unacceptable both in ecological terms and in terms of resiliency to storm damage. The vulnerability of developed versus natural lands to storm surge damage is tremendous as post-Katrina observations have so vividly illustrated.	Hancock, Harrison, Jackson	Yes		No	No	No	No	No	No	Yes	Yes	$ 500,000,000.00	$ -	
	Infrastructure	2071	7/27/2011	Coastal Land and Marsh Protection	This is a general recommendation, not tied to a specific project: Instead of habitat restoration, focus instead on purchasing lands in fee title or in easement to protect these fragile and ecologically important areas that are threatened by future development while they still exist. As you know, land development usually causes conditions that are irreversible. By protecting these areas in perpetuity, we would permanently protect these areas and the ecological services they provide for a multitude of coastal terrestrial and aquatic species. By doing so, we not only protect habitat for many species, but also prevent future damage to human structures as a result of climate change (severe weather events such as hurricanes, sea level rise, etc.). It is my personal opinion that protecting as much currently undeveloped land as is possible from future land development, especially in coastal areas that typical exhibit a more rapid growth rate than in other areas, is the singlemost important thing we should be doing with available funding. To me it is a more valuable use of dollars than habitat restoration, which is very costly and may or may not be successful.	Gulf of Mexico	Yes		No	No	No	No	No	No	Yes	Yes	$ -	$ -	
	Infrastructure	2075	7/18/2014	MS Observing and Modeling Restoration Network (MSOMRN)	A COMPREHENSIVE AND INTEGRATED OBSERVATION, MONITORING, MAPPING, AND MODELING PLAN FOR MISSISSIPPI Sustained, multi-disciplinary ecosystem monitoring facilitates which provide an understanding of the state of the Gulf ecosystem and how its components change over time are critically needed. Results from monitoring efforts yield baseline data that can provide early warning of potential environmental variability, perturbations, and concerns. The information can be used to prioritize issues for adaptive coastal policy and management, assess damage due to natural and man-made disasters, inform restoration projects, and evaluate long-term trends. Furthermore, ecosystem monitoring information can yield the true value of ecosystem services to the Gulf which in turn can lead to resource management and regulatory decisions that consider the effects of those decisions based on a more complete set of economic factors. This information is critical to resource managers and decision-makers having regulatory, management, protection, and emergency responsibilities. Over the past three decades, the Gulf of Mexico and its coastal communities have been impacted by increasing anthropogenic influences, primarily as a result of human population growth, energy extraction, and coastal development. The impact of severe storms, such as tropical cyclones, has increased as sea level rises, land subsides, and storm buffering coastal wetlands are lost. Because the Gulf supports a broad variety of interests, any of these impacts can result in a wide range of environmental and economic concerns. A fully integrated and sustained observing system that includes ecosystem, oceanographic, and biological parameters would help minimize risk to people and coastal and offshore resources (during various operations (e.g., oil and gas exploration and extraction, maritime operations, recreational boating and fishing activities)) by providing early detection of potential problems and expediting mitigation when the need arises (e.g., identify important habitat and species, assess status of indicator species). Climatological databases or monthly averages are not sufficient for making certain ecological decisions. Present technology is available to provide â€œreal timeâ€ capability for this decision-making. The University of Southern Mississippiâ€™s Marine Science Department has taken the lead to develop a comprehensive and integrated observation, monitoring, mapping, and modeling plan for Mississippiâ€™s coastal areas. The integrate plan has been divided into eight cohesive sections to help explain the needs of Mississippi as it is related to the Marine Science processes affecting Mississippi waters. These eight sections areas are: 1. Physical, Chemical and Geological Drivers of Environmental Variations, 2. Modeling and Forecasting, 3. Living Marine Resources and Ecosystem Components, 4. Indicators of Stress, 5. Habitat Characterization, 6. Measurement Archival and Data Management, 7. Outreach, and	Hancock, Harrison, Jackson, St. Tammany, Mobile	Yes	20	Yes	Yes	Yes	Yes	Yes	Yes	Yes		$ 47,000,000.00	$ -	
	Infrastructure	2076	7/23/2014	MS Living Marine Resources Restoration Network (MSLMRRN)	A COMPREHENSIVE AND INTEGRATED OBSERVATION, MONITORING, MAPPING, AND MODELING PLAN FOR MISSISSIPPI Sustained, multi-disciplinary ecosystem monitoring facilitates which provide an understanding of the state of the Gulf ecosystem and how its components change over time are critically needed. Results from monitoring efforts yield baseline data that can provide early warning of potential environmental variability, perturbations, and concerns. The information can be used to prioritize issues for adaptive coastal policy and management, assess damage due to natural and man-made disasters, inform restoration projects, and evaluate long-term trends. Furthermore, ecosystem monitoring information can yield the true value of ecosystem services to the Gulf which in turn can lead to resource management and regulatory decisions that consider the effects of those decisions based on a more complete set of economic factors. This information is critical to resource managers and decision-makers having regulatory, management, protection, and emergency responsibilities. Over the past three decades, the Gulf of Mexico and its coastal communities have been impacted by increasing anthropogenic influences, primarily as a result of human population growth, energy extraction, and coastal development. The impact of severe storms, such as tropical cyclones, has increased as sea level rises, land subsides, and storm buffering coastal wetlands are lost. Because the Gulf supports a broad variety of interests, any of these impacts can result in a wide range of environmental and economic concerns. A fully integrated and sustained observing system that includes ecosystem, oceanographic, and biological parameters would help minimize risk to people and coastal and offshore resources (during various operations (e.g., oil and gas exploration and extraction, maritime operations, recreational boating and fishing activities)) by providing early detection of potential problems and expediting mitigation when the need arises (e.g., identify important habitat and species, assess status of indicator species). Climatological databases or monthly averages are not sufficient for making certain ecological decisions. Present technology is available to provide â€œreal timeâ€ capability for this decision-making. The University of Southern Mississippiâ€™s Marine Science Department has taken the lead to develop a comprehensive and integrated observation, monitoring, mapping, and modeling plan for Mississippiâ€™s coastal areas. The integrate plan has been divided into eight cohesive sections to help explain the needs of Mississippi as it is related to the Marine Science processes affecting Mississippi waters. These eight sections areas are: 1. Physical, Chemical and Geological Drivers of Environmental Variations, 2. Modeling and Forecasting, 3. Living Marine Resources and Ecosystem Components, 4. Indicators of Stress, 5. Habitat Characterization, 6. Measurement Archival and Data Management, 7. Outreach, and	Mobile, Hancock, St. Tammany, Jackson	Yes	20	Yes	Yes	Yes	Yes	Yes	Yes	Yes		$ 49,000,000.00	$ -	

	Infrastructure	2085	7/30/2014	MS Habitat Characterization Restoration Network (MSHCRN)	A COMPREHENSIVE AND INTEGRATED OBSERVATION, MONITORING, MAPPING, AND MODELING PLAN FOR MISSISSIPPI Sustained, multi-disciplinary ecosystem monitoring facilitates which provide an understanding of the state of the Gulf ecosystem and how its components change over time are critically needed. Results from monitoring efforts yield baseline data that can provide early warning of potential environmental variability, perturbations, and concerns. The information can be used to prioritize issues for adaptive coastal policy and management, assess damage due to natural and man-made disasters, inform restoration projects, and evaluate long-term trends. Furthermore, ecosystem monitoring information can yield the true value of ecosystem services to the Gulf which in turn can lead to resource management and regulatory decisions that consider the effects of those decisions based on a more complete set of economic factors. This information is critical to resource managers and decision-makers having regulatory, management, protection, and emergency responsibilities. Over the past three decades, the Gulf of Mexico and its coastal communities have been impacted by increasing anthropogenic influences, primarily as a result of human population growth, energy extraction, and coastal development. The impact of severe storms, such as tropical cyclones, has increased as sea level rises, land subsides, and storm buffering coastal wetlands are lost. Because the Gulf supports a broad variety of interests, any of these impacts can result in a wide range of environmental and economic concerns. A fully integrated and sustained observing system that includes ecosystem, oceanographic, and biological parameters would help minimize risk to people and coastal and offshore resources (during various operations (e.g., oil and gas exploration and extraction, maritime operations, recreational boating and fishing activities)) by providing early detection of potential problems and expediting mitigation when the need arises (e.g., identify important habitat and species, assess status of indicator species). Climatological databases or monthly averages are not sufficient for making certain ecological decisions. Present technology is available to provide â€œreal timeâ€capability for this decision-making. The University of Southern Mississippiâ€™s Marine Science Department has taken the lead to develop a comprehensive and integrated observation, monitoring, mapping, and modeling plan for Mississippiâ€™s coastal areas. The integrate plan has been divided into eight cohesive sections to help explain the needs of Mississippi as it is related to the Marine Science processes affecting Mississippi waters. These eight sections areas are: 1. Physical, Chemical and Geological Drivers of Environmental Variations, 2. Modeling and Forecasting, 3. Living Marine Resources and Ecosystem Components, 4. Indicators of Stress, 5. Habitat Characterization, 6. Measurement Archival and Data Management, 7. Outreach, and	Harrison, Jackson, Hancock, Mobile, St. Tammany	Yes	20	Yes	Yes	Yes	Yes	Yes	Yes	Yes		$ 19,000,000.00	$ -	
	Infrastructure	2086	7/30/2014	MS Indicators of Stress Restoration Network (MSISRN)	A COMPREHENSIVE AND INTEGRATED OBSERVATION, MONITORING, MAPPING, AND MODELING PLAN FOR MISSISSIPPI Sustained, multi-disciplinary ecosystem monitoring facilitates which provide an understanding of the state of the Gulf ecosystem and how its components change over time are critically needed. Results from monitoring efforts yield baseline data that can provide early warning of potential environmental variability, perturbations, and concerns. The information can be used to prioritize issues for adaptive coastal policy and management, assess damage due to natural and man-made disasters, inform restoration projects, and evaluate long-term trends. Furthermore, ecosystem monitoring information can yield the true value of ecosystem services to the Gulf which in turn can lead to resource management and regulatory decisions that consider the effects of those decisions based on a more complete set of economic factors. This information is critical to resource managers and decision-makers having regulatory, management, protection, and emergency responsibilities. Over the past three decades, the Gulf of Mexico and its coastal communities have been impacted by increasing anthropogenic influences, primarily as a result of human population growth, energy extraction, and coastal development. The impact of severe storms, such as tropical cyclones, has increased as sea level rises, land subsides, and storm buffering coastal wetlands are lost. Because the Gulf supports a broad variety of interests, any of these impacts can result in a wide range of environmental and economic concerns. A fully integrated and sustained observing system that includes ecosystem, oceanographic, and biological parameters would help minimize risk to people and coastal and offshore resources (during various operations (e.g., oil and gas exploration and extraction, maritime operations, recreational boating and fishing activities)) by providing early detection of potential problems and expediting mitigation when the need arises (e.g., identify important habitat and species, assess status of indicator species). Climatological databases or monthly averages are not sufficient for making certain ecological decisions. Present technology is available to provide â€œreal timeâ€capability for this decision-making. The University of Southern Mississippiâ€™s Marine Science Department has taken the lead to develop a comprehensive and integrated observation, monitoring, mapping, and modeling plan for Mississippiâ€™s coastal areas. The integrate plan has been divided into eight cohesive sections to help explain the needs of Mississippi as it is related to the Marine Science processes affecting Mississippi waters. These eight sections areas are: 1. Physical, Chemical and Geological Drivers of Environmental Variations, 2. Modeling and Forecasting, 3. Living Marine Resources and Ecosystem Components, 4. Indicators of Stress, 5. Habitat Characterization, 6. Measurement Archival and Data Management, 7. Outreach, and	Hancock, St. Tammany, Mobile, Jackson, Harrison	Yes	20	Yes	Yes	Yes	Yes	Yes	Yes	Yes		$ 7,000,000.00	$ -	
	Infrastructure	2099	8/20/2014	Remove debris in Turkey Creek from Hwy 49 West to MPC Power Line Right- of- way	In additional to debris removal from Turkey Creek, also provide an elevated access and an out door classroom for for North Gulfport 7 & 8 Grade Middle Schools and Isiah Frederick Head Start School students to study insects, collect water samples and study different species of birds and animals. Introduce Head Start students at an early stage in learning how to become better environmental stewards. Create an access point for the middle school students to safely perform these educational opportunities.	Harrison	Yes	40	No	Yes	No	No	Yes	No	No		$ 225,000.00	$ -	
	Infrastructure	2104	4/1/2015	Conservation Demonstration Working Farm	Thanks to numerous conservation innovation practices, as stewards of the land we are doing a much better job than in the past. As urban sprawl and demands for our natural resources continues to increase, we need a forum to demonstrate these new conservation advances to the public. A working demonstration farm would not only benefit consumers of natural resources but also the producers of those resources and others. â€œThe Farmâ€would be utilized in multiple ways to exhibit conservation practices. Farmers would be shown cutting edge farming practices that would benefit the environment while at the same time benefitting their bottom line. Students will take advantage of the facility to better understand the native habitats and the methods that are being used to handle the growing use of them today. Schools will be able to expose children to where the food and fiber that they consume daily comes from and what it takes to get those products to them. Researchers will continue to explore new mechanisms that will aid in conservation. State and County officials can use the site to better understand the pleas of those who they serve. These are just a few of the services that â€œThe Farmâ€could be of use to the public in its understanding of conservation. The CMSWCP would like the opportunity to establish a â€œConservation Demonstration Farmâ€ The land would be acquired and the necessary infrastructure established. The locations would ideally consist of varied topography within a watershed basin close to a major waterways.	Harrison, Hancock, Jackson	Yes		Yes	Yes	No	Yes	Yes	Yes	Yes		$ 5,000,000.00	$ -	
	Infrastructure	2108	9/3/2014	Colonial Estates Water Distribution System Improvements	The current Colonial Estates Community Water Supply and Distribution System is owned and operated by the neighborhood association. The distribution system (MS0300064)is dilapidated and is in violation of the Mississippi Department of Health (MSDH) Ground Water Rule (GWR). The system is comprised of two individual groundwater wells, one of which is inoperative and has not been abandoned in accordance with procedures outlined by MSDH. The active well is surrounded by numerous septic tanks. As of the 8/21/13 MSDH inspection, the system was deemed to be 20% overloaded and had five significant deficiencies of GWR violations. In addition the infrastructure surrounding the wells is in a state of disrepair with the potential for contamination. The proposed project will consist of extending water distribution lines from the City of Ocean Springs public water supply system. In addition, new water distribution lines would be installed in the Colonial Estates area to provide both potable water and fire protection for the residents.	Jackson	Yes	100	No	No	No	No	No	No	No		$ 665,205.00	$ -	
	Infrastructure	2117	9/18/2014	Park Restoration and Expansion Initiative	Currently Pat Harrison Waterway district owns and operates eight parks. These parks provide camping, cabins, and recreational facilities for both locals and tourist to enjoy. As part of the Pascagoula River Basin Enhancement Program a renewed focus will be taken on maintenance and restoration of these parks to enhance recreational opportunities for the community. The goal of the park restoration and expansion initiative is to reach out to the local communities and civic groups to identify restoration needs of the parks as well as looking into the expansion of existing facilities based on attendance and local interest. By providing new pavilions, boat ramps, updating cabins, adding watercraft rental outposts, educational trails and interpretive stations, the existing parks can be improved to increase tourism and improve quality of life for the community. As part of the park restoration and expansion initiative, community outreach is imperative. Allowing the community to identify needs and concerns ensures the intended recipients of these improvements are satisfied. Event programming and outreach to increase tourism will be initiated in parallel with restoration efforts as well as updating the multi-media facilitation of park information.	Stone, Jackson, Pearl River, Perry, Harrison, George	Yes		Yes	Yes	No	No	Yes	No	Yes		$ -	$ -	
	Infrastructure	2118	9/22/2014	Pascagoula River Basin Enhancement Program-Pascagoula River Water Trail	The Pascagoula River Basin Enhancement Program has the opportunity to capitalize on the vast ecological treasures that the Pascagoula River Provides. The Pascagoula River Water Trail Project establishes the national designation of this water system in the National Water Trails System. This identification serves to bring existing and newly identified water trails together into one cohesive national network of water trails. The objective of the National Water Trail System is established as protecting and restoring Americaâ€™s Rivers, shorelines, and waterways and conserve natural areas along waterways. Also serves to increase access to outdoor recreation on shorelines and waterways. Using the established major tributaries to the Pascagoula, the Pascagoula Water Trail seeks to unite the Pat Harrison Waterway District with a cohesive goal of recreational access and restoration of the riverine systems. The first phase would establish the Leaf, Chickasawhay, and Pascagoula Rivers as water trails. The second phase would expand to include other tributaries in areas that community outreach and support is strong. A key objective of the water trail is to develop trail-heads at strategic locations along the trail. These trail-heads will be existing park facilities that are adjacent to the water trail like Dunnâ€™s Falls and new facilities that will include water-sports outposts and convenience stores. Part of the development of the water trail will be the establishment of safe watercraft launches, campgrounds, walking trails, fishing outposts, and educational boardwalks. There is an opportunity to develop a cultural heritage museum at one of the trail-heads that would increase the tourism traffic to the trail. Additional infrastructure to connect the new facilities to existing roadways will be built as well as improvements to existing infrastructure. The goal of the water trail is to increase the quality of life in adjacent communities, increase the ecotourism appeal of the region, improve existing facilities, extend recreational opportunities, and highlight the historical significance of this unimpeded water system. Each water trail while designated nationally is locally managed. With community support the Pat Harrison Waterway District, Pascagoula Water Trail will provide recreational opportunities, educate the public about the value of water resources and cultural heritage, provide opportunity for conservation of waterway health, provide the public with accessible and understandable water trial information, maintain the routine and long term investments on the water trail, and plan for the future vision of the Pascagoula River Basin.	George, Perry, Forrest, Jackson, Stone	Yes		Yes	Yes	No	No	Yes	No	Yes		$ -	$ -	

	Infrastructure	2122	9/23/2014	Pascagoula River Basin Enhancement Program- Stormwater Management Initiative	Stormwater Management Initiative: Pollution and Prevention Plan This plan is intended to develop a management programs for current stormwater rehabilitation and future construction within the Pat Harrison Waterway District. The Pascagoula River and its tributaries feed a watershed that covers most of southeast Mississippi. The groundwater and surface water that feeds the riverine systems flow into Pascagoula Bay and ultimately the Gulf of Mexico. In order to best conserve and maintain the health of those who depend on this riverine system, proper stormwater and run-off monitoring is vital. The Stormwater Management Initiative will focus on the streams and urban areas that flow directly into the Pascagoula and its tributaries. The program will seek to restore streams that are highly altered including green corridors enhancing their ability to handle stormwater runoff, erosion, and sedimentation. Also, runoff will be monitored for water quality to ensure proper best practice management and construction practices are being implemented. The goal of the Stormwater Management Initiative is to directly engage local communities to the importance of best management practices as well as promote proper construction and design of future stormwater systems. There are several approaches to stormwater management to consider. Low-impact development seeks to manage runoff using a distributed approach that mimics the predevelopment hydrology instead of conveying and treating stormwater at only the end of the drainage area. Green infrastructure is an approach that uses a natural system to capture, cleanse and reduce stormwater runoff using plants, soils and microbes. And environmental site design is an approach that mimics natural systems along the whole stormwater flow path through combined applications of design principles. The objective for the environmental site design is to replicate forest or natural hydrology and water quality. With proper incentives and partnerships pre-planning for future stormwater infrastructure can help properly conserve and maintain riverine systems. The Stormwater Management Initiative will focus on non-point sources of water pollution and prepare a monitoring program that coincides with the best management practices to be developed and adopted by communities that will identify areas of water quality concern. The identified locations will be the focus of the monitoring initiative and evaluated for improvement options where applicable. With a combination of community outreach and proper planning the Stormwater Management Initiative will seek to educate those on the importance of the ecological value of the Pascagoula River Basin and encourage future responsible stormwater management techniques.	George, Perry, Forrest, Jackson, Stone	Yes		Yes	Yes	No	No	No	No	Yes		$ -	$ -	
	Infrastructure	2123	9/23/2014	Pascagoula River Basin Enhancement Program- Waterfront Development Program	Pascagoula River Basin Waterfront Development Program This plan is intended to develop a management program for future waterfront development within the Pat Harrison Waterway District. A waterfront can be the most desirable location for future development. Proper planning and adopted management programs for waterfront areas are fundamental when the need to arises to ensure environmental sensitivity in an ecologically diverse region. The Pascagoula River Waterfront Development Program will establish a best practices and development method that will ensure the desired waterfront economic and job creation are responsibly achieved in a way that mitigates environmental impact. Waterfront properties and recreational development can enhance the quality of life for communities. Greenways and riverwalks become tourist host spots and can enliven a cityâ€™s economy. The Pascagoula River Basin Waterfront Development Program will maintain environmental focus while properly monitoring future development along the riverine system. The development of educational boardwalks, farmers markets, and greenways all a part of waterfront development programs will promote tourism, economic development, and expand recreational options.	Stone, Jackson, Forrest, Perry, George	Yes		Yes	Yes	No	No	Yes	No	Yes		$ -	$ -	
	Infrastructure	2124	9/23/2014	Pascagoula River Basin Enhancement Program- Digital Watershed Management Model Approach	The Pascagoula River Basin is Mississippiâ€™s second largest river basin and is also the last unimpeded river system in the contiguous United State. It is approximately 164 miles long, 84 miles wide, and includes more than 15,000 miles of rivers and streams. Major rivers within the Basin include the Pascagoula, Chickasawhay, and Leaf Rivers as well as Black Creek and Red Creek. The Basin eventually drains into the Mississippi Sound/Gulf of Mexico at Pascagoula, Mississippi. The Basinâ€™s ecosystem is nationally recognized for its abundant wildlife, biological diversity, and rich cultural and historical heritage. It is an undisputed national treasure. As a prime tributary to the northern Gulf of Mexico, the water quality and biological health of the Pascagoula Basin contributes directly to the health, well-being, and quality of the Gulf. Following the BP Oil Spill and the subsequent impacts to Gulf waters, biota, and fauna; numerous initiatives have been proposed (and some initiated) to improve the ecosystem of the Gulf, specifically its inland water bodies and habitats. To this end, the Pat Harrison Water Management District envisions an initiative leading to quantification of the water quality and attributes of the Pascagoula River Basin, over which Pat Harrison exercises statutory oversight. This initiative addresses a need for developing a comprehensive, total watershed approach to water resources management throughout the Pascagoula Basin, including the major contributors the Pascagoula, Leaf, and Chickasawhay Rivers, also any minor contributing streams and creeks. The approach would facilitate collaborative relationships with other parties (local, state, and federal, as well as non-governmental organizations) with shared interests in the use, quality, and management of the waters of the Pascagoula Basin. The primary tool at the core of such a total watershed approach is a comprehensive, digital land base model of the Basin. This model will consist of a digital framework of data layers, the chief of which are ortho-imagery, topography, and hydrography â€“ all at very high resolution. These enable the most advanced modeling and assessment possible. Essentially, this tool would serve as the foundation for all future studies and assessments of the Basin related to water quality, ecosystem and environmental health, infrastructure and economic development, or otherwise. The specific area proposed for development of the initial model is the combined watersheds of the Chickasawhay and Leaf Rivers, continuing to their confluence forming the Pascagoula River in George County. Overall, this combined watershed comprises nearly 9,000 square miles. The goal of the digital watershed management model is to provide a tool that can be utilized by both public and private end users to serve a host of functions that ultimately promote the mutual interests and benefits of the Pascagoula Basin and Northern Gulf of Mexico. Specifically, the model will facilitate evaluating and establishing policy guidance regarding such issues as: â€¢Ownership and allocation of water along water courses with multiple contiguous property owners, including addressing Riparian doctrine; â€¢Resource management and enhancement; â€¢Preservation of the balance of instream flows and nutrient levels along critical stream reaches, including issues related to Total Maximum Daily Loads; and â€¢Regulation of interbasin transfers. Further, the watershed management model would facilitate these stated objectives, and others, by providing the digital database that would serve ongoing â€“ â€¢Comprehensive, science-based, data collection and assessment at all levels of federal, state, and local government; and â€¢Comprehensive inventory of water resources, including uses, quality, quantity, and availability. The digital Pascagoula Basin Watershed Management Model will consist of framework â€˜layersâ€™ of digital data representing the surface of the earth and selected features, in a seamless, geospatially-referenced format. The model includes data developed and managed according to â€˜layersâ€™ of common information, the most important of which are high-resolution, digital orthoimagery and a	Stone, Jackson, Pearl River, Forrest, Perry, George	Yes		Yes	Yes	No	No	No	No	Yes		$ -	$ -	
	Infrastructure	2125	9/23/2014	Pascagoula River Basin Enhancement Program- Water Supply Partnership	Pascagoula River Basin Water Supply Partnership This partnership would focus on community water supply demands along the Pascagoula River and its tributaries within the Pat Harrison Waterway District. The partnership will provide the means for management and monitoring of water withdrawal and release limits in the basin. The plan would set up a cooperative program the best manage the water capacity of the basin as well as set in place severe condition plans to address any man-made or natural disaster event that occur. The precedent for this plan is an event that occurred in 2000. A severe drought limited the capacity of water reaching Pascagoula Bay. In an effort to mitigate risk of the economic impacts to the region, water from upstream reservoirs was released to help downstream industrial centers avoid costly shutdowns. The Pat Harrison Waterway District is situated to manage and oversee future water transmission supply expansion. As the opportunities for development increase the Pascagoula River Basin Water Supply Partnership will manage current and future water intake as well as monitor and plan for water supply events that could harm the ecological and economic viability of the basin.	Stone, Mobile, Jackson, Pearl River, Forrest, Perry, George	Yes		Yes	No	No	No	No	No	Yes		$ -	$ -	
	Infrastructure	2126	9/23/2014	Pascagoula River Basin Enhancement Program- Dam Safety Best Management Initiative	Pascagoula River Basin Dam Safety Best Management Initiative The Pascagoula River is the largest by volume unimpeded river in the contiguous United States. However, there are several dams that were set in pace to create reservoirs that help control flooding in the region along tributaries and streams that feed into the Pascagoula River. These dams are largely managed by the Pat Harrison Waterway District but several are managed by private landowners. The Pascagoula River Basin Dam Safety Best Management Initiative will ensure a cohesive inspection and monitoring plan is set in place. Through best management practices and coordination with private landowners, the initiative seeks to mitigate risk of dam related emergencies within the region. The formal guidelines will ensure dam owners coordinate with emergency management authorities to facilitate the development of plans that are comprehensive and consistent. As part of the comprehensive planning in the region, a second phase including analysis of dams considered at risk or demonstrating structural deficiencies will be completed to further mitigate dam failure threats.	Stone, Mobile, Jackson, Pearl River, Forrest, Perry, George	Yes		Yes	Yes	No	No	No	No	Yes		$ -	$ -	
	Infrastructure	2128	9/25/2014	Impact of Suspended Sediment, Water Circulation, and Waves on Marshes and Oyster Beds	We propose to deploy four moorings equipped with a downward looking RDI WorkHorse Sentinel ADCP to measure the currents, Reynold stresses, and suspended sediment concentration (SSC), a Valeport MIDAS DWR Directional Wave Recorder, and four Sondes YSI 6600EDS to measure various parameters such as temperature, dissolved oxygen, salinity, turbidity, and chlorophyll at different depths. The moorings will be deployed for two years. They are placed at four locations for one year and then moved to another four locations for the second year. Guidance for these choices of mooring locations will be gained through application of the SWAN wave prediction model. The moorings will be placed near oyster reefs and/or marshes, preferably in water depths of at least 2 m. We plan to deploy moorings at healthy reefs or marshes and at unhealthy reefs or eroding marshes. Whether we choose reefs or marshes may depend on recommendations from the RESTORE council. If our mooring locations overlap with the moorings that are part of the â€œMississippi Coastal Observing and Prediction Networkâ€ also submitted to the RESTORE council, we will consolidate instruments to reduce costs. To calibrate the SSC ADCP measurements, we will perform monthly surveys at each mooring. These cruises will also be used to maintain the moorings and replace the battery packs. We will measure conductivity and temperature with a lowered CTD and take water samples at various depths. The SSC in these water samples is measured using a filtration system. In addition we will collect bottom sediment cores during each survey to measure the grain size distribution and sediment properties in order to determine the critical shear stress needed for sediment resuspension. The currents recorded with the ADCP and the orbital velocities estimated from the wave heights will indicate how often these critical shear stresses are exceeded, and provide insight into the active governing processes. The sediment distribution, shear stress and moored time series gathered as part of this project will all be leveraged by the modeling efforts submitted separately to the RESTORE council as â€œThe Influence of River Plumes, Hurricanes and Storm Fronts on the Hydrodynamics of the Mississippi Bightâ€In that suite of model-driven investigations, coastal erosion and oyster bed viability were not focal points, so within this proposal our ROMS model implementation for MS will be expanded to handle wetting and drying (Warner et al., 2013), as well as wind-wave coupling and the sediment transport capabilities of the ROMS-based Coupled-Ocean-Atmosphere-Wave-Sediment Transport (COAWST) model system (Warner et al., 2010). The comprehensive set of in situ measurements will provide a rich data set that reveals key mechanisms associated with sediment loading within the MS, which will inform the development and validation of this near-shore model. With validated erosion and suspended sediment distributions, the model will be positioned to provide insight into oyster bed viability, marsh and barrier island erosion assessment, as well as key water quality constituents that directly contribute to marine ecosystem function. Deliverables include geospatially referenced sediment core, critical shear stress, time series of collected data and maps that indicate which marsh coastlines are most threatened and what locations may be most viable for oyster reefs.	Harrison, Hancock	Yes		Yes	Yes	Yes	No	Yes	Yes	Yes		$ 1,640,000.00	$ -	

	Infrastructure	2129	9/26/2014	Quantifying Water Quality Using Remote Sensing for the Gulf of Mexico	Since this project is Gulf wide, was interested in being considered for Council funding; however, just implementing same proposal in MS waters would be a great benefit to DMR and DEQ's day to day operations. The proposed effort will address the RESTORE Council priority area â€œWater quality monitoring and improvement.â€ The project will focus on establishing a time series (2013 â€“ 2017) of satellite-based water quality products with improved spatial and temporal coverage. Water quality improvements to be achieved include detecting and monitoring: a) coastal river and land discharge points and impacts to estuarine systems; b) spread and dissipation of point source discharges; and c) tracking water quality changes from river discharge. The project will provide for the efficient and effective direction of public resources for the purposes of protecting public and environmental health. Present water quality monitoring programs are limited in the spatial and temporal coverage and cannot rapidly address if abnormal water conditions are occurring. By combining with daily satellite properties this will be remedied and enable rapid assessment of atypical water quality evident with enhanced spatial extent. Decision makers will be provided a capability to respond rapidly and send sampling collection and clean up actions. By continually satellite monitoring the impact of cleanup activities can be confirmed that water quality has returned to normal conditions. Outcome from this project will be improved water quality management in areas along the gulf coast. Decision makers in each stateâ€™s environmental quality agency will have access to an automated web based decision aid that uses real-time satellite data with automated algorithms based in Best Available Science to facilitate critical decisions based on timely and accurate information. Please see detail proposal with description, benefits, and tentative Partners-- Proposal is scalable from just MS waters to the entire Gulf of Mexico.	Harrison, Jackson, Hancock, St. Tammany, Mobile	Yes	20	Yes	Yes	Yes	No	Yes	Yes	Yes		$ 12,000,000.00	$ -	
	Infrastructure	2133	10/1/2014	Surface Currents and Wave Monitoring for the Gulf of Mexico	The U.S. Gulf Coast is vulnerable to a variety of risks, including oil/contaminant spills, harmful algal blooms (HABs) and Vibrio, hurricanes, coastal land loss, and navigation accidents. Near real-time information on coastal ocean surface currents, waves and winds are an important element of a coastal ocean observing system necessary for mitigating these risks and for protecting public health and safety, emergency response, the coastal economy and sustainable use of coastal resources. This environmental intelligence, which can be gained through a system of coastal High-Frequency Radar (HFR) stations, can, for example: (1) Improve monitoring of restoration projects (sediment transport, water quality), (2) Help track spilled contaminants and Harmful Algal Blooms to protect public health, water quality, and critical habitats, (3) Help ensure safe commercial and recreational navigation, (4) Enhance search and rescue efforts, (5) Improve ocean and weather forecast models, including those for storm surge, (6) Enhance public beach safety through the forecasting rip currents, and (7) Enhance community preparedness for coastal land loss issues. This project meets the RESTORE Act Plan Comprehensive Plan priorities for habitats, water resources, living coastal and marine resources, natural processes and shorelines, and science-based decisions by developing a U.S. Gulf-coast wide network of High Frequency Radar stations to provide real-time monitoring of surface currents and waves in State waters. These stations are efficient, effective tools for meeting multiple public needs along the U.S. Gulf Coast. The proposal includes Project Management for the procurement, installation, and operation for these sites across the Gulf Coast. Also, includes Data Management for the design and integration to assure data meets all RESTORE-Act Policies and Procedures. Real-time distribution of these data to numerical models, and agency decision makers are included. An Outreach component is included to work with the Public and Agency Decision Makers, to assure the understanding and training s in place to integrate these user-friendly products in to day to day operations of each agency.	Hancock, St. Tammany, Mobile, Jackson, Harrison	Yes	20	Yes	Yes	Yes	No	Yes	Yes	Yes		$ 20,000,000.00	$ -	
	Infrastructure	2134	10/1/2014	I-110 Corridor Restoration & Enhancement	The City of Biloxi proposes to implement its 1980s master plan for utilizing the corridor of public land located under Interstate 110, which runs north-south from the Back Bay of Biloxi to the Mississippi Sound. The original master plan, developed with considerable citizen input, is being updated to include storm water management improvements and acquisition/restoration of a wetlands area adjacent to the I-110 Corridor, north of Division Street. Storm water management improvements will include installation of BMPs along the corridor to filter nonpoint source pollutants from the interstate's storm water that drains unchecked from the elevated roadway. The BMPs will have an educational component, identifying their function in improving water quality through all-weather signage located along the walking paths that currently exist (and which are to be enhanced with additional lighting and drainage). Public safety and recreational amenity improvements will expand use of this area by residents and tourists. The south end of the corridor is located immediately west of the minor league baseball stadium being built and the Beau Rivage Casino Resort. The north end includes an under-utilized boat ramp, basketball and tennis courts, all of which are in need of improvements and lighting. Acquisition and restoration of the wetlands area north of Division Street will include removal of invasive, nonnative plant species as well as accumulated debris. Sediment will removed and appropriate wetlands plant species will be installed to restore the natural functions of the wetlands area that is tidally-influenced by the Back Bay of Biloxi. The master plan will be scanned and uploaded as an attachment to this project proposal.	Harrison	Yes	20	Yes	Yes	No	No	Yes	No	Yes	storm water management	$ 6,000,000.00	$ -	
	Infrastructure	2135	10/1/2014	Biloxi Peninsula Shoreline Stabilization and Public Access Improvements	The City of Biloxi proposes to implement a variety of shoreline stabilization measures along the Biloxi Peninsula in areas owned and/or managed by the City to control erosion, adapt to sea-level rise and improve public safety and access. Shoreline improvements will include stormwater management BMPs accompanied by all-weather educational signage to identify short- and long-term public benefits of a properly-managed waterfront. Improvements will include removal of nonnative, invasive plants species; installation of appropriate native plant species to support shoreline stabilization and restoration of shoreline habitats; removal of concrete, riprap, abandoned/obsolete infrastructure and miscellaneous debris; and stormwater management improvements to improve water quality. Public safety and access improvements will include provision of lighted, ADA-compliant boardwalks, where appropriate, designed for storm resistance and to be constructed with a variety of materials as dictated by the terrain and proposed use. Some of these public access areas will include short fishing platforms/piers depending upon adjacent land and water uses and subject to federal and state permit approvals. Some of the public access areas also will include boat ramps for launching motorized and/or nonmotorized (kayaks, canoes) boats along with supportive parking areas.	Harrison	Yes	30	Yes	Yes	No	No	Yes	No	Yes	stormwater management	$ 15,000,000.00	$ -	
	Infrastructure	2137	10/4/2014	Purchase of Katrina-flooded properties and management of properties for community resilience and recreation	Officials should purchase properties north of Highway 90 in Harrison County that have not been re-developed since Katrina. These properties should be managed like the 'emerald necklace' of parks that line the Charles River in the Boston area. There could be running/biking/ped trails as well as pocket parks and other green spaces. These parcels will likely be inundated again and could be managed as part of a flood control strategy to protect the developed areas just to the north. A well-developed system of parks and green space could provide economic benefits through increased nature and sports tourism (marathons, bike races, etc.) and could support cafes, food trucks and other small businesses.	Harrison	Yes		Yes	No	No	Yes	Yes	No	Yes		$ -	$ -	
	Infrastructure	2139	10/6/2015	Reduction in post hooking sea turtle mortality	This proposal will develop new technology to reduce sea turtle mortality by developing methods to remove fishing line without removing endangered sea turtles from the water. This new method will be designed for inshore fishing from piers and bridges . The Endangered Species Act can shut a fishery down after a certain number of takes accure. The device I have designed will not require a fisherman to haul the turtle up in the air to the pier surface inorder to cut the line from the hook.. We will collect data and film our interactions with the device and the line. I will call IMMS to come collect the turtle. After proof it works as it should then we will share our information.tWe will then do outreach and education to encourage the use of this technique by our Coastal recreational fishermen. This new technique will address the problems that our recreational fishermen are having in removing their fishing line from the turtles that they are interacting with while fishing in state waters. There has been increase interaction with these endangered species and this new technique will help with their protection. We will then be able to expand the use of this new method to other areas to help address their interactions with these endangered sea turtles. This device could be used as a midigation tool for a section 10 permit for the states. The data shows that these sea turtles die from becoming entangled in the line that was cut from the pole and left on the hook. A turtle can survive a hook but not fishing line. It causes them to drown and get infections. The new device would slid down the line and cut the line off at the hook without harming the turtle. This is a win for the turtle, the fishermen and the economy because our piers were not closed and I will supply as many as possible free to the states, the stranding team and fishermen. When this new technique is proven successful. A full report of the study and success of the new gear will be provided to All Gulf Coastal states and NOAA. This project will include providing new gear to be given to Mississippi recreational fishermen as long as the supply of gear is available in this pilot.	Jackson, Hancock, Harrison	Yes	25	No	Yes	Yes	Yes	Yes	Yes	Yes		$ 500,000.00	$ -	
	Infrastructure	2140	1/1/2015	Sustainable Gulf Coast Oyster Restoration and Coastal Protection using Central Oyster Hatcheries and Gulf State Remote Setting Sites	In the face of poor spat sets, low harvests and declining oyster populations, a new approach is needed to restore oysters and the communities that depend on them. We propose a comprehensive long-term oyster restoration plan that restores habitat, improves water quality, revitalizes the economy of the Gulf oyster community, replenishes living coastal and marine resources and enhances community resiliency by revitalizing the Gulf oyster industry economy. This will be accomplished by massively expanding regional oyster hatchery production capacity, establishing remote setting bases in each of the five states, working with state resource agencies in oyster restoration and stock enhancement and actively engaging university-based scientists in monitoring and adaptive management. This project will enhance and restore oyster populations throughout the region, providing significant ecosystem services (e.g., carbon sequestration, nitrogen removal, habitat for living marine resources and cultural) and encourage community resilience through long-term sustainable economic growth and job creation. The region-wide project will: 1. Use existing oyster hatchery capacity while conducting a rigorous site assessment (6 mos.) for a bio-secure mega-hatchery with the capacity to provide > 50 billion oyster eyed larvae/year (comparable to the worldâ€™s largest oyster hatcheries), with spawns specific to each state within 18 mos.; 2. Build dockside remote setting facilities in each state, capable of producing > 10 billion spat on cultch; 3. Enhance up to 180,000 acres over 9 yrs. with 500,000 spat on cultch/acre, deployed by state resource agencies; 4. Monitor the success rate through rigorous university-based monitoring program in each state, to guide state-specific adaptive management; 5. Increase the resilience of the system by adding a second bio-secure mega-hatchery in year 4; and 6. Support a long-term comprehensive regional strategic plan, evaluated by university-based researchers and resource agencies, for the industry. For this project, siting and construction of the first hatchery and the dockside remote setting facilities will be accomplished within 18 mos. Larval production will be supported for 9 yrs., with monitoring to occur during this time, with 90 billion juvenile oysters added to up to 180,000 acres of public oyster beds through the region. In addition to the potential job creation and economic benefits of the enhancement of oyster populations, this project will also provide critical ecosystem services through improved water quality, increased biodiversity, creation of more diverse habitat and cultural services provided by productive oyster reefs worth up to $200 million to harvesters annually; comparable to the value of the ecosystem services provided by the project.	Gulf of Mexico	Yes	28	Yes	No	Yes	Yes	No	Yes	Yes		$ 132,000,000.00	$ -	
	Infrastructure	2144	10/10/2014	Porter -Calhoun Avenue Draininage Improvements	The project involves approximately 5,000 feet of drainage consisting of 4,000 feet of open ditch and 1,000 feet of various pipe sizes and depth where needed. The area drains a large portion of downtown Ocean Springs and funnels it south through commercial and residential areas to the Mississippi Sound. The drainage path will be set to grade and the ditches and pipes adjusted in both size and grade to improve drainage and avoid flooding. Benefits of this project are to alleviate flooding threats to business and residential structures, public parks, roadways and other public infrastructure. Improving the efficiency of stormwater drainage will reduce the hazard to health and property by reducing recurring damage and preventing the blockage of evacuation paths.	Jackson	Yes		No	No	No	No	No	No	No		$ 400,000.00	$ -	

	Infrastructure	2145	10/13/2014	Government Street/Stark Bayou Drainage Improvements	The project involves the realignment of approximately 2,000 feet of drainage structures including 1,000 feet of open ditch and 1,000 feet of various pipe sizes. This includes pipes underneath residential and business driveways. The project will route stormwater through a large residential development to Stark and Davis Bayous. The drainage path will be set to grade and the ditches and pipes adjusted in both size and grade to improve drainage and avoid flooding. The improved stormwater drainage system will reduce the threat of damage from flooding. A public park, residential and business structures, roadways and other public structures are affected by the main ditch that runs along Government Boulevard in this area. Improving the efficiency of stormwater drainage will reduce the hazard to health and property by reducing recurring damage and preventing blockage of drainage paths. This project will also reduce deposition of sediment into the nearby bayous.	Jackson	Yes	75	No	No	No	No	No	No	No		$ 400,000.00	$ -	
	Infrastructure	2150	10/16/2014	Gay Lemon Park Drainage Improvement	This project involves replacing a double run of pipes that are approximately 800 feet long each. The pipes run underneath two public recreation ball fields that are currently used for softball league play and practice. The current pipes are 48-inch diameter ADS pipe. The work will consist of sliplining the pipes and cast in place repaired to avoid the need to dig up and destroy the field. The condition of the current pipes does not allow proper drainage causing frequent overflow and flooding of the field. The field are adjacent to a large and growing residential area. Improving the flow through the pipes will also reduce siltation in Fort Bayou, a vital marine habitat.	Jackson	Yes	75	No	No	No	No	Yes	No	No		$ 300,000.00	$ -	
	Infrastructure	2151	10/16/2014	Simon Ogden Area Drainage Improvement	This project addresses drainage of a large area near the Ocean Springs Upper Elementary School including the school parking lot and several single family and multifamily developments. The current drainage system is inadequate and produces frequent flooding of the area. The project will divert the drainage to the west, onto Westbrook and Ogden and then onto Simon Boulevard. The length of the drainage system is 3,500 feet including 2,500 feet of open ditch and 1,000 feet of pipe along Odgen. The current drainage system allows for frequent flooding of the school parking lot and potential flooding of nearby buildings and residences. Flooding prevents travel into and out of the school parking lots. The project will improve drainage to prevent flooding and will also reduce siltation of the nearby Shearwater marsh and Weeks Bayou.	Jackson	Yes	75	No	No	No	No	No	No	No		$ 500,000.00	$ -	
	Infrastructure	2154	10/24/2014	Projecting the Impacts of Restoration Activities in MS Coastal Waters	The overarching objective of this project is to advance our informational basis of physical-biogeochemical linkages in the Mississippi Sound (MS) and northern Mississippi Bight (MB) region through execution of a field effort consisting of research cruises and moorings that obtain measurements needed to inform a state of the art modeling approach. The observations will characterize bottom sediment type, seasonal variation in sediment, nutrient and dissolved oxygen distributions, resuspension and transport of sediments under influence of wind forcing and surface waves, and hydrodynamically driven material exchanges between the MS and MB. The model system, supported by this knowledge, will be a platform that allows resource managers and restoration scientists to project the impact of RESTORE activities, thus enabling better-planned restoration efforts that have a higher likelihood of sustained success. Numerous coastal restoration projects in the state of MS have been proposed to meet RESTORE program goals http://www.msrestoreteam.com/ppp/overviewmap.html. Some of these efforts aim to restore hydrology patterns, marshes and barrier islands with the intent of mitigating the issues noted above, among others. In order to fully remedy harm and reduce risk to the natural resources of the Mississippi Gulf Coast, comprehensive understanding of the MS is required. Without this understanding, well-intentioned RESTORE projects may realize short-lived success. The overarching goal of the combined observational and model synthesis approach we have proposed herein is to advance our informational basis through execution of a targeted field effort and integrate the acquired knowledge into a state of the art modeling approach that will enable better-planned restoration efforts, with higher likelihood of sustained success, as well as advance our understanding of current and future vulnerability. To attain the needed informational basis on waves, currents, sediment transport, and distributions of sediment, nutrients and dissolved oxygen, we propose to utilize moored instrument arrays and shipboard sampling to record the critical physical, geochemical and bio-optical measurements needed to characterize the processes and distributions of interest. These measurements will be used to inform and validate a model system that simulates the circulation, waves, sediment loadings and biogeochemistry of the MS and the hydrodynamic and material exchange with the MB. The resulting modeling system will be ideally suited as a tool for scenario exploration that provides assessments and insight into the viability of proposed restoration projects and resource management strategies. In particular, the model will provide temporally varying distributions of nutrients, dissolved oxygen, salinity and suspended sediment, all of which contribute to vitality of ecosystem function in the MS.	Hancock,St Tammany,Mobile ,Jackson,Harrison	Yes	15	Yes	Yes	Yes	No	Yes	No	Yes		$ 1,100,000.00	$ -	
	Infrastructure	2155	10/27/2014	Establishment of an Algae-for-Aquaculture Center for Mississippi	PI for this Project: Dr. Gordon Cannon, Vice President for Research USM The global population is rapidly increasing and is expected to surpass nine billion by 2050. As the population continues to grow, the ability for the world to feed itself will become increasingly more difficult. Environmental factors and limitations on water, land, energy, and other vital resources will further stress food production throughout the world. New technologies that do not compete with current human food production resources and processes are urgently needed to support the growing food demand. Fish are a major source of high-protein food, and the demand for fish is increasing world-wide at a rate approximately double that of population growth. The worldâ€™s oceans, however, cannot meet the increasing demand for fish, so aquaculture production must continue to expand to bridge the growing gap between what the oceans can provide and what the world demands. High-protein fish require high-protein diets, and fishmeal, the primary source of protein in marine speciesâ€™ diets, is in short supply given that it is derived from the worldâ€™s oceans. Thus, to support continued aquaculture expansion, a new source of protein for aquafeeds that is not derived from the worldâ€™s oceans and does not compete with terrestrial food production is urgently needed. Algae are a promising candidate for fishmeal replacement (some species have protein levels in excess of 60%), and the State of Mississippi has the climate and resources necessary to support efficient algal biomass production. Further, the University of Southern Mississippi (USM), through its Gulf Coast Research Laboratory (GCRL) and Thad Cochran Marine Aquaculture Center (CMAC) affiliates, has the marine biology and aquaculture expertise necessary to understand algal biomass utilization and to ultimately validate algae as a fishmeal replacement in future aquaculture feeds. General Atomics (GA) proposes to team with USM to establish an algae-for-aquaculture research center to demonstrate the value of algal biomass as a high-protein ingredient in future commercial aquafeeds. A research-scale algae growth facility utilizing GAâ€™s existing technology will be constructed at USM, on or near the grounds of the GCRL. Algae strains high in protein will be the focus for research. The facility will initially utilize algae strains provided by GA, but subsequent efforts will utilize local Mississippi algae strains, after suitable isolation and optimization at GA. The algal biomass produced will be used to conduct fish feed trials at CMAC using the substantial aquaculture research infrastructure already present as well as the cell biology, marine science, and analytical support capabilities of USM. The results of initial fish feed trials will be used to modify algal strain selection and/or algal growth parameters as required to improve the overall fish health and growth rate observed in subsequent feed trials. The program will also allow USM to establish an aquafeed formulation and feed production capability which bridges the gap between algal growth and aquaculture feed and will provide more timely response to feed variation requirements. The initial program is expected to run for 24-30 months. This will allow for construction and systemization of the algae growth facility and installation of the supporting analytical equipment and procedures, estimated to require 9-10 months, followed by operation of the facility for 15-20 months. After several months of algae growth, the initial algal biomass will be available for inclusion in feed formulations supporting fish feed trials. Fish species of interest include Sea Trout, White Sea Bass, Red Snapper, and Cobia. Additional feed trials will be conducted at prescribed intervals as additional algal biomass is produced. The goal will be to show that algal biomass-containing aquafeeds yield a final fish product with health, growth, and taste comparable to that produced with current fishmeal feeds. Proof of the value of algal biomass as a substitute for fishmeal will confirm the economics of algal biomass production and will enable the establishment of commercial-scale algae growth facilities within Mississippi and elsewhere in the U.S. and the world. The benefits to the State of Mississippi associated with establishment of an algae-for-aquaculture industry are many and include: (1) Establishment of a world-class algae-for-aquaculture research center at USM; (2) Establishment of a new high-tech farming industry that can be exported to numerous other areas in the U.S. and the world; (3) Development of new high-tech jobs associated with high-protein algae production, feed formulation and production, and aquaculture; (4) Utilization of the Stateâ€™s abundant natural	Jackson,Harrison	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes		$ 12,000,000.00	$ -	
	Infrastructure	2159	11/3/2014	Parktown Subdivision Drainage Improvements	The drainage system for the Parktown subdivision in Ocean Springs is inadequate and locale street flooding occurs during large or prolonged rain events. Drainage ditches run behind back yards and behind a large commercial area adjacent to Highway 90. Stormwater eventually enters a large drainage ditch adjacent to highway 90 and crosses under the roadway and discharges into Heron Bayou. Sediment is also transported downstream into Heron Bayou and eventually to the Mississippi Sound. The project involves cleaning out drainage ditches, repairing areas of erosion and lining steep sided ditches to prevent further erosion.	Jackson	Yes		No	No	No	No	No	No	No		$ 150,000.00	$ -	
	Infrastructure	2160	11/3/2014	Lancelot/Wellington Drainage Improvements	Some of the drainage structure in the residential neighborhood of Fort Bayou Estates is in need of repair. Existing concrete pipe is collapsing creating sinkholes and further erosion. The system includes 1,900 feet long with 300 feet of pipe and 1,300 feet of open ditches. The open ditches are filled with sediment causing overflow during rain events. The project will involve replacing the damaged pipe, cleaning the open ditches, and adjusting the grade to prevent further erosion and siltation in Fort Bayou.	Jackson	Yes	25	No	No	No	No	No	No	Yes		$ 200,000.00	$ -	
	Infrastructure	2162	11/5/2014	Enhancing Community Resilience with Social Media	Social media constitutes an important new form of communication-based social capital that can have profound effects for individuals, communities, and organizations, including their capacity to respond to emergency situations. Leveraging the ongoing research conducted by the Social Science Research Center (for the purpose of the grant awarded by Coastal Storm Awareness Program - C-SAP, Connecticut, NOAA), with the overarching goal of validating the role of social media as a key communication tool between emergency management agencies and affected communities, researchers propose a real-time communication system (relying on the social network Twitter) to improve community resilience in the Mississippi Gulf Coast areas. The communication system would be an organic network of local governments, emergency management agencies, businesses and individuals/communities who choose to participate in the network. The system will also leverage the models developed for C-SAP research by implementing machine learning and geo-spatial analysis tools to monitor relevant social media messages during the occurrence of an adverse physical event (such as weather emergency). Administrative agencies such as local governments, emergency management, and community representatives can utilize the system to address concerns of the public and help disseminate important weather related information via the network. The communication system will also provide tools for identification of key influencers in the network to provide an effective medium for information coverage/dissemination. In addition to functioning as a public advisory mechanism during adverse events, the system can also act as a discussion platform between governing officials and their residents thereby promoting public discussion of key topics related to the betterment of communities and their individuals. Another application area of the system can be as an information source where, individuals pose questions to government officials or administrative authorities. Thus, the overall goal of the proposed system is to enhance the engagement of local communities and administrative authorities in order to promote locally driven solutions for planning, risk assessment and natural resource management within communities. The proposed system will be based on a web-based application platform for ease of access to any individual with access to Internet and a computer/smart device.		Yes	5	No	Yes	No	Yes	Yes	No	No		$ 450,000.00	$ -	

	Infrastructure	2163	2/2/2015	Oyster Bayou Restoration Project at Beauvoir	The purpose of this project is to implement the recommendations of The Nature Conservancy (TNC) assessment of Oyster Bayou. The plan is to assess the conditions within the Oyster Bayou drainage basin and develop a list of drainage improvements that can be implemented by stakeholders to improve drainage and habitat conditions. Oyster Bayou is a small tributary to the Mississippi Sound that meanders through the 52 acres of historic grounds of Jefferson Davis' mansion know as Beauvoir. Oyster Bayou was once part of a relatively large drainage basin that extended west and north of Beauvoir and Beauvoir Road. The drainage basin has been extensively developed with little regard for comprehensive and coordinated stormwater management within the basin. As a result, there has been an increased volume of water that flows through the lower portions of Oyster Bayou causing minor flooding and erosion which has impacted the natural habitat along the bayou. The objectives of TNC's assessment are to 1) evaluate upstream drainage conditions that result in discharges if stormwater into Oyster Bayou; 2) work with Beauvoir representatives and other stakeholders to assess opportunities for additional stormwater treatment functions of Oyster Bayou; 3) assess water flow characteristics and methods to stabilize and enhance areas along the 2,250 linear feet of riparian habitat associated with the system; and 4) implement selected ecological restoration activities within the Oyster Bayou drainage basin. The goal of Beauvoir's project will be to implement upstream drainage features west of Beauvoir Road that contribute to the quality and quantity of stormwater that discharges to Oyster Bayou; improve assimilative capacity and stormwater treatment functions within the drainage basin which will lead to enhanced water quality benefits and improved aquatic and terrestrial habitats adjacent to Oyster Bayou; provide additional water quality benefits and improvements for this tributary to the Mississippi Sound; implement ecological restoration activities within Oyster Bayou drainage basin; and provide education and outreach activities. Further restoration actions for the stream and adjacent uplands are also part of this project including an assessment of the stream by a biohydrologist (since the flow/velocity is higher that would have been naturally due to much of the watershed being paved/channelized, increasing runoff), as well as, an assessment of current impediments to the flow of the stream (roads, etc.) and determine if a more â€œstream friendlyâ€ design could be beneficial. The use of natural grade control structures (i.e., logs and tree stumps) to slow down water, which leads to erosion of the banks could be used to trap sediment coming downstream. Removal of non-native, invasive species such as Chinese tallow tree, privet hedge, etc. (these would be removed physically or killed by herbicide). Ornamental species that are not invasive, such as camellias and azaleas would remain as part of the grounds. Planting of native trees and shrubs such as cypress, sweet bay, black gum, etc., plus plantings of native grasses and forbs such as Juncus including plants important to wildlife. Woods mowing to open the shrub layer on the nature path, bird nesting boxes along the stream (bluebird, wren and duck) and osprey nesting platforms would be added. An extension of the nature path throughout the property is also part of this project. All of this would be done in regards to the historic nature including interpretive exhibits along the bayou that points to different animals/birds/plants one is likely to encounter would be added. Lastly, education and outreach upstream regarding trash that is being dumped into the parking lots, storm drains, etc. including a trash collection device that would be located just downstream of the coliseum. Oyster Bayou and its adjoining bayhead swamp comprise approximately half of the Beauvoir 52-acre estate in Biloxi, MS. Operated through a 501(c)(3) nonprofit organization, Beauvoir is one of two National Historic Landmarks in South Mississippi and is open to the public every day of the year except Thanksgiving and Christmas. The estate, the last home of Jefferson Davis, includes a House	Harrison	Yes		Yes	Yes	No	No	Yes	No	Yes		$ 1,000,000.00	$ -	
	Infrastructure	2167	11/7/2014	Biological Filtration: Using Sponges to Remediate Gulf of Mexico Coastal Contaminants	Coastal marine ecosystems are crucial environments of the Gulf of Mexico, and the Mississippi Sound, that include important commercial fishery species, as well as threatened and unique species. Recent natural and anthropogenic stressors (including multiple Category 3+ hurricanes, as well as the Deep Horizon oil spill) within these GoM ecosystems have resulted in significant damage and loss of these critical resources. Thus, the restoration of water quality along the Mississippi coastline is crucial for residents and stakeholders. We propose to deploy a system of biological filters around the periphery of important GoM habitats (e.g., seagrass beds) to clear contaminants from the water column and improve water quality. Specifically, we will attach marine sponges to multiple deployed cinder blocks, and divers will position these â€œupstreamâ€ identified habitats and/or between point source discharges and the habitat in question. Marine sponges are important filter-feeders with pumping rates in excess of 3L per h, and many contain extensive symbiotic microbial populations that have important roles in biogeochemical cycling (e.g., nitrification processes). Research by PIs Slattery and Gochfeld has demonstrated significant clarification of particulate organic carbon (POC) and microbial metabolism of dangerous nitrogen species into biologically-useful nitrogen. Moreover, we can seed sponges with specific microbes that are known to clear PAHs and other toxic metabolites. We will position sufficient biological filters (i.e., cinder-blocks w/ sponges) to clear the water near habitats of interest, and through resources in UMâ€™s Environmental Toxicology Research Program [ETRP], we will monitor changes in the water quality post-deployment. The data will be analyzed using appropriate time series statistics, as well as community profiling tools, and a final report will be provided to the appropriate resource managers to encourage and inform improvements in water quality remediation and habitat restoration, while outreach lectures will be provided to convey the results of the study and the implications for the regional stakeholders. The budget provided represents the aforementioned remediation for a single site only. This project can stand alone based on the efforts of a UM field collection team, as well as the laboratory efforts of the UM ETRP. However, value added mapping and/or tissue analyses options would be beneficial (see Restore Projects headed by Easson, Dierks, and Slattery, respectively). University of Mississippi: Marc Slattery, Deborah Gochfeld, John Rimoldi, & Kristine Willett		Yes	30	No	No	Yes	No	Yes	No	Yes		$ 311,763.00	$ -	
	Infrastructure	2169	11/7/2014	Gulf of Mexico Health Assessment: Instrumentation for Environmental Monitoring	Marine coastal communities of the Gulf of Mexico, and the Mississippi Sound, represent important commercial fishery grounds, as well as habitats that support threatened species and provide essential coastal protection and recreation opportunities. Recent natural and anthropogenic stressors (including multiple Category 3+ hurricanes, as well as the Deep Horizon oil spill) to the GoM have resulted in significant damage and loss of these critical ecosystems and the species they support. Thus, the management of these important ecosystems along the Mississippi coastline is crucial for residents and stakeholders. This requires cutting edge monitoring strategies that focus on measuring the concentrations of contaminants: 1) in local seawater and sediment, and 2) in species tissues. We propose to acquire two incredibly powerful monitoring instruments to enhance the existing University of Mississippi Environmental Toxicology Research Program [ETRP] resources. Specifically, we will upgrade our existing Gas Chromatography/Mass Spectrometer (GC/MS) to address contaminant concentrations in seawater and sediment at resolutions that are approximately an order of magnitude more sensitive than our current instrument. Likewise, we will also upgrade the ETRP Synapt proteomics mass spectrometer workstation to include a MALDI TOF interface to measure contaminants in tissues of affected species. While our current resources enable us to perform the studies proposed in other RESTORE proposals (PI: Slattery), these upgrades will provide state-of-the-art instrumentation for UM ETRP researchers, and will provide Mississippi resource managers access to sophisticated monitoring approaches that focus on the fate and transport of contaminants in the environment, as well as the stress responses of affected species in their entirety (i.e., the proteome). University of Mississippi: Marc Slattery, Deborah Gochfeld, John Rimoldi, & Kristine Willett		Yes	100	No	Yes	Yes	No	No	Yes	Yes		$ 400,000.00	$ -	
	Infrastructure	2176	11/11/2014	An Economic Impact Time-Series Model of the Wild Shrimp Fishery in Coastal Mississippi	Brief Title: An Economic Impact Time-Series Model of the Wild Shrimp Fishery in Coastal Mississippi Point of Contact, email and Phone #: Dr. Elizabeth LaFleur, Beth.LaFleur@usm.edu, 228.214.3438 and Dr. Gregory Bradley, Gregory.Bradley@usm.edu, 228.214.5402 Type of project: ____Infrastructure ____ Educational program __x__ Research program ____Workforce development _x__Economic development ____ Eco-Restoration __x__ Seafood ____ Other (Name): Brief description of activities: A series of man-made and natural disasters have impacted the wild shrimp fishery in coastal Mississippi, beginning with the impact of Hurricane Katrina and continuing through the disaster recovery processes associated with the Mississippi River flooding and opening of the Bonnet Carre spillway and the Deepwater Horizon Spill. The wild shrimp fishery is important to the history, culture and economy of Coastal Mississippi. The research project would estimate the economic impact of the fishery over a 20- year period, as data become available. Economic impact analysis will begin with the 2003 harvest and continue through 2023. The 2003 and 2004 years will provide important â€œpre-disaster benchmarksâ€ Monitoring and estimating the economic impact of this fishery (both on the coastal counties and the state of Mississippi) will add to the body of knowledge on the financial contribution of the fishery to these economies. Using established and conventional modeling software, a customized economic impact model will be built and maintained for the lower six counties in Mississippi to support the research agenda. Among the outcomes will include changes in economic growth due to the industry, and related changes in jobs and income. The College of Business will supply the business analytics to support the efforts of GCRL regarding the recovery and restoration of this fishery. Notably, this series of models will serve as a prelude to the development of an economic impact forecasting model based on expected commercial yield and other outcomes. Location (City, County): Long Beach, Harrison County Infrastructure cost (# years): $100,000 (1 year) Annual Operation & Maintenance Cost (# years): $ 50,000/year for 10 years How will this leverage with other RESTORE priority areas or non-RESTORE funds? The research project will leverage the RESTORE priority area of seafood, specifically the call for â€œeconomic impacts from commercial and recreational fishing along the Gulf watersâ€ listed as one of â€œthe main areas the seafood industry is focused onâ€ (GoCoast 2020 Final Report, January, 2013, p. 25). The research will also leverage the scientific inquiries to support, restore and grow the commercial fisheries projects proposed for RESTORE funding by the Gulf Coast Research Laboratory.	Harrison	Yes	16.7	Yes	Yes	Yes	No	No	Yes	No		$ 600,000.00	$ -	
	Infrastructure	2177	11/11/2014	An Economic Impact Time-Series Model of the Wild Crab Fishery in Coastal Mississippi	Brief Title: An Economic Impact Time-Series Model of the Wild Crab Fishery in Coastal Mississippi Point of Contact, email and Phone #: Dr. Elizabeth LaFleur, Beth.LaFleur@usm.edu, 228.214.3438 and Dr. Gregory Bradley, Gregory.Bradley@usm.edu, 228.214.5402 Type of project: ____Infrastructure ____ Educational program __x__ Research program ____Workforce development _x__Economic development ____ Eco-Restoration __x__ Seafood ____ Other (Name): Brief description of activities: A series of man-made and natural disasters have impacted the wild crab fishery in coastal Mississippi, beginning with the impact of Hurricane Katrina and continuing through the disaster recovery processes associated with the Mississippi River flooding and opening of the Bonnet Carre spillway and the Deepwater Horizon Spill. The wild crab fishery is important to the history, culture and economy of Coastal Mississippi. The research project would estimate the economic impact of the fishery over a 20-year period, as data become available. Economic impact analysis will begin with the 2003 harvest and continue through 2023. The 2003 and 2004 years will provide important â€œpre-disaster benchmarksâ€ Monitoring and estimating the economic impact of this fishery (both on the coastal counties and the state of Mississippi) will add to the body of knowledge on the financial contribution of the fishery to these economies. Using established and conventional modeling software, a customized economic impact model will be built and maintained for the lower six counties in Mississippi to support the research agenda. Among the outcomes will include changes in economic growth due to the industry, and related changes in jobs and income. The College of Business will supply the business analytics to support the efforts of GCRL regarding the recovery and restoration of this fishery. Notably, this series of models will serve as a prelude to the development of an economic impact forecasting model based on expected commercial yield and other outcomes. Location (City, County): Long Beach, Harrison County Infrastructure cost (# years): $100,000 (1 year) Annual Operation & Maintenance Cost (# years): $ 50,000/year for 10 years How will this leverage with other RESTORE priority areas or non-RESTORE funds? The research project will leverage the RESTORE priority area of seafood, specifically the call for â€œeconomic impacts from commercial and recreational fishing along the Gulf watersâ€ listed as one of â€œthe main areas the seafood industry is focused onâ€ (GoCoast 2020 Final Report, January, 2013, p. 25). The research will also leverage the scientific inquiries to support, restore and grow the commercial fisheries projects proposed for RESTORE funding by the Gulf Coast Research Laboratory.	Harrison	Yes	16.7	Yes	Yes	Yes	No	No	Yes	No		$ 600,000.00	$ -	

	Infrastructure	2178	11/11/2014	An Economic Impact Time-Series Model of the Oyster Fishery in Coastal Mississippi	Brief Title: An Economic Impact Time-Series Model of the Oyster Fishery in Coastal Mississippi Point of Contact, email and Phone #: Dr. Elizabeth LaFleur, Beth.LaFleur@usm.edu, 228.214.3438 and Dr. Gregory Bradley, Gregory.Bradley@usm.edu, 228.214.5402 Type of project: ____Infrastructure ____ Educational program __x__ Research program ____Workforce development _x__Economic development ____ Eco-Restoration __x__ Seafood ____ Other (Name): Brief description of activities: A series of man-made and natural disasters have impacted the wild oyster fishery in coastal Mississippi, beginning with the impact of Hurricane Katrina and continuing through the disaster recovery processes associated with the Mississippi River flooding and opening of the Bonnet Carre spillway and the Deepwater Horizon Spill. The oyster fishery is important to the history, culture and economy of Coastal Mississippi. The research project would estimate the economic impact of the fishery over a 20-year period, as data become available. Economic impact analysis will begin with the 2003 harvest and continue through 2023. The 2003 and 2004 years will provide important â€œpre-disaster benchmarksâ€ Monitoring and estimating the economic impact of this fishery (both on the coastal counties and the state of Mississippi) will add to the body of knowledge on the financial contribution of the fishery to these economies. Using established and conventional modeling software, a customized economic impact model will be built and maintained for the lower six counties in Mississippi to support the research agenda. Among the outcomes will include changes in economic growth due to the industry, and related changes in jobs and income. The College of Business will supply the business analytics to support the efforts of GCRL regarding the recovery and restoration of this fishery. Notably, this series of models will serve as a prelude to the development of an economic impact forecasting model based on expected commercial yield and other outcomes. Location (City, County): Long Beach, Harrison County Infrastructure cost (# years): $100,000 (1 year) Annual Operation & Maintenance Cost (# years): $ 50,000/year for 10 years How will this leverage with other RESTORE priority areas or non-RESTORE funds? The research project will leverage the RESTORE priority area of seafood, specifically the call for â€œeconomic impacts from commercial and recreational fishing along the Gulf watersâ€ listed as one of â€œthe main areas the seafood industry is focused onâ€ (GoCoast 2020 Final Report, January, 2013, p. 25). The research will also leverage the scientific inquiries to support, restore and grow the commercial fisheries projects proposed for RESTORE funding by the Gulf Coast Research Laboratory.	Harrison	Yes	16.7	Yes	Yes	Yes	No	No	Yes	No		$ 600,000.00	$ -	
	Infrastructure	2183	11/11/2014	RETINA: A K-6 STEM (Science, Technology, Engineering, and Mathematics) Program for Mississippi	Restoration and monitoring projects in Mississippi Sound require STEM (Science, Technology, Engineering, and Mathematics)-trained personnel and a community that appreciates the benefits of a healthy ecosystem; however, there is a deficiency in both that could stunt the growth, continuity and quality of proposed restoration projects. To address these deficiencies and to position Mississippi for the future we need to develop a childâ€™s capacity to develop theory-based learning, which is inherent and can be fostered by promoting curiosity and by exposing them to a spectrum of experiences. Such experiences play a vital role in achieving proficiency in science understanding, but unfortunately, a myriad of budgetary and socioeconomic reasons limits opportunities for youth, leaving many economically disadvantaged students trailing in STEM fields (NRC, 2007). To meet these challenges The RETINA Program provides schools with a cost-effective and administratively beneficial way to broaden the scope of student exposure through its STEM curriculum. The RETINA Program is a 50-minute per day program that lasts 5 days. The Program blends formal classroom instructional activities with hands-on, skill development in a team-based setting conducted by the teacher and guided by national science standards that are set for each grade (e.g., ecology and water quality). There are four different activities per grade that are presented during the first four days. Activities are chosen with the intention of integrating technology under the umbrella of a scientific process and are designed to provide consistency and a continuum of difficulty among the grades. The program focuses on interactive participation in the design and development of simple robotic and sensor systems, providing a range of challenges to engage all students through project-based learning and provide a medium for communicating interest, experience, and challenges on the fifth and final day of the program. The RETINA program has been designed, modified, and tested in several diverse schools in California and Vermont. It is now posed to expand. Because RETINAâ€™s hands-on activities require (1) components that may be prohibitively expensive in todayâ€™s educational fiscal climate, (2) secure storage space, and (3) technology-savvy individuals to maintain systems, the RETINA Program is designed as a traveling program that gives many students access to the same resources. We propose to (1) supply two towed cargo vans with all of the materials necessary for teachers to conduct the educational modules, (2) provide educators with program materials (lesson plan, PowerPoint presentations, homework, instructional videos, and images) and STEM professional development sessions, (3) introduce the RETINA Program within school systems to engage students, and (4) organize a community service organization to provide technical and logistical support to maintain and refurbish modules and to transport cargo vans from school to school. Each van will be loaded with modules to accommodate 5 different classrooms per grade for each of the K-6 grades at a particular school. Given a week-long program, one cargo van can reach ~20 different schools per year (10,000 students). With the two vans proposed herein the cost per student reached per year is <$1, based on an initial cost of $570K (2-yr award). Future costs to maintain and transport systems can be as low as ~$10K for each cargo van per year (<$0.05 per student) and supported by a community organization. Additional vans and professional development can be added to reach each of the 447 elementary schools in Mississippi.	Pearl River,Washington,Hancock,Stone,St Tammany,Mobile,Jackson,Forrest,Perry,Harrison,George	Yes	20	Yes	Yes	No	No	No	Yes	Yes		$ 570,000.00	$ -	STEM Curriculum
	Infrastructure	2188	11/11/2014	Sub-bottom profile, sediment characteristics, and mapping of the shallow (<3m) water portion of Mississippi Sound aided though the use of autonomous surface boats	Critical to all four of the proposals that will be submitted by Mississippi to RESTORE is the need to know the water depth (bathymetry) and subsurface composition in Mississippi Sound (e.g., mud, sand, hard substrate). More than half of Mississippi Sound is <3m deep, restricting navigation to small, low draft vessels and severely limiting the swath width of multi-beam sonars that are typically used to map the seafloor. Even shallower are the many sites that harbor eel-grass, submerged aquatic plants, and future sites for restoration projects. While airplane-based LiDAR has been used to map shallow coastal zones, this technology is limited when waters are not clear, is expensive to conduct, and does not provide a context for subsurface type and structure. We propose a solution to this problem that affords an expansive mapping program for these shallow water areas with the resolution necessary to track temporal changes in seafloor relief and to discern substrate structure and type. To compete such operations we propose to use a fleet of autonomous instrumented (e.g., single beam sonar, navigation and communication hardware) surface boats (kayaks) that is responsive to a manned boat (e.g., Boston Whaler) with a multi-beam system and a sub-bottom chirp sonar. This automation exists (e.g., Mahacek et al., 2009; Kitts and Mas, 2009) and has been expanded upon for gradient following (e.g., Adamek et al., 2013). Multi-robot systems offer many advantages over a single system, including redundancy, coverage and flexibility. One of the key technical considerations is coordinating individual units. We have designed and fabricated a new low-cost autonomous surface vessel (ASV) that is capable of autonomous navigation using the cluster space control technique. These ASVs are monitored by a centralized controller, implemented via a sea-based computer that wirelessly receives ASV data and relays drive commands that are monitored by humans. Humans can intervene to adjust spacing based on visual cues and bathymetric data that are relayed from the ASVs. Thus, our cluster space control approach allows one to get the best quality data in an unknown/varying seafloor terrain. Furthermore, the manned presence provides a measure of quality control for the multi-beam system and chirp sub-bottom sonar on the command vessel. We propose to fabricate 8 autonomous systems boats that will respond to a master computer on a command ship. Specifically we will use a Boston Whaler with pole mounted multi-beam and sub-bottom profiler sonars to tow the fleet of ASVs to the sites of interest. There the ASVs will be initiated and follow in formation behind the command boat. We will use Mokai â€œjet-poweredâ€ kayaks at a speed of 5 knots (they can do 20 knots for 8-10 hours) and lease a Boston Whaler for the command vessel. With side-by-side ASV operation with 10 meter spacing and at 10 knots, we will be able to cover 1.5 km2/hr or 14 km2/day (3,300 acres). This will provide a bathymetric map with centimeter resolution, characterize sediment type, and provide an indication of subsurface stratigraphy. Each kayak will cost ~$19K to purchase, instrument, and integrate with the aid of a graduate student, engineering technical support, and a small operational team. These kayaks will be integrated into the command structure during Year 1. For Year 2 we propose 20 days of operation in Mississippi Sound to cover (~75,000 acres or 117 square miles). The total cost of the preparing the vehicles in Year 1 and operating them in the field for 20 days in Year 2 is $650K, but will provide 117 square miles of data in a GIS format that can be revisited yearly at a much reduced cost to monitor changes in bedform to establish depositional and erosional rates within Mississippi Sound. Kitts, Christopher A., and Ignacio Mas. "Cluster space specification and control of mobile multirobot systems." Mechatronics, IEEE/ASME Transactions on 14.2 (2009): 207-218.	Jackson,Harrison	Yes	20	No	Yes	Yes	No	Yes	Yes	Yes		$ 650,000.00	$ -	Equipment development and purchase
	Infrastructure	2189	11/12/2014	Development of a Statewide Engineering Innovation Program for Marine Science Applications in Support of Mississippi Sound Restoration Projects	The National Oceanic and Atmospheric Administration highlights the importance of the marine sector â€œOne of every six jobs in the United States is marine-related and over one-third of the U.S. Gross National Product originates in coastal areasâ€ However, the number of trained engineers from institutions of higher learning that have a understanding of the challenges associated with working within the marine sector are insufficient and donâ€™t meet community needs. For example, remotely operated vehicles (ROV) in 2015 are anticipated to have net revenues of $4B with an order of magnitude more spent on operations. Similarly, investment in AUVs is advancing with a projected increase in more than a thousand AUVs ($2.3B) by 2019 and the growth of sensors and navigational equipment doubled in the 2010-2011 period alone (Lee et al. 2012). We propose to make an investment in the education of engineers at the college level within the state of Mississippi, by exposing students to challenging engineering applications in the marine world, thereby opening the door to a plethora of potential careers. To accomplish this feat we will team up with Dr. Chris Kitts, Associate Dean of Research and Faculty Development, School of Engineering, Santa Clara University, who is funding by the Kern Family Foundation to develop a multi-institutional, cooperative, engineering program in which teams of students engineers and mentors design and fabricate instruments, platforms, and/or sensors. These products are integrated among the various university-based teams to complete a specified task that accomplishes a scientific goal. This successful and long-standing program incorporates a dozen universities in the Midwest, where the Kern Family Foundation wants to make a difference. Building upon this successful program, we propose to a similar program within the state of Mississippi to integrate each of the schools of higher learning with an engineering program. The National Institute for Undersea Science and Technology (NISUT), which is a partnership between the University of Mississippi and the University of Southern Mississippi, will take the lead in designing criteria for different sensors, vehicles, or platforms that will be developed at each of the participating universities. Student teams will design, fabricate and test their system in context of design criteria. This work will culminate with the teams meeting at the Gulf Coast Research Laboratory in Ocean Springs, MS. Each team will then participate in the mission to collect data for restoration projects. The cost for this program is $160K per year with half of the funds being spent on materials/travel/sensors for engineering teams and the remainder for coordination and science outcomes. Potential Year 1 projects could include, for example, the development of autonomous surface vessels for water collection, preservation, and sensing â€“ the initial project will depend on the amount of money available and current restoration projects.	Hancock,Jackson	Yes		Yes	Yes	No	No	No	Yes	Yes		$ 160,000.00	$ -	Curriculum development

	Infrastructure	2190	11/12/2014	Purchase and Sea Trials of a 4000-m Capable Remotely Operated Vehicle for Marine Science Discovery and Experimentation	The National Oceanic and Atmospheric Administration highlights the importance of the marine sector â€œOne of every six jobs in the United States is marine-related and over one-third of the U.S. Gross National Product originates in coastal areasâ€ An example of the growth in the marine sector is the expectation that remotely operated vehicles (ROV) in 2015 are anticipated to have net revenues of $4B with an order of magnitude more spent on operations. Similarly, investment in AUVs is advancing with a projected increase in more than a thousand AUVs ($2.3B) by 2019 and the growth of sensors and navigational equipment doubled in the 2010-2011 period alone (Lee et al. 2012). However, no deep-water ROV systems for marine science are based in the state of Mississippi or in any of the five states that border the Gulf of Mexico. We propose to make an investment in the infrastructure of Mississippi Marine Technologies though the purchase and sea trials of a 4000-m capable remotely operated vehicle (ROV). The National Institute for Undersea Science and Technology (NISUT), which is a partnership between the University of Mississippi and the University of Southern Mississippi, will take the lead in designing criteria for an ROV that will be suitable for scientific operations within the Gulf. Upon delivery of the ROV, the NIUST team will subject the ROV to sea trials and design and fabricate the various tools that will be needed for scientific discovery and experimentation. The cost for such a vehicle would include a tether, winch, and tether management system, control van, and supply van. The vehicle would have 2 seven-function manipulators. The cost for this the design, purchase, and sea trials is ~$5M and would take 3-4 years to complete the final integration of systems for ocean operations.		Yes	100	Yes	Yes	Yes	No	No	Yes	Yes		$ 5,000,000.00	$ -	Equipment development and purchase
	Infrastructure	2194	11/13/2014	North Harrison County Industrial Complex	The Harrison County Development Commission is requesting $4 million to assist with development costs associated with the North Harrison County Industrial Complex. The 623-acre site is located to the west of the U.S. 49 corridor linking Gulfport and Hattiesburg. To date approximately $11 million has been invested in the property to increase the number of developable acres under the management of the Harrison County Development Commission (HCDC). While the site is nearing completion additional work is needed. To make the site more marketable for large scale development an additional road is required, water and sewer must be extended to individual lots and surrounding wetlands must be mitigated.	Harrison	Yes	100	Yes	No	No	No	No	Yes	No	Land Mitigation	$ 4,000,000.00	$ -	
	Infrastructure	2196	11/13/2014	Industrial Seaway Stabilization	The Harrison County Development Commission (HCDC) is requesting $7 million to fund the stabilization of the banks along the Bernard Bayou Industrial Seaway. The Industrial Seaway is 13 miles long with a width of 150 feet and a depth of 12 feet providing direct access to a navigable waterway for tenants of the Bernard Bayou Industrial District. Harrison Countyâ€™s shipbuilding industry, which employees 1,003â€™s of workers is located on the Seaway and utilizes this waterway to market the ships and barges built on adjoining land. In addition, decades of wave action, tidal currents and barge traffic have eroded the banks along the Industrial Seaway and must be stabilized to prevent the need for constant dredging of the seaway. As the Industrial Seaway is one of the few sheltered waterways in the region, it also serves as a refuge for boat owners and would provide much needed mooring sites during tropical storms.	Harrison	Yes	100	Yes	No	No	No	No	No	No		$ 7,000,000.00	$ -	
	Infrastructure	2197	11/13/2014	The impact of Louisiana restoration projects on the Mississippi Sound, and Estuary	Coastal Louisiana has experienced substantial wetland loss since the construction of Mississippi River levees in the late 1800s. This land loss is largely a result of marsh edge erosion and submergence of interior wetlands, combined with smaller contributions from direct land removal for canals, construction purposes, etc. One cause is the elimination of spring over-bank flooding which delivers sediment to the marshes. Other factors include: 1) a reduced sediment load in the Mississippi River; 2) landscape and hydrology alternations from man-made canals; 3) a high rate of regional subsidence due to sediment compaction, tectonic subsidence, subsurface withdrawal associated with oil/gas/groundwater extraction, and eustatic sea level rise; 4) wave and tidal erosion, which accelerate in importance as water bodies become larger; and 5) tropical cyclone events. In response, Louisiana has developed a 50-year Master Plan which includes a mix of sediment diversions to build new deltas, removing existing barriers on Mississippi River tributaries such as the Bayou Lamoque floodgate, sediment piping and dredging to recreate marshland, and levees/floodgates to protect urban areas from storm surge. This Master Plan will be funded through a variety of sources, including different Restore Act avenues. However, the impact on Mississippi has generally not been considered. We propose a monitoring and surge modeling program to assess these impacts. Freshwater flow from diversions could affect Mississippi's seafood industry and also alter the Mississippi Sound ecosystem. The high-nutrient content of Mississippi River water is known to create hypoxic zones in the Gulf of Mexico. In addition, these nutrients may also be impacting wetland root systems in organic soils, making them vulnerable to storm surge as suggested by the high-erosion rate near the Caernarvon diversion. Deliverables include: 1) salinity and water quality monitoring with weekly boating surveys; 2) ocean modeling sensitivity studies of diversion outflows and floodgate removals; 3) sensitivity modeling studies of storm surge from floodgates in the Rigolets and Chef Pass on Mississippi, which is part of the Master Plan.	Hancock,St Tammany,Mobile ,Jackson,Harrison	Yes		No	No	Yes	No	Yes	No	Yes		$ 500,000.00	$ 500,000.00	
	Infrastructure	2198	11/13/2014	West Harrison County Business Incubator	The Harrison County Development Commission (HCDC) is requesting $700,000 to construct a Small Business Incubator to be located in the Long Beach Industrial Park. This new facility would be operated in conjunction with The Innovation Center located in Biloxi. Since 1990, the Innovation Center has encouraged the development of small start-up businesses by offering entrepreneurs lower operating costs and the training needed to successfully interact in the business world. The current facility has been operating at ninety-five percent for the past three years highlighting the need for an additional facility.	Harrison	Yes	100	Yes	No	No	Yes	No	Yes	No		$ 700,000.00	$ 80,000.00	
	Infrastructure	2199	11/13/2014	BBID Bulkhead	Project Description The Harrison County Development Commission (HCDC) will construct a 950â€™ bulkhead and dock facility in the Bernard Bayou Industrial District (BBID) for companies requiring access to the BBID Industrial Seaway. The BBID is the largest industrial park in Harrison County serving over 200 companies that employ 3,000 people. The bulkhead will offer docking facilities for marine activities including boat building and repair, marine construction and other companies traversing the Intracoastal Canal and the deep waters of the northern Gulf of Mexico. Purpose of Grant Funding Continued development and economic growth of the BBID is a high priority to the Commissioners of the HCDC. The purpose of the project is to prepare a shovel ready site offering immediate access to the BBID Seaway. The 34 acre site will allow the HCDC to successfully recruit new capital investment and jobs to Harrison County. It will increase the multimodal activity for companies requiring motor freight transportation and traffic on the intracoastal and inland waterways. Marine related support services such as machine shops, construction material suppliers and equipment maintenance mechanics will directly benefit from new marine related development on the Seaway. Project Benefits -Increased capital investment in real and personal property -Higher paying jobs requiring higher skill sets -Project ready site providing immediate access to the Seaway -Site is located in a fully developed Industrial Park providing all necessary infrastructure -Provides further stabilization of the bank adjacent to Gulf Ship - one of Harrison Countyâ€™s largest employers Project Cost -$4,100,000 to include: bulkhead, dredging, site preparation, fill, engineering -Requested Amount for Grant Funding: $4,100,000 Project Support	Harrison	Yes	100	Yes	No	No	No	No	Yes	No		$ 2,000,000.00	$ -	
	Infrastructure	2202	11/13/2014	Bayou Bernard Utility Infrastructure Upgrade	The Harrison County Development Commission (HCDC) is requesting $2 million to fund the upgrade of water and sewer infrastructure within the Bernard Bayou Industrial District (BBID). Utility infrastructure located within the park is approximately 40 years old and in time will require more frequent and increasingly expensive repair. These systems provide low cost utility service that gives Harrison County a competitive advantage when recruiting a new industry or assisting and existing industry with an expansion. To have to borrow the funds for upgrading would cause HCDC to increase costs to our companies and have a negative effect on development.	Harrison	Yes	100	Yes	No	No	No	No	No	No		$ 2,000,000.00	$ -	
	Infrastructure	2206	11/13/2014	Beatline Road Widening and Expansion	The Harrison County Development Commission (HCDC) is requesting $20 million to fund the widening and extension of Beatline Road in the City of Long Beach from two lanes to three lanes. Beatline Road presently runs from the CSX Rail Line north to Interstate 10 and services the Long Beach Industrial Park, as well as, being the primary evacuation route for residents in west Harrison County. After construction, Beatline Road will extend to U.S. Highway 90, which will allow for the movement of vehicles from the beach to Interstate 10. In its current condition Beatline Road hinders the ability of HCDC to adequately market the Long Beach Industrial Park to prospects requiring the movement of large trucks from the industrial park to Interstate 10.	Harrison	Yes	100	Yes	No	No	No	No	Yes	No		$ 20,000,000.00	$ -	
	Infrastructure	2207	11/13/2014	Bernard Bayou Island Restoration and Protection	The Harrison County Development Commission (HCDC) is requesting $1.1 million to fund the stabilization of the eroding shoreline of the Bernard Bayou Island and restore the eroded shoreline, marsh and associated wetlands habitat. Bernard Bayou Island was created by the erosion of a small strip of land which previously connected it to a larger body of land to the east. Since the construction of the Industrial Seaway in the 1960â€™s this strip of land has slowly eroded due to wave action created by vessel traffic along the seaway and should be restored to its original footprint. Restoration of the island will involve the construction of riprap sills located in the northern bend of Brickyard Bayou and along the north side of the island (south bank of Industrial Seaway); filling previously eroded areas with beneficial use dredged material (between riprap sills); and planting of marsh vegetation on restored (filled) area.	Harrison	Yes	100	No	No	No	No	No	No	Yes		$ 1,100,000.00	$ -	
	Infrastructure	3213	11/14/2014	University and College Volunteers for Restoration Projects	Community Collaborations International will deploy teams of university and college volunteers from around the country to participate in a week of service devoted to giving a boost of youthful energy to community based organizations supporting children, families, and the environment on the Gulf Coast. Community Collaborations International began working in the Gulf Coast ten years ago recruiting and organizing teams of college volunteers to assist with Hurricane Katrina recovery efforts. Since then, we have returned every year building relationships and a continuum of sustained impact in the region. Volunteer teams will coordinate their efforts with organizations such as the South Mississippi Land Trust, Audubon Society, Horticulture for Humanity, Gautier Parks and Recreation Department, Mississippi Department of Marine Resources, Boys and Girls Clubs of the Gulf Coast, Gulf Islands National Seashore, Renew our Rivers, and many more. Based on prior year results, we expect 30 universities and colleges to participate resulting in between 400 and 600 volunteers primarily during the month of March. 400 volunteers each committing to a full week of service results in over 12,000 hours of much needed support for community organizations! These students have made a commitment to spend their spring break week focused on meeting the needs of Gulf Coast communitiesâ€¦they work hard and get the job done.	Harrison	Yes		Yes	Yes	Yes	No	Yes	Yes	Yes		$ 410,000.00	$ 360,000.00	

	Infrastructure	3214	11/14/2014	St. Louis Bay and Tributaries, MS Comprehensive Restoration Program: Phase I	The Deepwater Horizon oil spill caused direct and significant harm to Mississippiâ€™s St. Louis Bay and the Mississippi Sound. St. Louis Bay and its tributaries offer an ideal ecosystem for a water quality and quantity restoration program to demonstrate a comprehensive, integrated approach to holistic restoration which could be transferrable Gulf-wide. Water quality assessments and monitoring provide a foundation for programmatic, science-based decision-making to coordinate, expand and integrate many ad hoc projects proposed by local stakeholders, or from various comprehensive plans. This effort will aggressively identify, engage and include local governmental, non-governmental and private stakeholders in a transparent process to identify, prioritize, permit and implement priority water quality and quantity projects while building new partnerships to leverage technical and financial resources during implementation and for long-term operation and maintenance. This program proposes a new collaboration between Mississippi State University (MSU), the U.S. Department of Agricultureâ€™s Natural Resources Conservation Service (NRCS), Jackson State University (JSU) and the Pickering Firm, Inc. (PFI) to address the Gulf Councils water quality and water resources goals and objectives. MSU and PFI have a longstanding Memorandum of Understanding which has been used repeatedly on complex projects that integrate research and implementation. The Gulf Councilâ€™s five restoration goals are; 1) coastal, estuarine and marine habitats, 2) fresh, estuarine and marine water quality, 3) living coastal and marine resources, 4) enhance community resilience and 5) a restored and revitalized Gulf economy. Seven objectives support these goals; 1) restore, enhance and protect habitats, 2) restore, enhance and protect water resources, 3) protect and restore living coastal and marine resources, 4) restore and enhance natural processes and shorelines, 5) promote community resilience, 6) promote natural resource stewardship and environmental education, and 7) improve science-based decision-making. JSU, PFI, and NRCS provide MSU with the depth and breadth of technical and professional expertise to support this program. The programâ€™s geographic location and size encompassing the St. Louis Bay and tributaries was selected to meet the Councilâ€™s four priority criteria. Specifically, this holistic approach is easily scalable to address all the Councilâ€™s goals and objectives and transferable to be replicated throughout the Gulf region and; ï¾Will significantly and measurably contribute to restoring and protecting the Gulf Coast Regionâ€™s natural resources, ecosystems, fisheries, marine and wildlife by concentrating and coordinating individual projects; ï¾Is large enough to substantially contribute to restoring and protecting the Gulf Coast ecosystemâ€™s natural resources, ecosystems, fisheries, marine and wildlife habitats, beaches, and coastal wetlands yet small enough quantity specific improvements; ï¾Covers the St. Louis Bay and tributaries which Mississippiâ€™s GoCoast 2020 (2013) identified as a Coastal Bay and River Delta project site and also integrate and coordinate myriad projects from other federal or Mississippi agency plans; and ï¾Provides a forum for local government and stakeholder participation and a mechanism to leverage their resources to restore the long-term resiliency of an area and resources physically impacted by the Deepwater Horizon oil spill (e.g., providing up-front cost share and long-term operation and maintenance for specific projects). MSU would implement and manage this program in partnership with JSU, NRCS and PFI. This approach ensures the application of science-based decision-making, strong community engagement and education expertise. The process is patterned after tested and proven watershed management approaches and would start with extensive outreach and local engagement to create and organize a St.	Hancock,Stone,Pearl River,Forrest,Harrison	Yes		20	Yes	Yes	Yes	No	Yes	No	Yes		$ 14,968,000.00	$ -	
	Infrastructure	3222	11/15/2014	Gulf-wide Bird Monitoring Program	Birds are a conspicuous and remarkable natural resource of the Gulf of Mexico, where they within a diverse array of habitats across the region. Hundreds of species and millions of individual birds are supported by habitats in and around the Gulf. Unfortunately, these coastal habitats are increasingly stressed by a variety of human demands that are often at odds with the value of these habitats as breeding, nesting, feeding and resting areas for birds. Anthropogenic stressors along with more natural disturbances can reduce the quantity and quality of habitats in sensitive coastal ecosystems. Regrettably, the conservation community continues to struggle to design and implement a large-scale, coordinated bird monitoring strategy to inform and facilitate integrated restoration and management of the Gulf of Mexico ecosystem. Mississippi State University and the U.S. Fish and Wildlife Service, in cooperation with a group of partners, have been working to develop a structured framework to identify bird monitoring objectives and priorities. This proposed effort seeks to advance an avian monitoring program by developing and communicating objectives and priorities to facilitate the design and implementation of surveys to maximize learning and improve the efficacy of restoration and management activities.	Hancock,St Tammany,Mobile,Jackson,Harrison,George	Yes			No	Yes	No	No	Yes	No	Yes		$ 21,400,000.00	$ 50,000.00	
	Infrastructure	3223	11/15/2014	Understanding the Economic Linkages Between Coastal Restoration and Community Recovery from Damages Associated with the Deepwater Horizon Oil Spill	Background The Mississippi State University Center for Urban Rural Interface Studies (CURIS), holds a mission to provide a clearinghouse of information regarding community socio-economic profiles, changes in land use, community resiliency, economic and disaster preparedness, and economic impacts of natural and technological disasters. Founded in 2005 just prior to Hurricane Katrina, CURIS was funded by the U.S. Department of Commerce through a project titled â€œMitigating Coastal Development Impacts in Rural Communities in the Northern Gulf of Mexico Region: Establishing the Center for Excellence in Coastal Resource Management.â€? The Deepwater Horizon oil spill disrupted the Gulfâ€™s economy, damaged fisheries and critical habitats. In order to understand the magnitude of the Economic Impacts of Deepwater Horizon Oil Spill to the different economic sectors affected, multi-year baseline economic information about each sector was compiled from various secondary sources. Response to disaster fails for a number of reasons including lack of communication between adjacent communities, community officials, state, local and federal officials, relief organizations, and the public. Additionally, prior planning was inadequate. Research that helps communities integrate and strengthen responses will result in better preparation for both predicted and unforeseen disasters and provide necessary short-term responses for those events. In addition to continuing the regional work of the Center, we also propose to strengthen its programming by developing a tool to aid communities in planning for and responding to disasters, regardless of origin. The strategy will be called COAST Growth (Coordinated Organizational Assessment of Strategic Technology). We propose to use a Systems Analysis approach borrowed from engineering to examine how communities on the Mississippi Gulf Coast responded to Hurricane Katrina as a unit. Common processes or redundancies would be determined, and ways to integrate and strengthen processes would be developed. This data could then be used to develop a coordinated approach for other closely associated communities to use for disaster response. This could be used as a community planning, training and response tool. ï‚· Results from this initiative will reduce money spent by state and local governments for infrastructure related to closely associated communities by targeting commonalities that can be exploited and differences that require closer attention. It also has the potential to mitigate damages from future disasters, regardless of origin, by providing information to aid in all levels of preparedness and response. Project Proposal This proposal will involve the following components â€“ â€¢Research on the long-term economic impacts of the oil spill to coastal counties â€¢Research on economic recovery of the coastal counties â€¢Research on linkages between coastal restoration and economic recovery â€¢Community outreach involving the economic implications of coastal restoration projects	Hancock,Jackson,Pearl River,Forrest,Perry,George,Stone,St Tammany,Mobile,Washington	Yes			Yes	Yes	Yes	Yes	Yes	Yes	Yes	No		$ 467,187.00	$ -	
	Infrastructure	3224	11/15/2014	Development of MSLandPlan, a Forest Landowner Outreach and Engagement Effort to Conserve and Protect Private Lands and Waters in Mississippiâ€™s Lower 6 Counties	INTRODUCTION The lower 6 counties in Mississippi contain 1.7 million acres of forestland, and forestland is the major land use of this region. The major watersheds in this region include the Pearl River in the west, the Pascagoula River in the east, and a series of coastal rivers and streams in between. This region supports a number threatened and endangered species in both aquatic and terrestrial environments, including the gopher tortoise and the Gulf Sturgeon. Most of the forestland in this region is owned by individuals or families, with the vast majority of landowners owning less than 500 acres. There are, on average, about 1,500 unique forest landowners per county that own 10 or more acres of forestland. The National Woodland Owners Survey revealed, again, that most private landowners have multiple objectives for their forestland. Forests as a legacy for future generations, enjoyment of scenery, and land as an investment were the top three objectives of Mississippi landowners. Landowners with larger acreages had a much greater interest in timber income than those with smaller acreages. Private landowners are essentially small businesses, but only 10% of landowners have a written management plan that helps them identify and meet their objectives. Forest management plans also recommend strategies that protect soil, water, and other valuable resources. Managing forestland without a written plan is like taking a trip without a road map. This proposed effort will develop MSLandPlan, a robust but user-friendly management plan software template available for use on both computers and mobile devices. We will educate landowners on the importance of a good management plan, and develop a plan for them. Significantly increasing the number of landowners with written management plans will help them make correct decisions for their land, preserve and improve water quality, increase income from the property, and enhance their enjoyment of the land. A key element in the planning process is the use of Best Management Practices (BMPs) which focus on reducing soil erosion and sedimentation. The Mississippi State University Extension Service and the MSU Department of Forestry will lead this effort, but will involve other partners involved in water quality and land management in the development of MSLandPlan software. The partners include, but are not limited to, the Mississippi Forestry Commission and the Mississippi Department of Environmental Quality.	Harrison	Yes			Yes	Yes	No	Yes	No	No	Yes		$ 591,000.00	$ -	

	Infrastructure	3226	11/15/2014	Autonomous boat for routine monitoring of water quality (nutrients, trace metals, microbial communities and physical measurements) in Mississippi Sound	The goal of ecological restoration is to provide a productive and sustainable ecosystem that results in the increase in biodiversity and nutrient retention. In near shore marshes, plant diversity and species differences lead to carbon sequestration, changes in water quality and nutrient retention. However, such wetlands are generally either nitrogen or phosphorous limited and the availability of these essential nutrients affects plant community type and species richness. Therefore, an essential step in the restoration of Mississippi Sound is to understand the temporal aspect of water quality before and during restoration projects. Water quality indexes have been based on measurements of DIN, DIP, chlorophyll a, water clarity, and dissolved oxygen; however, because no DIP sensors are available such measurements are made on discrete samples and the availability of sending people to sea. As a result there are limited temporal observations especially on hourly to daily time-scales and when weather is bad. In contrast, studies of submersed aquatic vegetation (SAV) typically focus on off-the-shelf sensors (temperature, salinity, pH, DO, turbidity, light attenuation), but lack critical information about nutrient concentrations. In a separate propose we presented the idea of using continuous fluid samplers in fixed (Eulerian) locations to monitor water quality using a system that couples standard sensor measurements with OsmoSampler systems that are specifically designed to preserve fluids for nutrients, trace metals, and microbial community structure. This provides the ultimate record at fixed points. However, for some monitoring needs there is the desire for a larger spatial coverage (or Lagrangian distribution) and the need for larger volume samples for additional measurements. To meet this need we propose to develop an autonomous surface boat that is instrumented with physical and chemical sensors and capable of collecting up to 48 (500 ml) samples that can be preserved autonomously in the field. Such automation exists for science-based surface craft missions (e.g., Mahacek et al., 2009; Kitts and Mas, 2009) and is well suited for operation within the shallow, but busy waters of Mississippi Sound. The benefits of an autonomous boat are many. The boat can be (1) launched and programed by one person, who can monitor the boat locally, with others monitoring results using a web interface from their offices scattered about the state, (2) limits liability by taking the human out of the element while allowing the human to monitor obstacle avoidance sensors and other tracking and sensor systems. We have designed and fabricated a new low-cost autonomous surface vessel (ASV) that is capable of autonomous navigation, implemented via a sea-based computer that wirelessly receives ASV data and relays drive commands that are monitored by humans. Humans can intervene to adjust operational parameters Specifically, we will use a Mokai â€œjet-poweredâ€ kayaks with a cruising speed of 20 knots. This kayak will include navigation, communication, obstacle avoidance, physical and chemical sensor, and sampling systems. The science package will include a single beam sonar, CTD, multi-spectral fluorometer, nitrate analyzer, dissolved oxygen and pH sensors, turbidity, and fluid sampling systems. The fluid sample will be a â€œMcCleanâ€ style sampler that is capable of collecting 48 discrete samples that can be filtered in-line and immediately preserved if desired. A weekly mission will be undertaken. This mission will have a pre-programed path with location for discrete samples and appropriate fixing/filtering for individual samples. This affords a variety of samples to be collected for shore-based analyses; from nutrient to organic to trace metals to microbial community structure and function. Furthermore, the person on the beach or anyone monitoring the system can change the protocol in response to real-time physical and chemical sensor data. These people can change sampling protocol and deviate from the pre-programed plan in response to	Hancock,Jackson, Harrison	Yes	20	Yes	Yes	No	No	No	Yes	Yes		$ 530,000.00	$ -	Proposed Research Development
	Infrastructure	3231	11/16/2014	Regional Coastal Land Grant University and Extension Initiative: Disseminating RESTORE Council-facilitated Coastal Restoration and Protection Projects, Activities, Outputs and Outcomes through Annual State-wide Conferences, Gulf-wide Summits and Extension	Establishing a Regional Coastal Land Grant University Initiative: A Coordinated, Multi-state Approach to Integrated Engagement, Research, Technology Transfer, Education and Outreach. Objectives of this project concept are: 1. Establishing a structure and processes for regional collaboration among Gulf of Mexico land grant universities and their coastal Extension programs to foster a consistent Gulf-wide approach that leverages Extension activities and capabilities to support the engagement, technology transfer, education, outreach and extension priorities of the RESTORE Councilâ€™s Comprehensive Plan. 2. Disseminating RESTORE Council-facilitated coastal restoration and protection projects, activities, outputs, and outcomes though annual state-wide conferences, Gulf-wide summits, and Extension Land Grant Universities. Land Grant Universities (LGUs) are uniquely positioned to assist each coastal state in a variety of ways â€“ from conducting research ranging from basic discovery to on-the-ground applications of the science of soil conservation, water quality, habitat and ecosystem dynamics, human behavior, and other applications. LGUs in each coastal state have a wide range and depth of expertise in these areas, and are a highly trusted source of objective research-based information. Researchers, Extension specialists and educators put the science into practice by engaging and educating agricultural and business interests, local governments, and urban and urbanizing communities; conducting applied research; and understanding economic drivers that lead to decision making. In addition, faculty in LGUs regularly collaborate on multi-state research and extension education projects. Extension Service. The Smith-Lever Act of 1914 established the Cooperative Extension System, a publicly funded, informal educational system that links the U.S. Department of Agriculture, the land grant university system, and individual counties. Extension, as the off-campus educational arm of land grant universities, has a large footprint in each state with offices in all or most counties and trained staff to provide community education and outreach in multiple disciplines. Extension's overall purpose is education. Its unique interdisciplinary perspective enables the organization to make a real difference through the provision of research-based information, educational programs, and technology transfer focused on issues and needs of the citizenry of each state. Extension also hosts customer-friendly websites loaded with information sheets, publications, reports and other outreach materials designed for its stakeholders. Extension is organized regionally; however, the Extension structure on the Gulf coast is separated into two regions. Objective 1. Establishing processes for regional collaboration among Gulf of Mexico land grant universities and Extension programs. Objective 1 is a foundational component that establishes processes, through existing land grant university infrastructure, that leverages participating coastal Extension and other programs to provide a consistent, coordinated, multi-state approach that delivers effective engagement, research, technology transfer, education, outreach and extension to support implementation of the RESTORE Councilâ€™s Comprehensive Plan. It is envisioned that the successful implementation of this objective will foster 1) the development of integrated, multi-state, Gulf-wide restoration and protection projects and activities that leverage the significant resources and capacity of coastal land grant universities and Extension, and 2) serve as the platform upon which to implement Objective 2 of this proposal (below). Objective 2. Disseminating RESTORE Council-facilitated coastal restoration and protection projects, activities, outputs, and outcomes though annual state-wide conferences, Gulf-wide summits, and Extension.	Hancock, Harrison, Jackson	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes		$ -	$ -	
	Infrastructure	3233	11/17/2014	Port Bienville Certified Site Development	Port Bienville has no large certified, shovel-ready sites to attract new industry. Because developing such sites is a priority for HCPHC, we have identified property adjacent to Port Bienville Industrial Park (PBIP) that is ideal for development of a certified industrial site. The property (approx. 800 acres) borders our current rail spur, minimizing the cost of rail expansion. It also abuts the portâ€™s main access roadway, Lower Bay Road. Electric, gas, water and sewer utilities are at the site, making this location an ideal property for expansion of port acreage. HCPHC proposes to acquire the site, perform all necessary cultural and environmental assessments, and mitigate impacted wetlands (if any) to create a Project Ready Certified Site at PBIP.	Hancock	Yes	10	Yes	No	No	No	No	Yes	No		$ 5,500,000.00	$ -	
	Infrastructure	3234	11/17/2014	CSX Rail Bridge Replacement - Pearl River	The CSX rail bridge which crosses the mouth of the Pearl River is currently a swing bridge with a horizontal clearance of 87â€™ and a vertical clearance of 14â€™. This bridge has the smallest horizontal clearance of any train bridge located on the CSX line from New Orleans, LA. to Mobile, AL. The location of the open swing portion is located where the current of the Pearl River is at its strongest making it difficult for vessels pushing a tow to navigate between the bridge and the bank. The replacement of the swing bridge to a bascule bridge would have numerous benefits. It would increase the horizontal clearance and allow vessels to navigate in a safe manner more safely and with greater ease.	Hancock	Yes	100	Yes	No	No	No	No	Yes	No		$ 70,000,000.00	$ -	
	Infrastructure	3235	11/17/2014	Port Bienville Industrial Park Administration Building	HCPHC proposes to construct a multi-functional, centralized administrative building at Port Bienville Industrial Park. Port administration currently operates from separate facilities. The Railroad Department is using an old fire station and the Facilitiesâ€™ Department is operating from an office connected to their equipment shed. A centralized administrative building will eliminate the separation of the Port Management team and allow more effective department coordination and oversight. The new building would be raised above ground to mitigate possible flooding impact, while creating parking under the building. This design would require a smaller footprint and less land use . As an indirect impact, a new administration building would also allow the Port to return the fire station to its original function, thereby offering better fire protection to Port tenants.	Hancock	Yes	100	Yes	No	No	No	No	Yes	No		$ 1,500,000.00	$ -	
	Infrastructure	3236	11/17/2014	Community-based Environmental Planning and Design Assistance for Living Shorelines and Tidal Marsh Restoration.	Community-based Environmental Planning and Design Assistance for Living Shorelines and Tidal Marsh Restoration. The Gulf Coast Community Design Studio (GCCDS) was established on the Mississippi Gulf Coast in 2005 to work in communities impacted by Hurricane Katrina and has evolved from disaster recovery work to addressing long-term issues of affordable housing, healthy communities and resilient landscapes and infrastructure. The GCCDS is a research and professional service program of Mississippi State University College of Architecture, Art and Design. Located five hours from the main campus the GCCDS operates with a full-time staff of architects, landscape architects and planners and always works in close collaboration with multiple non-profit, municipal and professional partners. The work of the GCCDS includes: 1) community-based housing design, 2) storm water and tidal ecology, 3) flood resilient buildings and landscape, and 4) public-driven decision making. The GCCDS operates with around $600,000 annual grant and contract income with national funding partners including HUD, Department of Energy, Small Business Administration, the National Endowment for the Arts, and the Department of Homeland Security, along with many local and regional partners. For the past three years the design studio has been working in partnership with other Gulf Coast planning agencies with the support of HUDâ€™s Sustainable Communities Initiative to produce Plan For Opportunity, a regional plan for a more resilient and sustainable Gulf Coast. Recently, the GCCDS was part of one of ten national design teams selected by HUD to participate in Rebuild By Design, in which teams worked with communities in the North East impacted by Super Storm Sandy to design more resilient future cities. The Gulf Coast Community Design Studio is well experienced in community-based restoration projects. Since 2010 the Gulf Coast Community Design Studio has been working in partnership with several other organizations to restore Bayou Auguste, an inner-city bayou that connects East Biloxi to the Back Bay. The GCCDS is the lead organization and brought together five partners to work together on the restoration project: The Land Trust for the Mississippi Coastal Plain, The City of Biloxi, Biloxi Public Schools, the Biloxi Housing Authority, and a local environmental science firm called Cypress Environmental. For the past year the Gulf Coast Community Design Studio has been doing a Watershed Implementation Plan for Rotten Bayou in Hancock and Harrison County. The planning activities include extensive community engagement and professional workshops as well as designing and installing best practices. The plan is funded by the Mississippi Department of Environmental Quality to the Land Trust for the Mississippi Coastal Plain. In addition to Bayou Auguste and Rotten Bayou, the GCCDS is designing a wetland nature park in Moss Point, is working with The Nature Conservancy on a living shoreline and oyster break-water in Biloxi, and with funding from the Surdna Foundation is doing community-based storm-water planning in Biloxi and Gulfport. As a program of Mississippi State University, GCCDS works through the Office of Sponsored Programs, is experienced at grant funded work and has the ability to adapt to the needs of the project. In the years immediately following Hurricane Katrina, when HUD funds were administered through Mississippi Development Authority, MDA recognized the benefit of having the Gulf Coast Community Design Studio on contract to be able to provide professional services as needed to many of the home building organizations. GCCDS assisted five non-profit building organizations and provided house designs for over 300 house projects. By having an independent contract for professional services GCCDS was able to establish a high standard of quality and sustain effective homeowner involvement from the first house to the last. At the same time because of the efficiency of working on multiple projects GCCDS was able to manage the work to meet the tight budgets and demanding schedules.	Hancock, Harrison, Jackson	Yes		Yes	Yes	No	No	Yes	No	Yes		$ 200,000.00	$ -	

	Infrastructure	3237	11/17/2014	Job Training for Living Shorelines and Tidal Marsh Restoration.	Job Training for Living Shorelines and Tidal Marsh Restoration. A benefit of the RESTORE funds will be creating a stronger demand for skilled workers to install living shorelines and do work to restore tidal marshes. The skills for such green jobs combine construction and landscaping skills along with a sufficient knowledge of tidal ecology to be able to understand the end goals of a restoration project. The outdoor work environment is demanding and requires good work habits to be safe and productive. What is more, such projects are interesting to the general public and have the potential to encourage people to take better care of the environment. Therefore, the project installers often have opportunity to engage with people on site to explain the project. There is growing interest with private property owners to apply best practices to water front property and instead of rebuilding bulkheads to use more resilient and ecologically beneficial shoreline improvements. So the workers on site should understand the project and be able to explain the benefits of the project to curious site visitors. There will be a need for job training for living shorelines and tidal march restoration. The RESTORE funds for restoration projects can be leveraged to pay for such job training as a way to build capacity for future restoration projects. Many of the jobs created by such projects have pay comparable to building construction jobs and, like building construction, are job skills that are best gained by hands-on learning. The RESTORE funds will have a long-term impact on such emerging green jobs if training programs are part of the community benefits. Partnership The proposal is submitted by the Gulf Coast Community Design Studio in partnership with Moore Community Houseâ€™s Women in Construction Program. The Gulf Coast Community Design Studio (GCCDS) was established on the Mississippi Gulf Coast in 2005 to work in communities impacted by Hurricane Katrina and has evolved from disaster recovery work to addressing long-term issues of affordable housing, healthy communities and resilient landscapes and infrastructure. The GCCDS is a research and professional service program of Mississippi State University College of Architecture, Art and Design. Located five hours from the main campus the GCCDS operates with a full-time staff of architects, landscape architects and planners and always works in close collaboration with multiple non-profit, municipal and professional partners. The work of the GCCDS includes: 1) community-based housing design, 2) storm water and tidal ecology, 3) flood resilient buildings and landscape, and 4) public-driven decision making. The GCCDS operates with around $600,000 annual grant and contract income with national funding partners including HUD, Department of Energy, Small Business Administration, the National Endowment for the Arts, and the Department of Homeland Security, along with many local and regional partners. For the past three years the design studio has been working in partnership with other Gulf Coast planning agencies with the support of HUDâ€™s Sustainable Communities Initiative to produce Plan For Opportunity, a regional plan for a more resilient and sustainable Gulf Coast. Recently, the GCCDS was part of one of ten national design teams selected by HUD to participate in Rebuild By Design, in which teams worked with communities in the North East impacted by Super Storm Sandy to design more resilient future cities.	Hancock, Harrison, Jackson	Yes		Yes	Yes	No	No	No	Yes	Yes		$ 90,000.00	$ -	Curriculum development
	Infrastructure	3239	11/17/2014	Inner-City Tidal Stream Restoration	Inner-City Tidal Stream Restoration Scope Much of the tidal habitat along the Mississippi Gulf Coast is distributed in small waterways that flow through inner-city neighborhoods. A healthy inner-city tidal stream has four critical functions: nursery habitat for marine life; flood-way for tidal storms; discharge and treatment for storm water; and convenient public access to natural environments. Unfortunately, most of the inner-city tidal streams are seriously impaired, have been modified and degraded over time and are not providing the ecological services that these four functions support. Many of them have been reduced to drainage channels, thus only functioning to discharge storm water â€“ and often not doing that well. Restoring inner-city tidal streams to provide all four of the critical functions not only creates important tidal marsh habitat, it improves storm water management and flood mitigation, and if done with good community involvement, it increases environmental stewardship. Successful inner-city restoration projects show that bringing nature into neighborhoods helps people see the value of protecting natural environments not only close to home but in larger, wilder places away from our cities. Partnership The proposal is submitted by the Gulf Coast Community Design Studio. The Gulf Coast Community Design Studio (GCCDS) was established on the Mississippi Gulf Coast in 2005 to work in communities impacted by Hurricane Katrina and has evolved from disaster recovery work to addressing long-term issues of affordable housing, healthy communities and resilient landscapes and infrastructure. The GCCDS is a research and professional service program of Mississippi State University College of Architecture, Art and Design. Located five hours from the main campus the GCCDS operates with a full-time staff of architects, landscape architects and planners and always works in close collaboration with multiple non-profit, municipal and professional partners. The work of the GCCDS includes: 1) community-based housing design, 2) storm water and tidal ecology, 3) flood resilient buildings and landscape, and 4) public-driven decision making. The GCCDS operates with around $600,000 annual grant and contract income with national funding partners including HUD, Department of Energy, Small Business Administration, the National Endowment for the Arts, and the Department of Homeland Security, along with many local and regional partners. For the past three years the design studio has been working in partnership with other Gulf Coast planning agencies with the support of HUDâ€™s Sustainable Communities Initiative to produce Plan For Opportunity, a regional plan for a more resilient and sustainable Gulf Coast. Recently, the GCCDS was part of one of ten national design teams selected by HUD to participate in Rebuild By Design, in which teams worked with communities in the North East impacted by Super Storm Sandy to design more resilient future cities. Since 2010 the Gulf Coast Community Design Studio has been working in partnership with several other organizations to restore Bayou Auguste, an inner-city bayou that connects East Biloxi to the Back	Hancock, Harrison, Jackson	Yes		Yes	Yes	Yes	No	Yes	No	Yes		$ 90,000.00	$ -	
	Infrastructure	3241	11/17/2014	College of Business building, USM Gulf Park and the Center for Coastal Analytics (CCA)	Brief Title: College of Business building, USM Gulf Park and the Center for Coastal Analytics (CCA) Point of Contact, email and Phone #: Dr. Elizabeth LaFleur, Beth.LaFleur@usm.edu, 228.214.3438; Dr. Gregory Bradley, Gregory.Bradley@usm.edu, 228.214.5402; Dr. Faye Gilbert, Faye.Gilbert@usm.edu, 601-266-5544 Type of project: _x_Infrastructure __x_ Educational program __x___Research program __x_Workforce development __x_Economic development __x_ Eco-Restoration __x_ Seafood __x__Other (Name): Tourism Brief description of activities: The proposed building will house the College of Business on the USM Gulf Park campus and the Center for Coastal Analytics (CCA). Since Hurricane Katrina, the College of Business at USM Gulf Coast (CoBGC) has been housed in an inadequate modular structure. The CoBGC serves the educational needs of over 500 undergraduate and 100 MBA students each year. The CoBGC operation will include the new Center for Coastal Analytics (CCA), created for the purpose of conducting economic impact analyses, primary research projects, financial analyses, business assistance for entrepreneurial start-ups, and graduate education focused on two critical sectors of the Mississippi Gulf Coast economy: blue economy activities and Coastal tourism. The new building (and CCA) will be constructed on the Gulf Park campus of the University of Southern Mississippi and will unite and house the intellectual capital of the College of Business. The CCA will provide long-term economic impact analyses and primary research for the commercial seafood fisheries (i.e., shrimp, crab, oyster, spotted seatrout, red snapper), recreational fisheries and marine tourism, and Coastal tourism sectors unique to the Mississippi Gulf Coast (gaming, hotels and lodging, restaurants, sports tourism, ecotourism, creative economy tourism, culinary tourism, festivals and events unique to the area such as Cruisinâ€™ the Coast). The CCA will provide business plan assistance and training to support entrepreneurial activities. The CoBGC and the CCA will support the development of two unique graduate certificate programs in the country: marine economics and coastal tourism. These programs will train graduate students from the marine sciences and fisheries in the business analytics and strategies associated with Coastal marine activities; the certificate in coastal tourism will train graduate students and working professionals/executives in the business valuations of tourism sectors and new ventures. Location (City, County): Long Beach, Harrison County Infrastructure cost (# years): $30,000,000 (1 year) Annual Operation & Maintenance Cost (# years): $500,000/year for 10 years How will this leverage with other RESTORE priority areas or non-RESTORE funds? Establishment of the CoBGC and the CCA will foster research and graduate education unique to the coastal economy of Mississippi and will directly support the common themes that emerged in every section of the GoCoast 2020 final report: the need for economic impact analyses and primary business research and education. The collective call for business research and assistance is supported by	Harrison	Yes	86	Yes	Yes	Yes	Yes	Yes	Yes	No		$ 35,000,000.00	$ -	
	Infrastructure	3242	11/18/2014	Port Bienville Industrial Park Terminal Dock Replacement	Project Objective: The project will return the original dock to original design capacity, thereby increasing the Port's ability to move cargo by water and increasing Port revenue. This facility is approximately 40 years old and needs replacement. Recent studies recommend that the dock not be used for loads greater than 45%-50% of design capacity. Activities to be Completed: Repairs to the dock facility will commence shortly after funding approval. Permitting and design are complete. Expected Outcome (including the benefits to the public/environment): This project will return the dock to full operating capacity. Once fully restored, the dock will attract the interest of companies with larger shipping vessels, thereby increasing the amount of commerce through Port Bienville.	Hancock	Yes	100	Yes	No	No	No	No	No	No		$ 8,000,000.00	$ -	
	Infrastructure	3243	11/18/2014	Port Bienville Industrial Park Trans-Loading Terminal Completion	HCPHC proposes to complete build-out of its trans-loading terminal facilities, thereby substantially increasing the Port's competitive advantage and ability to attract outside industry. Phase 1 and 2 of this project have been implemented and the area is now used for trans-loading material to/from rail and/or truck. This project will implement Phase 3 by developing the water front (bulkhead) and extending rail to the water. This project will improve the terminal for use in trans-loading of grain, pellets, crude oil, coal, steel, bulk liquid or other materials and will become functional for container on barge operations. The terminal will also be used to support supply vessels in the offshore industry. All of the referenced industries have considered locating at Port Bienville in the past 12 months; completion of this project will substantially increase the portâ€™s ability to secure investment from such companies.	Hancock	Yes	100	Yes	No	No	No	No	Yes	No		$ 12,000,000.00	$ -	
	Infrastructure	3244	11/18/2014	Stennis International Airport AeroTech Site Development	HCPHC proposes to completely develop an unimproved parcel owned by HCPHC into an 1,100 acre certified mega-site for use as an aerospace and technology industrial park. The Go Coast 2020 Report specifically lists this project as a priority for long-term coastal growth and recovery (Section 3. Economic Development, p. 14, "Priorities: Asset Development and Capacity"). HCPHC purchased an 1,100 acre site adjacent to Stennis International Airport for development into an aerospace technology park. Such a facility is paramount to the continued growth of the John C. Stennis Space Center, Stennis International Airport and the Mississippi Gulf Coast. Situated approximately 2.5 miles from Interstate I-10, between New Orleans and Gulfport/Biloxi, this mega site is adjacent to the Stennis International Airport runway and, with the addition of office building complexes, aircraft hangars and manufacturing facilities, promises to support jobs from Mobile, AL to Baton Rouge, LA. Utilities are in near proximity to the site; however, wetlands mitigation, site clearing and roadway and utility extension are needed to achieve site-ready status. Funds awarded through this project will be complete all cultural/environmental assessments, wetlands mitigation, site clearing, utility extensions/relocations, and any other functions required to achieve site-ready status.	Hancock	Yes	100	Yes	No	No	No	No	Yes	No		$ 25,000,000.00	$ -	
	Infrastructure	3245	11/18/2014	Stennis International Airport Terminal Hangar Complex - Phase II	HCPHC proposes to complete Phase II of the Terminal Hangar Complex at Stennis International Airport (SIA). Construction of Phase II of the Terminal Hangar Complex will promote continued growth of nearly all aeronautical activities on the airport. Additional maintenance, line service, administrative, management and airline personnel will be hired with the expansion of these facilities.	Hancock	Yes	100	Yes	No	No	No	No	Yes	No		$ 3,500,000.00	$ -	

	Infrastructure	3246	11/18/2014	Stennis International Airport Hangar Construction	HCPHC proposes to construct an additional two-bay, narrow-body hangar at Stennis International Airport (SIA). SIA continually receives requests for aircraft hangars. The airport has been forced to compete with military base closures, which have made facilities available at below-market rates and values. In order to remain competitive, SIA requires an additional two-bay, narrow-body hangar. Airport administration estimates that such a hangar can produce as many as 50 new jobs at the facility.	Hancock	Yes	100	Yes	No	No	No	No	Yes	No		$ 6,000,000.00	$ -	
	Infrastructure	3247	11/18/2014	Stennis International Airport Hangar Purchase	HCPHC proposes to purchase two (2) private hangars at Stennis International Airport (SIA). The Federal Aviation Administration (FAA) restricts activities that can occur from a private hangar at a federally funded airport. By purchasing two (2) existing hangars that are privately owned, HCPHC will remove all restrictions on economic development activities at those sites. This will quickly expand the infrastructure available at SIA and simultaneously allow HCPHC to use previously-restricted sites to attract new industry to the facility.	Hancock	Yes	100	Yes	No	No	No	No	Yes	No		$ 1,650,000.00	$ -	
	Infrastructure	3248	11/18/2014	Port Bienville Industrial Park Webre Road Warehouses	HCPHC proposes to construct two new warehouses along Webre Road in Port Bienville Industrial Park (PBIP). This project would consist of constructing two new warehouses along Webre Road at PBIP. The Port has two existing warehouses which are presently rented leased to capacity and new and existing businesses continue to make requests and continues to receive request for additional warehouse space. Construction of two (2) new warehouses (approximately 50,000 s.f. each) would create additional space at the Port for existing tenants and would present prospective tenants with warehousing options not currently available because of limited existing capacity.	Hancock	Yes	100	Yes	No	No	No	No	Yes	No		$ 4,500,000.00	$ -	
	Infrastructure	3249	11/18/2014	Stennis International Airport Apron Expansions	HCPHC proposes to expand three existing aprons (North, South, and Main Aprons) and construct an additional apron (West Apron) as follows, generally improving airport infrastructure for current tenants and contributing to the marketability of vacant sites: - Construct West Apron ($2,700,000) Construction of an apron on the west side of the existing runway will allow for an immediate increase in hazardous aircraft operations. This isolation pad will allow military training and hazardous air cargo handling autonomously from civilian aircraft operations. This construction will have regional economic development implications as an isolated facility like this does not exist in the region. - Expand Aircraft Apron North ($1,400,000) This expansion of the north apron would provide the property south of Texas Flat Road accessibility to the runway for development. As hangars are constructed for tenants, the expansion of this apron would offer staging and parking of aircraft working in this area. - Expand Aircraft Apron South ($1,800,000) Expanding the aircraft apron south would increase the amount of apron space that tenants could use for aircraft engine run-ups and parking of aircraft entering or exiting repair facilities. This expansion project could increase the number of aircraft that may be staged at Stennis and alleviate the problems of scheduling of aircraft due to apron space availability. - Expand Aircraft Apron Main ($1,200,000) This project would increase that area used for heavy load cargo operation at Stennis International Airport. This increase apron would allow for cargo operation and would not disrupt the operations of corporate and military aircraft operating and training at the airport.	Hancock	Yes	100	Yes	No	No	No	No	Yes	No		$ 7,100,000.00	$ -	
	Infrastructure	3250	11/18/2014	Stennis International Airport Road Extension	HCPHC proposes to extend Fred and Al Key Road at Stennis International Airport (SIA). Fred and Al Key Road is the frontage road for SIA. Extension of this road will allow SIA to develop a 20 acre site for industrial, aerospace, or technological development. (The site is not currently accessible by road.) Improvement of this infrastructure will also open access to many acres of private property for similar investment and development.	Hancock	Yes	100	Yes	No	No	No	No	Yes	No		$ 2,400,000.00	$ -	
	Infrastructure	3251	11/18/2014	Stennis International Airport Taxiway Expansions	HCPHC proposes to extend existing taxiways and construct additional taxiways as follows, generally improving airport infrastructure for current tenants and contributing to the marketability of vacant sites: - Extension of Taxiway C ($1,000,000) Extending Taxiway C (Charlie) west will allow the first phase of development onto the adjacent 1,100 acres available to develop an aerospace technology park. - Construction of Parallel Taxiway as an Assault Landing Strip (ALS) ($2,600,000) Construction of a parallel taxiway that can be used as an Assault Landing Strip (ALS) for C-130 Hercules aircraft will specifically support Keesler Air Force base on the Mississippi Gulf Coast and will provide an economic development opportunity for Hancock County, as C-130 aircraft from around the United States will utilize the combined existing drop zone with the assault landing strip. - Extension of Taxiway S ($1,300,000) This project would enhance the safety on the airfield tenants. Taxi-lane â€œS'â€would enable a non-movement area excess and to connect the north and main airport apron areas. These are the primary areas used for heavy load operations and aircraft staging awaiting maintenance and repair.	Hancock	Yes	100	Yes	No	No	No	No	Yes	No		$ 4,900,000.00	$ -	
	Infrastructure	3252	11/18/2014	Port Bienville Industrial Park Site Development	HCPHC proposes to perform site preparation activities on various sites throughout Port Bienville Industrial Park (PBIP). This project will contract cultural assessments, environmental assessments, geotechnical assessments, soil assessments, and wetlands delineations for many sites within PBIP. This project will also mitigate identified wetlands, thereby making sites immediately available for development. Increasing the availability of shovel-ready sites in PBIP will enhance the Port's ability to compete for industrial investment and development.	Hancock	Yes	100	Yes	No	No	No	No	Yes	No		$ 9,000,000.00	$ -	
	Infrastructure	3253	11/18/2014	Port Bienville Industrial Park Drainage Improvements	HCPHC proposes to improve the existing drainage system at Port Bienville Industrial Park (PBIP) to minimize overflow of existing ditches and watersheds. These improvements will simultaneously enhance the existing system to accommodate additional capacity that may be created by new industry. In 2004, the U. S. Army Corps of Engineers completed a drainage study for Port Bienville. Parts of this plan have been implemented since that time, but the recommended drainage system is not complete. During heavy rain, existing ditches and water sheds periodically over flow. As we continue site development at PBIP, roadway flooding will likely become more serious if the drainage system is not improved to accommodate increased outflow. The completion of the original project will address these concerns. This project will consist of cleaning and concrete lining ditches and replacing under sized culverts.	Hancock	Yes	100	Yes	No	No	No	No	No	No		$ 3,500,000.00	$ -	
	Infrastructure	3254	11/18/2014	Port and Harbor Drive Extension	HCPHC proposes to create a direct route from Port Bienville Industrial Park (PBIP) to Interstate-10, thereby improving the logistics of our existing tenants and enhancing Port infrastructure to attract new industry. Presently, traffic enters and leaves PBIP via Lower Bay Road, which has a snake like figure/layout. A direct route from the Port to Interstate10 (completely bypassing Lower Bay Road)would reduce the travel time from PBIP to Interstate10 by approximate 50%. It will also reduce the transit time from PBIP to the I-10/I-12/I-59 interchange by about 30%. This route will provide a more efficient route/road for existing industriesâ€™ use and will enhance Port Bienville's competitive advantage through closer proximity to the Interstate system.	Hancock	Yes	100	Yes	No	No	No	No	No	No		$ 12,000,000.00	$ -	
	Infrastructure	3255	11/18/2014	Port Bienville Industrial Park Water & Sewer Regional Tie-In	HCPHC proposes to connect the existing water and sewer system at Port Bienville Industrial Park (PBIP) to the Regional Wastewater Authority, thereby increasing system capacity to accommodate future expansion and industrial development. As PBIP expands and attracts new industries, additional water and sewer infrastructure will be required. Rather than investing in additional capacity at the Port, HCPHC proposes a connection to the Regional Wastewater Authority, which was funded and installed after Hurricane Katrina to meet future needs of the area, including Port Bienville. This project will extend the PBIP's water to the regional system in Pearlington and tie-in to the regional sewer system along Lower Bay Road.	Hancock	Yes	100	Yes	No	No	No	No	No	No		$ 5,000,000.00	$ -	
	Infrastructure	3256	11/18/2014	Port Bienville Industrial Park Road G Rail Extension	HCPHC proposes to construct a rail extension along Road G in Port Bienville Industrial Park (PBIP). Construction of this extension will increase marketability of sites along Road G. PBIP has two water-front, industrial sites located on Road G. A rail extension parallel to Road G will not only present rail access to sites along Road G, but will also add multi-modal capacity (rail, truck and barge) to the two water-front sites. Developers visiting the sites regularly inquire about the possibility of extending rail to these sites. As such, HCPHC is confident that a rail extension will improve the sites' marketability and increase the likelihood of industrial development.	Hancock	Yes	100	Yes	No	No	No	No	No	No		$ 1,500,000.00	$ -	
	Infrastructure	3257	11/18/2014	Port Bienville Industrial Park South Rail Extension/Mainline Loop	HCPHC proposes to rail extensions and expansion along South Road in Port Bienville Industrial Park (PBIP) to increase marketability of undeveloped sites along that road and provide greater access to rail infrastructure for PBIP tenants. This project will extend rail down South Road, giving rail access to undeveloped properties that do not currently have rail. This expansion will increase the marketability for properties along this extension. This project will also â€œloopâ€the rail system around the Port for more efficient operations and will improve service to existing port tenants.	Hancock	Yes	100	Yes	No	No	No	No	No	No		$ 4,500,000.00	$ -	
	Infrastructure	3258	11/18/2014	Port Bienville Industrial Park Water & Sewer Improvements	HCPHC proposes to replace sections of Port Bienville Industrial Park's (PBIP) water and sewer system that are in disrepair and extend service to areas that do not currently have sewer and water service. PBIP's existing water and sewer system is approximately 35 years old and the materials originally used are now dated and falling into disrepair. In some areas, A/C piping was used for construction, which is no longer industry standard. The system has mismatched waterline sizes and outdated valves and is prone to leaks and breaks. Because the original materials are no longer industry-standard for sewer and water construction, it is very difficult to find proper repair materials. The proposed project will replace the outdated sections of the utility system, thereby improving the overall system to better serve existing tenants. In addition, this project will extend service to industrial sites within PBIP that are not currently tied into the sewer and water system. This project is a vital component of site readiness at PBIP.	Hancock	Yes	100	Yes	No	No	No	No	No	No		$ 5,000,000.00	$ -	
	Infrastructure	3259	11/18/2014	Port and Harbor Drive Turning Lane Improvements	HCPHC proposes to improve existing roadways within Port Bienville Industrial Park to address recurring traffic issues and prepare for the increased traffic flow created by future industrial development. This project will improve and widen existing intersections at Road C, D, G and Seaplane Road and will provide turning lanes at these points. Traffic is often congested along Port and Harbor Drive due to train crossings that require vehicles to stop and backup on the road.	Hancock	Yes	100	Yes	No	No	No	No	No	No		$ 1,000,000.00	$ -	

	Infrastructure	3260	11/18/2014	Port Bienville Industrial Park Railcar Storage Yard Expansion	HCPHC proposes to expand our existing railcar storage yard at Port Bienville Industrial Park (PBIP) to meet existing demand and accommodate future growth. In addition to PBIP tenants, we receive requests from outside customers seeking railcar storage space at the Port. Most of the existing rail storage space is leased by existing tenants; therefore, we regularly decline this business. The expansion tracks will be constructed alongside existing storage tracks, where there is existing access to the main rail line.	Hancock	Yes	100	Yes	No	No	No	No	No	No		$ 9,300,000.00	$ -	
	Infrastructure	3261	11/18/2014	Port Bienville Industrial Park Railcar Repair Facility	HCPHC proposes to construct a new railcar repair facility in order to meet current demand and anticipated growth at Port Bienville Industrial Park. The Andersonâ€™s rail repair facility is currently leasing Hancock County assets for their operations at Port Bienville; however, the company is expanding its business and the current site cannot accommodate this growth. HCPHC has identified a location adjoining existing Port boundaries; the proposed site is located along our mainline, making it ideal for expansion of the Port's rail repair infrastructure. The proposed project will include land acquisition, permitting, and construction of an indoor shop, outside repair yard, storage area, office building and storage track. This project will allow ample room for railroad operations that serve the entire port, as well as the complementary repair services that the new facility will offer.	Hancock	Yes	50	Yes	No	No	No	No	No	No		$ 10,000,000.00	$ -	land acquisitio n
	Infrastructure	3262	11/18/2014	Port Bienville Industrial Park Equipment Purchase	HCPHC proposes to purchase equipment for in-house upkeep of industrial sites, ditches, and waterfront infrastructure within Port Bienville Industrial Park (PBIP). Port employees perform most of PBIP's repair and maintenance work in-house. In order to expand this in-house capability, Port staff needs a hy-rail backhoe (to service existing rail), a track-hoe and dozer (to clean and clear existing ditches and property), and a harbor boat (for maintenance along the water front).	Hancock	Yes		Yes	No	No	No	No	No	No		$ 500,000.00	$ -	
	Infrastructure	3263	11/18/2014	Port Bienville Industrial Park Levee Construction	Project Objective: The Hancock County Port and Harbor Commission (HCPHC) proposes to construct a levee system to protect Port Bienville Industrial Park from tidal surge. The objective of this project is to protect existing tenants and encourage future expansion and investment by providing flood protection infrastructure. Activities to be Completed: Construction of levee infrastructure around Port Bienville Industrial Park. Expected Outcome (including the benefits to the public/environment): This project will enhance Port infrastructure for existing industries and encourage investment by new industries. Similar flood protection infrastructure is not widely available at other ports of comparable size and capacity and this project will create a unique competitive advantage for Port Bienville Industrial Park.	Hancock	Yes	100	Yes	No	No	No	No	No	No		$ 40,000,000.00	$ -	
	Infrastructure	3264	11/18/2014	Near the mouth of the Pearl River	HCPHC proposes to construct mooring near the Pearl River, south of the CSX bridge, thereby reducing logistical challenges currently associated with barge delivery at Port Bienville Industrial Park (PBIP). The CSX rail bridge restricts barge delivery to PBIP to two barges at a time. If a barge company is towing a large number of barges, and only one or two are destined for PBIP, the company must deliver all other barges before finally delivering to the Port. This project will construct mooring in the river south of the CSX Bridge, giving tug operators a safe area to tie up or store barges destined for other ports, while the tugs are delivering barges to Port Bienville Industrial Park.	Hancock	Yes	100	Yes	No	No	No	No	No	No		$ 1,700,000.00	$ -	
	Infrastructure	3265	11/18/2014	Port Bienville Industrial Park Security Improvements	HCPHC proposes to improve the existing security measures at Port Bienville Industrial Park (PBIP) and implement new measures through this project. Existing Port security consists of minimal fencing, gates and cameras. This project will improve the security provided at PBIP by upgrading existing security (i.e., fencing, gates, and cameras) and by extending the existing fencing and adding additional cameras. The project will also replace the existing south gate guardhouse (currently a small, pre-manufactured metal shed) with a new guardhouse.	Hancock	Yes		Yes	No	No	No	No	No	No		$ 750,000.00	$ -	
	Infrastructure	3266	11/18/2014	North/South Rail Connection in Hancock County, MS	HCPHC proposes a north/south rail connection that will connect rail service in Port Bienville Industrial Park (PBIP) to Norfolk Southern Railroad near Picayune, Mississippi. At this time, Hancock County has only one class 1 rail operator at PBIP. This project would connect the Port's existing rail to Norfolk Southern near Picayune, allowing railcar exchange to the north. A north/south link with Norfolk Southern will give PBIP a second class 1 rail operator, benefitting existing Port tenants while drastically increasing PBIP's ability to compete for industrial investment at a regional level. Hancock County and the State of Mississippi partnered to fund a $2,000,000 study that determined prospective routes and provided concept drawings.	Hancock	Yes	100	Yes	No	No	No	No	No	No		$ 120,000,000.00	$ -	
	Infrastructure	3267	11/18/2014	Gulf Observing Aerial Program (GOAP) Feasibility Study	HCPHC proposes a study to determine the feasibility of the Gulf Observing Aerial Program (GOAP). Because of the importance of the Gulf of Mexico to vital interests such as seafood, commerce, energy and recreation, it is imperative that we closely monitor this body of water and coastline for any signs of environmental threats. Our heightened awareness that offshore drilling disasters can affect the entire Gulf, instead of just one spot, should warrant the implementation of a Gulf-wide monitoring system (GOAP) that can best be achieved by the utilization of a robust and diverse fleet of unmanned aircraft with remote sensing and monitoring equipment. Stennis International Airport, with its unpopulated corridor to the Gulf, can be the base of operations for a combination of fixed-wing, rotary-wing, and lighter-than-air airships. This program would create approximately 300 jobs on the Mississippi Gulf Coast.	Hancock	Yes		Yes	No	No	No	No	Yes	No		$ 400,000.00	$ -	
	Infrastructure	3268	11/18/2014	Stennis International Airport DoD Facilities Construction	HCPHC proposes to construct a new Department of Defense (DoD) facility at Stennis International Airport (SIA). User groups conducting operations at SIA have repeatedly requested a DoD multipurpose facility on the airfield. This facility will be used as a forward operation base during military exercises and parajump operations. The project will give end users the ability to conduct continuous operation focused on training missions and it will provide a location for packing parachutes for mission profiles. This project will also enhance SIA's unique competitive advantage in the regional economy.	Hancock	Yes	100	Yes	No	No	No	No	No	No		$ 2,700,000.00	$ -	
	Infrastructure	3269	11/18/2014	Stennis International Airport Fuel Truck Parking Area	HCPHC proposes to create a fuel truck parking area at Stennis International Airport (SIA). SIA needs a fuel truck parking area on the airfield. Apron space is at a premium; the fixed base operator (FBO) requires a containment area to park fuel trucks that is accessible, yet does not interfere with apron space. This additional infrastructure benefit the airport and FBO in daily operations by creating the ability to monitor truck location and efficiently contain potential fuel spills so that the natural environment surrounding SIA is not impacted.	Hancock	Yes	100	Yes	No	No	No	No	No	No		$ 225,000.00	$ -	
	Infrastructure	3270	11/18/2014	Stennis International Airport Drainage/Pump Station Improvements	HCPHC proposes drainage and pump station improvements at Stennis International Airport. These improvements will increase land available for site development at the facility, while protecting the federal, local municipal, and private assets at the facility.	Hancock	Yes	100	Yes	No	No	No	No	No	No		$ 2,225,000.00	$ -	
	Infrastructure	3271	11/18/2014	Stennis International Airport International Flight School	HCPHC proposes to construct an international flight training facility at Stennis International Airport (SIA). International student flight training demand continues to increase, as flight training in foreign counties becomes more cost prohibitive. A training facility at SIA for international students will allow for increased aircraft activities at the Airport, create new flight instructor positions, and will bring the Mississippi Gulf Coast a previously untapped influx of foreign monies.	Hancock	Yes	100	Yes	No	No	No	No	Yes	No		$ 650,000.00	$ -	
	Infrastructure	3272	11/18/2014	Stennis International Airport Aircraft RADAR System	HCPHC proposes to install an aircraft RADAR system at Stennis International Airport (SIA). This proposed system will enhance the safety of aircraft operation within SIAâ€™s airspace. With the daily mix of general aviation, corporate and military operations, a RADAR system will increase safety, while ensuring separation in all weather conditions and aircraft mixes.	Hancock	Yes	100	Yes	No	No	No	No	No	No		$ 85,000.00	$ -	
	Infrastructure	3273	11/18/2014	Stennis International Airport ARFF Truck Refurbishment	HCPHC proposes refurbishment of two (2) aircraft rescue and fire fighting (ARFF) trucks at Stennis International Airport (SIA). SIA owns two (2) AARF trucks that need refurbishment in order to enhance ARFF services at the facility. These vehicles are aging; however, once refurbished, they will enhance the airfield tenantsâ€™ safety during flight and ground operations. They will also increase SIA's index of ARFF capabilities, which supports the tenantsâ€™ missions and business plans.	Hancock	Yes		Yes	No	No	No	No	No	No		$ 98,000.00	$ -	
	Infrastructure	3274	11/18/2014	Stennis International Airport Terminal Parking Expansion	HCPHC proposes to expand existing terminal parking at Stennis International Airport (SIA). Budgetary constraints at HCPHC and SIA have limited the amount of automobile parking spaces made available at the new airport hub. Limited automobile parking has, in turn, limited the types of companies that can invest at SIA. By expanding existing parking, SIA will be able to attract and accommodate new, complementary businesses, such as rental car companies. Such business lines will be required to support ongoing activities and anticipated growth at SIA.	Hancock	Yes	100	Yes	No	No	No	No	No	No		$ 450,000.00	$ -	
	Infrastructure	4244	11/18/2014	National Center for Strategic Planning and Emergency Response	Natural and man-made disasters are a part of this nationâ€™s landscape as evidenced dramatically on the Mississippi Gulf Coast by Hurricane Katrina and the Deepwater Horizon Oil Spill. News of other disasters, contagious diseases and national security threats is a daily occurrence. Strategic planning and preparedness is essential for the protection of life and property and quick response to and recovery from such events. To provide strategic planning and training services to communities, individuals, businesses and officials who plan and prepare for, take actions to protect against, respond to and oversee recovery from disasters and emergencies, Mississippi Gulf Coast Community College (MGCCC) proposes the â€œNational Center for Strategic Planning and Emergency Response Training.â€ With a robust focus on strategic planning and community resilience, the goal of this project is the planning, development and implementation of a comprehensive center that will provide strategic planning and training services to a local, regional and national audience. Objective 1: Planning activities shall include the establishment of an advisory team consisting of local, regional and national representatives, defining a specific mission and scope of work for the Center, identifying a physical location for the Center, and researching best practices for Center operations. Objective 1 outcomes will be a well-qualified advisory team, a mission statement and scope of work for the Center, a defined location for the Center and the identification of best practices for use in the deployment of the Center. Objective 2: Development of the Center shall consist of physical, operational and programmatic activities. Activities will include securing and equipping a physical location, hiring Center personnel, development of strategic planning methodologies, training programs, a marketing plan and other activities as required to meet the outcome of establishing an operational, National Center for Strategic Planning and Emergency Response Training. Objective 3: Implementation of the Center will focus on initiating the developed strategic planning process in the local coastal community and expanding it to other communities nationwide and on offering the identified and developed training to communities, individuals, businesses and officials who are on involved in strategic planning and the preparation for, response to and recovery from disasters at the local, regional and national levels.	Harrison, Jackson, Hancock, Stone, George, Pearl River	Yes	75	Yes	Yes	No	No	No	Yes	No		$ 20,000,000.00	$ -	

	Infrastructure	4255	12/3/2014	North Rail Connector	The Port of Pascagoula is upgrading the transportation and shipping infrastructure in and out of its Bayou Cassotte Harbor to increase the efficiency and sustainability of emerging markets in the state of Mississippi. Mississippi Export Railroad has partnered with the Port of Pascagoula, Jackson County, CSX, Green Circle Bio Energy, the United States Department of Transportation, and others to carry out the Port of Pascagoula Intermodal Improvement Project. This project establishes a more efficient rail connection into the port and develops a modern facility for receipt, storage, and export of wood pellets. Jackson County, the Port of Pascagoula, and Mississippi Export Railroad seek funding for the final component of the Port of Pascagoula Intermodal Improvement Project â€" a 4,300 foot rail connection. The project partners seek funding for the final component which ties the entire project together - approximately 4,300 feet of rail which will connect the rail bridge over the Escatawpa River to the new route made possible by the TIGER grant. This connection will route unit trains from the existing Mississippi Export Railroad line on to the newly re-established line, funded by the TIGER grant.	Jackson	Yes	100	Yes	No	No	No	No	No	No		$ 6,400,000.00	$ -	
	Infrastructure	4257	12/8/2014	Habitat Mapping the Waters of Mississippi Sound	Benthic Mapping of the MS Sound: This project proposes to comprehensively map the Mississippi Sound using Multibeam Echo Sounders (MBES) augmented with Airborne Lidar Bathymetry (ALB) system. The underlying purpose of the project is to establish a baseline benthic habitat map of the Sound; however, the data have numerous additional uses. The data will provide measurements of pelagic biomass over various habitats and suitability of seafloor substrate to support existing or future reefs. The resulting Digital Elevation Model provides the essential boundary layer for dynamic modeling of the Sound to enhance, circulation, sediment transport, and storm surge/coastal inundation simulations. Revisit surveys to key areas can assess habitat response to natural or anthropogenic stresses, siltation, reef material subsidence, and sea level rise. The gold standard for obtaining high precision, hydrographic measurements is 100% coverage (insonification) of the sea floor using acoustic MBES. Obtaining 100% coverage of Mississippi Sound using MBES is an extensive project. Multibeam sonar covers a swath of the seabed out to a width of approximately 5 times the water depth. Figure 1 outlines the areas of the Mississippi Sound bounded by a depth contour of approximately 2 meters (black contour line). The average depth through The Mississippi Sound is less than four meters. Using the equipment currently owned by The University of Southern Mississippi, a maximum line spacing of 10 meters is required to obtain 100% coverage. Due to declining returns in shallow water and safety of navigation, a minimum survey depth of approximately 2 meters is recommended. A polygon of survey extent based on the 2 meter contour and a line spacing recommendation of 10 meters, an estimate of survey time can be established. Planning the lines in a north south orientation would allow for efficient data collection and manageable data files. The average width of Mississippi Sound is approximately 6 Nautical Miles (Nm), and with an average survey speed of 6 knots, each line of data collection will take approximately 1 hour to complete. If a line spacing of 10 meters is utilized from the Mississippi/Louisiana border to the Mississippi/Alabama border, a distance of approximately 120 km or 120000 meters, a line count of approximately 12000 lines can be then be assumed. 12000 lines each at a length of 6 Nm, equates to 72000 Nm of survey lines. Completing all lines would require 12000 hours. Other factors that need to be considered in a time estimate are transit times, turns between lines, time to obtain sound speed profiles, and time to take bottom samples. At a minimum, an additional 25% should be added to the initial line estimate, for a total of approximately 15000 hours. Completion time estimates based on single vessel operations show a projected completion time of 10 years, based on successfully collecting data 188 days per year. The time scales vary accordingly with addition of multiple vessels. Operational days per year will heavily depend on weather and equipment functionality and are difficult to estimate. This proposal recommends an upgrade to existing equipment to increase the efficiency of data collection to reduce the collection time to 5 years. Additionally, ALB systems provide an efficient method for collecting data useful in delineating benthic habitats in shallow water. The Coastal Zone Mapping and Imaging Lidar (CZMIL) was specifically	Hancock,St Tammany,Mobile ,Jackson,Harrison	Yes	10	Yes	Yes	Yes	No	Yes	Yes	Yes		$ 4,515,000.00	$ -	
	Infrastructure	4261	12/19/2014	Convention Center Complex	Mississippi Coast Coliseum and Convention Center has a disadvantage in competing for business.Most convention center complexes offer accommodations, dining options and shopping. Since the Coast Coliseum and Convention Center does not offer additional amenities within the complex or walking distance, many groups will not consider hosting their meetings or events on the Mississippi Gulf Coast. By purchasing the 20 acre plot of land on Beach Boulevard, Mississippi Coast Coliseum and Convention Center would secure the integrity of the footprint of the complex and would be able to then offer developers a lease of the land without it being an addtional inventment to them. The Coast Convention Center and the Mississippi Gulf Coast Regional CVB would commit marketing and sales dollars toward attracting convention and meeting groups that would utilize the facility. Property value is estimated at $5,000,000. The convention center complex would: 1.Sustainable 2.Creates jobs 3.Community and private developer shared investment 4.Coast-wide impact 5.Generates new State and local tax revenues Supporting facts 1.60% of meetings and conventions that can be accommodated by Gulf Coast facilities will not even consider the MS Gulf Coast because they require a Convention Center Headquarters Hotel 2.The MGCRCVB and Coast Coliseum & Convention Center staff have tracked more than $27 million in lost potential revenue over the past 3 years due to not having a Convention Center headquarters hotel 3.Our ability to accommodate these additional meetings and conventions will expose our destination to new visitors, increase much needed midweek occupancy when these meetings and conventions are typically held and could potentially translate into an incremental $90 million in direct spending according to past research 4.This project would create permanent jobs in the hotels, dining and shopping establishment along with construction jobs.	Harrison	Yes	100	Yes	No	No	No	Yes	Yes	No		$ 5,000,000.00	$ -	
	Infrastructure	4264	12/19/2014	Mississippi Aquarium	This project proposes a world-class aquarium to be built along U.S. Highway 90 in Gulfport, Mississippi on a total of approximately 18 acres of land overlooking the redeveloped Jones Park and Small Craft Harbor. Depending on features, shows, and exhibits, it could be as large as 130,000 square feet, and cost in the neighborhood of $120,000,000. This facility will serve to fill the void left by the loss of the Marine Life Oceanarium and provide for a much-needed family-friendly and education-oriented tourism facility for our Gulf Coast market. Unlike many projects that seek either full funding or have no stakeholder buy-in, this proposal has been in the works for some time, with the understanding by Gulfport city leaders that in seeking support, local commitment must be demonstrated to emphasize the significance of the shared vision of making this a reality. On December 2, 2014, the City Council unanimously approved obligating $14 million of City funds toward the purchase of approximately 10 acres of land to be acquired for this project site. When combined with the County Library and CTA properties, there will be roughly 18 acres for development as a campus for this project which has the potential to also include retail, restaurant, and lodging amenities. The appeal of this location is not only the scenic overlook, but the elevation itself is more desirable than at the waterâ€™s edge. It is important to note that this section of Gulfportâ€™s downtown remains under-utilized, undeveloped, and modestly blighted. From an urban renewal standpoint, this is a home run! Obviously, the economic benefit to Gulfport and the surrounding communities can be a game changer through increased tax revenues and site leases. The Gulfport Redevelopment Commission will have developmental authority over this project, and has taken a methodical approach to performing due diligence measures in order to achieve an accurate picture of what the potential for this ambitious development represents. To that end, David Kimmel, former Construction Project Manager and Executive Director of the Georgia Aquarium, has been hired as a consultant to assess options, reach out to industry contacts, and make recommendations to guide our progress. A market assessment is currently underway with the objective of confirming the range of customer draw, anticipated number of visitors, exhibit type, animal/species features, interactive attractions, physical plant requirements, square footage size recommendations and configuration, and ticket prices our market will bear. From a partnership standpoint, we have the commitment of the Harrison County Board of Supervisors to transfer title to a parcel of land containing the old Harrison County Library building adjacent to the existing campus. Coast Transit Authority has committed to developing that structure and the adjacent underutilized parking garage into a multimodal transit station, to include visitor information and pedestrian services, bicycle rentals, and bus stop access. In conjunction with the Mississippi Department of Transportation, they are also engaged in developing support for a pedestrian tramway/crosswalk over U.S. Highway 90 which would provide a much needed safety component for public access between the aquarium property and the Jones Park/Small Craft Harbor area. To further demonstrate the viability of this project, we have already received commitment from the private sector, with a developer desiring to build a minimum 200 room hotel in conjunction with the aquarium build-out. We have also had more than a passing interest from companies in the business of aquarium construction and operation that are at present performing their own market assessments for this project. We are seeking support from the State of Mississippi through bond proceeds, and have spoken to our Federal delegation about the impact this development could have. Finally, we anticipate developing partnerships with the University of Southern Mississippiâ€™s Gulf Coast Research Laboratory and Mississippi Stateâ€™s College of Veterinary Medicine which will serve to greatly enhance the breadth of mission we expect this transformational facility to have. This project is consistent with at least four (4) of the eight (8) eligible requirements of the Restore Act and GoCoast 2020. The enhancements to tourism, workforce, infrastructure, marine research & education, and environmental stewardship through making Mississippiâ€™s Aquarium a reality will have generational economic development benefits and provide a cure for one of the most identified lapses in our Gulf Coast region â€" family-oriented attractions - a component necessary to helping our region achieve Premier Tourism Destination status.	Harrison	Yes		Yes	Yes	No	No	Yes	Yes	No		$ 120,000,000.00	$ 14,000,000.00	
	Infrastructure	4266	12/19/2014	Tourist Corridor and Gateway Beautification - Pedestrian Areas	A more attractive appearance, tourist friendly public amenities and coordinating tourist information signage is needed in order to maximize the effectiveness of programs and marketing that generates trial to our destination. 2.According to a recent visitor perception study, the beauty of the area is an attribute that drives visitor satisfaction. Of those that were not satisfied with their visit, 36% noted cleanliness and the perception of Katrina recovery issues as a major reason. 3.This research also shows that one of the reasons cited for not visiting the Ms Gulf Coast is lack of a variety of things to do. With over 600 visitor amenities, attractions and activities available, it is clear that we need to improve our communication of tourism offerings. 4.Improving visitor signage will increase awareness of tourism offerings and increase length of stay and therefore economic impact. 5.A recent study in a competing market indicated that 20% of their visitors pass through one or all of our Coastal counties on their way to their market, however there is very little directional signage on the major by-ways appealing to visitors. 6.Improving the visitor experience will generate return visits and invaluable word of mouth advertising for our destination, especially in this age of social media when personal experiences and endorsements are the most trusted source of information for travelers. 7.Harrison and Hancock County already have fully developed plans with costs that include tourist friendly areas, signage, parking, amenities and more that would make Beach Boulevard and Hancock County waterfront and beach areas a true visitor destination. These plans could easily be expanded and coordinated for Jackson County tourist areas. Managing these plans as one project with inter-local agreements and cooperation between municipalities will enhance and strengthen our destination marketing as one Mississippi Gulf Coast. 8.Several parts of the plan have already been funded and are expected to be completed this year including way-finding signage coordinated with a tourism entity directory. 9.Additional jobs will be created to complete construction and installation of the new facilities and enhancements as well as potential permanent jobs necessary to provide ongoing maintenance. Required Funding: Complete pedestrian areas used for walking, biking, jogging, etc. along the beach via continuation of concrete boardwalk where missing - $9,600,000	Hancock,Harrison ,Jackson	Yes	50	Yes	No	No	No	Yes	Yes	Yes		$ 9,600,000.00	$ -	

	Infrastructure	4267	12/19/2014	Family Friendly Amenities	Prior to Hurricane Katrina, the Coast offered a large variety of family activities available at all price points that have not been rebuilt. According to visitor perception research, variety of things to do drives repeat visitors. 2.Investments that broaden visitor experience could help to increase length of stay. TNS research indicates that the average length of stay for visitors along the Gulf Coast is 2.8 nights compared to 3.4 nights nationally. Reaching the national average length of stay could increase visitor spending by $160 million annually. 3.Insurance costs and more stringent building requirements has made rebuilding these family friendly attractions cost prohibitive 4.New attractions will require staffing and therefore create new jobs 5.The new Ballpark in Biloxi, re-opening of the Water Park in Waveland and others throughout the Coast are a good start but must be augmented by additional complementary attractions in order to recapture this lost market segment. B.Required funding 1.A matching grant fund of $7,500,000 for new or expanded family friendly attractions built near or in conjunction with lodging facilities and/or other existing family friendly attractions C.Project attributes 1.Sustainable 2.Coast-wide impact 3.Generates new state and local tax revenue 4.Creates jobs		Yes	100	Yes	No	No	No	Yes	Yes	No		$ 15,000,000.00	$ 7,500,000.00	
	Infrastructure	4270	12/22/2014	Dantzler Street Bridge Project	1.Construction of a new bridge will allow tour boat access to the Escatawpa River, Pascagoula River and the Mississippi Sound via Beardslee Lake. The current structure does not provide the necessary clearance. 2.Opening access to these waterways will provide additional opportunities for eco-tourism on the MS Gulf Coast. 3.Investments that broaden visitor experience could help to increase length of stay. TNS research indicates that the average length of stay for visitors along the Gulf Coast is 2.8 nights compared to 3.4 nights nationally. Reaching the national average length of stay could increase visitor spending by $160 million annually. 4.The new bridge will be located between Jackson County and the City of Moss Point near the new Pascagoula River Audubon Center now under construction and will be a major benefit to the Audubon Society as they promote birding and eco-tourism throughout the MS Gulf Coast. 5.The U.N. World Tourism Organization predicts that there will be some 1.6 billion eco-inspired trips taken by 2020. According to Forbes, adventure travel â€" kayaking, cycling, hiking, scuba diving, skiing, and mountain climbing â€" is enjoying popularity among the 50+ crowd, a very good market segment for the MS Gulf Coast. 6.The MS Gulf Coast is in an excellent position to take advantage of this trend with our abundance of natural amenities and unique eco-tourism opportunities. 7.Design plans for the bridge have been completed and right-of-way acquisition is taking place. Construction is scheduled to begin in 2015 if the remaining funding required can be obtained. B.Required funding 1.Total project cost is $1.25 million. Jackson County Board of Supervisors and the Department of Marine Resources have secured and committed all but $260,000 for the project which is the funding request. C.Project attributes 1.Coast-wide industry impact 2.Community partner investment 3.Sustainable 4.Positive eco-tourism impact 5.Generates additional State and local tax revenue	Jackson	Yes	100	Yes	No	No	No	Yes	No	No		$ 1,250,000.00	$ 990,000.00	
	Infrastructure	4271	12/22/2014	Restoration of La Pointe Krebs House	1.Cities with historic districts was the second highest ranked destination attraction cited by travelers in a recent visitor perception survey. Beaches was number one. 2.Investments that broaden visitor experience could help to increase length of stay. TNS research indicates that the average length of stay for visitors along the Gulf Coast is 2.8 nights compared to 3.4 nights nationally. Reaching the national average length of stay could increase visitor spending by $160 million annually. 3.A recent trend in the travel industry is that visitors are seeking â€œauthenticâ€experiences such as nature, history and those that provide educational opportunities. The Mississippi Gulf Coast has a rich history and culture so is in an excellent position to take advantage of this trend. 4.The La Pointe Krebs House is the oldest standing structure in the State of Mississippi and possibly in the Mississippi Valley and is a valuable historical asset. Hurricane Katrina caused extensive damage to the house and museum and they have been closed to the public since that time. 5.$663, 776 has been spent to date on the restoration of the structures funded with grants, donations and by Jackson County. Jackson County budgets $50,000 per year for upkeep and maintenance of the site. The La Pointe Krebs Foundation supports ongoing operation of the site through fundraising. B.Required funding 1.$1,202,256 is the remaining funding that would be required to restore the property, museum, artifacts and grounds. C.Project attributes 1.Sustainable 2.Coast-wide industry impact 3.Generates additional State and local tax revenue 4.Community partner investment	Jackson	Yes	100	No	No	No	No	Yes	No	Yes		$ 1,900,000.00	$ 700,000.00	
	Infrastructure	4272	12/23/2014	Stennis International Airport Aerospace Academy	HCPHC and Pearl River Community College jointly proposed to establish an Aerospace Academy at Stennis International Airport. With the proliferation of aerospace development in the greater Hancock County region, Stennis International Airport is primed to serve as home for Mississippi's Aerospace Academy. The academy will train the next generation of aerospace workforce in Mississippi and create a tremendous competitive advantage for the stat's aerospace development efforts.	Hancock	Yes	100	Yes	Yes	No	No	No	Yes	No		$ 2,000,000.00	$ -	
	Infrastructure	4274	3/1/2015	Gautier Town Commons Park Project	The Gautier Town Center Project, located in Gautierâ€™s central business district just 13 miles from the Alabama state line, consists of two master-planned phases including a construction component for the 32-acre Town Commons Park which will be centered around spring-fed tributaries, and a public infrastructure component including roadways and lighting that will facilitate the construction of off-campus housing for the adjacent Mississippi Gulf Coast Community College (MGCCC) and mixed â€"use commercial cottages. While these two projects are directly linked, this Project Description focuses on the Town Commons Park component and a separate Project Description outlines the Cityâ€™s plans for the transportation network component. The overall purpose of the project is to enhance the livability of the community. The City of Gautier is one of the few cities on the Mississippi Gulf Coast that lacks a traditional downtown. This project will create a unique natural-setting urban park adjacent to the Cityâ€™s major commercial district to serve as an anchor for the newly defined Town Center area. Hurricane Katrina recovery dollars previously funded a nearby multi-use pathway, landscaping, decorative lighting and a 423â€™ sculpture depicting the Cityâ€™s theme of â€œNatureâ€™s Playgroundâ€ The purpose of that streetscape project was to create a downtown feel for the area which is bordered by civic buildings, the Mississippi Gulf Coast Community College, and Singing River Mall. The City plans to continue the revitalization of this area by creating a large park behind the mall on a 32-acre parcel which was purchased with funding from the Coastal Impact Assistance Program and Tidelands. The master plan for this park includes festival lawns, an outdoor amphitheater, and bicycle paths/boardwalks around the spring-fed tributaries that feed the Pascagoula River. The tributaries are currently threatened by commercial encroachment, environmental pollutants, and invasive species. The Town Commons Park will restore the ecological beauty of what otherwise would be considered â€œtrashâ€property. The City is poised to implement the construction of amenities at the Town Commons. The new owners of the adjacent Singing River Mall have just begun a $90 million re-development project that will create a new open-air mall that will attract national retailers. Right-of-way has been donated for a planned roadway that will facilitate construction of off-campus housing and mixed-use commercial cottages in the area near the park and mall.The Town Commons project will establish a social and cultural center for the community and significantly enhance the quality of life enjoyed by people living in central Jackson County.	Jackson	Yes	10	No	No	No	No	Yes	No	Yes		$ 3,500,000.00	$ -	paired with ID
	Infrastructure	4276	12/27/2014	Mississippi Coastal Heritage Restoration, Education, & Preservation Trail	Funding is requested to establish the Mississippi Coastal Heritage Trail (MCHT), a 100+ mile multi-use pathway linking coastal communities from Grand Bay National Estuarine Research Reserve to NASAâ€™s Infinity Science Center. While increasing public understanding and providing public access to natural resource interpretive sites, waterways, islands, and forests, this Trail will also provide an opportunity to educate community members and visitors about the effects of the Deep Water Horizon Oil Spill on Gulf Coast communities. MCHT will serve as an educational tool to teach about the interaction between humans and the marine environment as well as offer recreational access to a pedestrian/bikeway stretching across the historic and culturally rich Mississippi Gulf Coast. The MCHT will serve as the backbone of the physical network of cultural, historical and natural places where residents and visitors alike can connect with these places. Heritage Trails Partnership of the Mississippi Gulf Coast (HTP), highly supported by the National Park Service, is working to reconnect residents and visitors to the coastal ecosystems that surround them through recreational trails and conservation education projects. HTP is creatively fostering connections to education and tourism growth through trails and greenways while safe guarding the quality of coastal destinations. HTP has rallied all communities along the Mississippi Gulf Coast in a dialogue about creating a network made up of blueways and greenways where one did not exist. HTPâ€™s diverse Board of Directors, including community leaders of conservation, business, planning and health organizations, now leads the effort to create the Mississippi Coastal Heritage Trail (MCHT), recognized by the U.S. Department of Interior through the Americaâ€™s Great Outdoors Initiative. HTP has become a vibrant instrument for information exchange and building of interagency trust, related to trail projects, for the benefit of all coastal communities.	Hancock,Harrison,Jackson	Yes	78	Yes	Yes	Yes	Yes	Yes	Yes	Yes		$ 25,775,000.00	$ -	
	Infrastructure	4277	12/29/2014	Highway 603 Corridor	Water quality is a tremendous factor in the growth of a community, impacting economic stability through tourism, property values, as well as access to recreation and locally-harvested food. Although water quality in the Gulf of Mexico is affected by many large water bodies, small scale improvements may have a positive effect on both the Gulf and within the local community by providing access to natural spaces and improving sites for fishing and swimming as well as increasing community resilience. Highway 603 is a major corridor to the community with high traffic speeds, long frontages, and loosely planned infrastructure. The low elevation of the roadway and its proximity to multiple water crossings causes multiple environmental and community resilience problems: poor water quality due to non-point source runoff, persistent flooding, low density land use, and ditches that occupy a large percentage of the right-of-way rendering alternative transportation path construction impossible. This project will analyze areas where improvements may positively impact water quality and community resilience along the Jourdan River and tributary waterways: Breath Bayou, Bayou LaCroix, Four Dollar Bayou, Edwards Bayou, and Bayou Talla. The project will set up a water sampling program to determine current issues such as: sewer concerns and effluent overflow, roadway and impervious surface runoff, or over-fertilization of lawns. This project will identify areas to address the problems identified: conserve lands in perpetuity, restore landscape filters for sediments and pathogens, intercept runoff, provide access to water and the natural environment, and connect with alternative transportation pathways. Water quality monitoring will also be performed after improvements to measure the changes, as well as the number of days the road is flooded per year.	Hancock	Yes		Yes	Yes	Yes	No	Yes	No	Yes		$ 570,000.00	$ 20,000.00	

	Infrastructure	4278	12/29/2014	Restoring the Ditch	A partly channelized ditch supplies a large amount of runoff into the Mississippi Sound and causes persistent beach closures in a very popular beach area. Although there is a low forested area adjacent to the drainage way, it provides limited ecological service for improving water quality. The geometry of the ditch is straight and direct, and it has steep sides, contributing sediment from erosion of the banks, and reducing the potential for settling and filtration during rain events. The extent of this mini-watershed extends past Central Avenue and the railroad tracks. Initially, the water quality (and quantity) will be monitored to determine the problem: is it animal waste, sewer issues, or other bacterial sources? We will work with the City of Bay St Louis Public Works and REACH, a program of Mississippi State University, to set up a water sampling program. The proposed project will then address the specific problems identified. Actions may include: repair lift stations, enlarge drainage space, introduce settling areas for sediment, and replant stormwater drains to filter other undesirable contents. Water quality monitoring will also be performed after improvements to measure the changes. The outfall is located in proximity to MDEQ Hancock County Sampling Station 04 [EPA:MS356172], which is frequently listed as water Contact Advisory as a result of high bacterial pathogen indicator levels.	Hancock	Yes		Yes	Yes	Yes	No	Yes	No	Yes		$ 350,000.00	$ 20,000.00	
	Infrastructure	4279	12/29/2014	Vacation Lane Restoration	A low wetland area consisting of forested lots which led to the Mississippi Sound was damaged during Hurricane Katrina. This area now provides limited ecological service for improving water quality and frequent beach closures. Current development pressures are low, but little has been done to replant fragmented wetlands or remove impervious surfaces. Outfall is located in proximity to MDEQ Hancock County Sampling Station 03 [EPA:MS594393] which is often listed as water Contact Advisory as a result of probable high bacteria levels. Because of the habitat damage, the wetland area and the lack of a healthy forest have decreased the protective aspects for community resilience for this site, for both incoming and outgoing flows of water. The first step will be to monitor the water quality (and quantity), to determine the problem: is it animal waste, sewer issues, or other bacteria sources? We will work with the City of Waveland Public Works, and REACH, a program of Mississippi State University, to set up a water sampling program. The proposed project will take action to address specific problems identified through: repair of lift stations, enlarging drainage space, removing construction debris and abandoned slabs, introducing settling areas for sediment, and replanting stormwater drains to filter undesirable contents. Water quality monitoring will be performed after improvements to measure changes.	Hancock	Yes		No	Yes	Yes	No	Yes	No	Yes		$ 320,000.00	$ 20,000.00	
	Infrastructure	4282	1/2/2015	Classrooms and dormitories for the Center for Marine Education & Research (CMER) in Mississippi.	INTRODUCTION: The Institute for Marine Mammal Studies (IMMS) is a non-profit 501 (c) (3) organization dedicated to marine education, conservation, and research of marine mammals and sea turtles in the northern Gulf of Mexico. It operates a premier, state-of-the-art Center for Marine Education and Research (CMER) in Gulfport, Mississippi. It is the only facility on the Mississippi Gulf Coast that has the capability and expertise to care for sick and injured marine mammals and sea turtles while providing opportunities for marine education and research. IMMS serves as a liaison between public and private entities interested in marine mammal science and has partnered with the University of Southern Mississippi, Jackson State University, Louisiana State University, University of South Alabama, and the Mississippi Department of Marine Resources (MSDMR) to fulfill the state and federal needs regarding marine education, research, and response to and care of stranded marine mammals and sea turtles. IMMS also played a central role in the response to the BP oil spill in the northern Gulf of Mexico. Information on the programs and activities of IMMS can be obtained from its web site: www.imms.org REQUEST: IMMS proposes to construct dormitories and additional classrooms at the CMER in order to enhance research and educational programs and activities. This would allow IMMS to better collaborate with graduate students and scientists from the U.S. and abroad by providing inexpensive accommodation. IMMS works with nearby Universities and would like to expand its collaborative efforts to include other Universities in Mississippi which are located up to six hours away. The proposed dormitories would allow students and researchers from these Universities to contribute to the research efforts that are being conducted by IMMS in conjunction with MSDMR. Furthermore, it would allow us to house high school students from all over the state for educational camps, fieldtrips, and overnight activities throughout the year. This would greatly extend the educational outreach that IMMS is currently able to provide to the Gulf Coast and the State of Mississippi. The proposed project will not only benefit IMMS. It will provide additional support for MSDMR and the State of Mississippi by enhancing marine education, research, conservation, and instilling the importance of good stewardship in future generations. IMMS currently has the land and the necessary infrastructure (e.g., roadways, utilities, etc.) in place to start the project.		Yes		Yes	Yes	No	Yes	Yes	Yes	No		$ 5,000,000.00	$ -	
	Infrastructure	4283	1/5/2015	Tourist Corridor and Gateway Beautification - Exposed Storm Water Outfalls	Supporting facts 1.A more attractive appearance, tourist friendly public amenities and coordinating tourist information signage is needed in order to maximize the effectiveness of programs and marketing that generates trial to our destination. 2.According to a recent visitor perception study, the beauty of the area is an attribute that drives visitor satisfaction. Of those that were not satisfied with their visit, 36% noted cleanliness and the perception of Katrina recovery issues as a major reason. 3.Improving the visitor experience will generate return visits and invaluable word of mouth advertising for our destination, especially in this age of social media when personal experiences and endorsements are the most trusted source of information for travelers. 4.Harrison and Hancock County already have fully developed plans with costs that include tourist friendly areas, signage, parking, amenities and more that would make Beach Boulevard and Hancock County waterfront and beach areas a true visitor destination. These plans could easily be expanded and coordinated for Jackson County tourist areas. Managing these plans as one project with inter-local agreements and cooperation between municipalities will enhance and strengthen our destination marketing as one Mississippi Gulf Coast. 5.jobs will be created to complete construction and installation of the new facilities and enhancements as well as potential permanent jobs necessary to provide ongoing maintenance. Required funding: Protection of exposed storm water outfalls on the beach which are currently unattractive to visitors and are maintenance issues - $5,000,000	Hancock,Harrison ,Jackson	Yes	100	No	No	No	No	Yes	No	Yes		$ 5,000,000.00	$ -	
	Infrastructure	4284	1/5/2015	Tourist Corridor and Gateway Beautification - Veterans Avenue Pier	Supporting facts 1.A more attractive appearance, tourist friendly public amenities and coordinating tourist information signage is needed in order to maximize the effectiveness of programs and marketing that generates trial to our destination. 2.According to a recent visitor perception study, the beauty of the area is an attribute that drives visitor satisfaction. Of those that were not satisfied with their visit, 36% noted cleanliness and the perception of Katrina recovery issues as a major reason. 3.This research also shows that one of the reasons cited for not visiting the Ms Gulf Coast is lack of a variety of things to do. With over 600 visitor amenities, attractions and activities available, it is clear that we need to improve our communication of tourism offerings. 4.Improving the visitor experience will generate return visits and invaluable word of mouth advertising for our destination, especially in this age of social media when personal experiences and endorsements are the most trusted source of information for travelers. 5.Additional jobs will be created to complete construction and installation of the new facilities and enhancements as well as potential permanent jobs necessary to provide ongoing maintenance. Required funding Repair Katrina damaged Veterans Avenue pier which had been a major beach amenity - $1,000,000	Harrison	Yes	100	No	No	No	No	Yes	No	Yes		$ 1,000,000.00	$ -	
	Infrastructure	4286	1/5/2015	Tourist Corridor and Gateway Beautification - Beach Parking and Parking Area Pavilions	Supporting facts 1.A more attractive appearance, tourist friendly public amenities and coordinating tourist information signage is needed in order to maximize the effectiveness of programs and marketing that generates trial to our destination. 2.According to a recent visitor perception study, the beauty of the area is an attribute that drives visitor satisfaction. Of those that were not satisfied with their visit, 36% noted cleanliness and the perception of Katrina recovery issues as a major reason. 3.This research also shows that one of the reasons cited for not visiting the Ms Gulf Coast is lack of a variety of things to do. With over 600 visitor amenities, attractions and activities available, it is clear that we need to improve our communication of tourism offerings. 4.Improving the visitor experience will generate return visits and invaluable word of mouth advertising for our destination, especially in this age of social media when personal experiences and endorsements are the most trusted source of information for travelers. 5.Harrison and Hancock County already have fully developed plans with costs that include tourist friendly areas, signage, parking, amenities and more that would make Beach Boulevard and Hancock County waterfront and beach areas a true visitor destination. These plans could easily be expanded and coordinated for Jackson County tourist areas. Managing these plans as one project with inter-local agreements and cooperation between municipalities will enhance and strengthen our destination marketing as one Mississippi Gulf Coast. 6.Additional jobs will be created to complete construction and installation of the new facilities and enhancements as well as potential permanent jobs necessary to provide ongoing maintenance. Required funding Construct additional beach parking areas with shaded pavilions to provide access to and ease of use of the beach and beach amenities - $7,500,000	Hancock,Harrison ,Jackson	Yes	100	No	No	No	No	Yes	No	Yes		$ 7,500,000.00	$ -	
	Infrastructure	4287	1/5/2015	Tourist Corridor and Gateway Beautification - Beach Event Pavilions	Supporting facts 1.A more attractive appearance, tourist friendly public amenities and coordinating tourist information signage is needed in order to maximize the effectiveness of programs and marketing that generates trial to our destination. 2.According to a recent visitor perception study, the beauty of the area is an attribute that drives visitor satisfaction. Of those that were not satisfied with their visit, 36% noted cleanliness and the perception of Katrina recovery issues as a major reason. 3.A recent study in a competing market indicated that 20% of their visitors pass through one or all of our Coastal counties on their way to their market, however there is very little directional signage on the major by-ways appealing to visitors. 4.Improving the visitor experience will generate return visits and invaluable word of mouth advertising for our destination, especially in this age of social media when personal experiences and endorsements are the most trusted source of information for travelers. 5.Additional jobs will be created to complete construction and installation of the new facilities and enhancements as well as potential permanent jobs necessary to provide ongoing maintenance. Required funding Construct various sized beach pavilions for group gatherings, entertainment events and beach amenities - $2,700,000	Hancock,Harrison ,Jackson	Yes	100	No	No	No	No	Yes	No	Yes		$ 2,700,000.00	$ -	

	Infrastructure	4288	1/5/2015	Tourist Corridor and Gateway Beautification - Comfort Stations	Supporting facts 1.A more attractive appearance, tourist friendly public amenities and coordinating tourist information signage is needed in order to maximize the effectiveness of programs and marketing that generates trial to our destination. 2.According to a recent visitor perception study, the beauty of the area is an attribute that drives visitor satisfaction. Of those that were not satisfied with their visit, 36% noted cleanliness and the perception of Katrina recovery issues as a major reason. 3.Improving the visitor experience will generate return visits and invaluable word of mouth advertising for our destination, especially in this age of social media when personal experiences and endorsements are the most trusted source of information for travelers. 4. Additional jobs will be created to complete construction and installation of the new facilities and enhancements as well as potential permanent jobs necessary to provide ongoing maintenance. Required funding Construct additional and repair existing comfort stations along the beach - $10,250,000	Hancock,Harrison ,Jackson	Yes	100	No	No	No	No	Yes	No	Yes		$ 10,250,000.00	$ -	
	Infrastructure	4289	1/5/2015	Tourist Corridor and Gateway Beautification - Signage and Landscaping	Supporting facts 1.A more attractive appearance, tourist friendly public amenities and coordinating tourist information signage is needed in order to maximize the effectiveness of programs and marketing that generates trial to our destination. 2.According to a recent visitor perception study, the beauty of the area is an attribute that drives visitor satisfaction. Of those that were not satisfied with their visit, 36% noted cleanliness and the perception of Katrina recovery issues as a major reason. 3.This research also shows that one of the reasons cited for not visiting the Ms Gulf Coast is lack of a variety of things to do. With over 600 visitor amenities, attractions and activities available, it is clear that we need to improve our communication of tourism offerings. 4.Improving visitor signage will increase awareness of tourism offerings and increase length of stay and therefore economic impact. 5.A recent study in a competing market indicated that 20% of their visitors pass through one or all of our Coastal counties on their way to their market, however there is very little directional signage on the major by-ways appealing to visitors. 6.Improving the visitor experience will generate return visits and invaluable word of mouth advertising for our destination, especially in this age of social media when personal experiences and endorsements are the most trusted source of information for travelers. 7.Harrison and Hancock County already have fully developed plans with costs that include tourist friendly areas, signage, parking, amenities and more that would make Beach Boulevard and Hancock County waterfront and beach areas a true visitor destination. These plans could easily be expanded and coordinated for Jackson County tourist areas. Managing these plans as one project with inter-local agreements and cooperation between municipalities will enhance and strengthen our destination marketing as one Mississippi Gulf Coast. 8.Several parts of the plan have already been funded and are expected to be completed this year including way-finding signage coordinated with a tourism entity directory. 9.Additional jobs will be created to complete construction and installation of the new facilities and enhancements as well as potential permanent jobs necessary to provide ongoing maintenance. Required funding Major gateway signage and landscaping at MDOT approved and permitted locations on I10 and at selected Highway 90 intersections (20 locations x 2 exits) - $600,000	Hancock,Harrison ,Jackson	Yes	100	No	No	No	No	Yes	No	Yes		$ 600,000.00	$ 60,000.00	
	Infrastructure	4290	1/5/2015	Tourist Corridor and Gateway Beautification - Wayfinding signage and mobile app	Supporting facts 1.A more attractive appearance, tourist friendly public amenities and coordinating tourist information signage is needed in order to maximize the effectiveness of programs and marketing that generates trial to our destination. 2.According to a recent visitor perception study, the beauty of the area is an attribute that drives visitor satisfaction. Of those that were not satisfied with their visit, 36% noted cleanliness and the perception of Katrina recovery issues as a major reason. 3.This research also shows that one of the reasons cited for not visiting the Ms Gulf Coast is lack of a variety of things to do. With over 600 visitor amenities, attractions and activities available, it is clear that we need to improve our communication of tourism offerings. 4.Improving visitor signage will increase awareness of tourism offerings and increase length of stay and therefore economic impact. 5.A recent study in a competing market indicated that 20% of their visitors pass through one or all of our Coastal counties on their way to their market, however there is very little directional signage on the major by-ways appealing to visitors. 6.Improving the visitor experience will generate return visits and invaluable word of mouth advertising for our destination, especially in this age of social media when personal experiences and endorsements are the most trusted source of information for travelers. 7.Harrison and Hancock County already have fully developed plans with costs that include tourist friendly areas, signage, parking, amenities and more that would make Beach Boulevard and Hancock County waterfront and beach areas a true visitor destination. These plans could easily be expanded and coordinated for Jackson County tourist areas. Managing these plans as one project with inter-local agreements and cooperation between municipalities will enhance and strengthen our destination marketing as one Mississippi Gulf Coast. 8.Several parts of the plan have already been funded and are expected to be completed this year including way-finding signage coordinated with a tourism entity directory. 9.Additional jobs will be created to complete construction and installation of the new facilities and enhancements as well as potential permanent jobs necessary to provide ongoing maintenance. Required Funding: Continue and implement additional tourist way-finding and informational signage along Highway 90 and downtown areas, as well as historical and cultural markers and â€œstory-boardsâ€ including a mobile app to supplement the printed brochure - $750,000	Hancock,Harrison ,Jackson	Yes	50	No	No	No	No	Yes	No	Yes		$ 825,000.00	$ 75,000.00	
	Infrastructure	4293	1/8/2015	Pearl River Community College Hancock County Center	In an effort to meet the growing higher education, economic and community development needs of the citizens of Hancock County, Pearl River Community College desires to build a campus in the County. For a number of years, PRCC offered a limited number of college-level courses at John C. Stennis Space Center. As PRCC administrators searched for a more effective way to serve the area, the Hancock County Board of Supervisors and various citizens groups were also searching for ways to improve the County's higher education opportunities. Working with a coalition of governmental, education and community leaders, PRCC leased classroom and office space in a converted Wal-Mart on Highway 90 in Waveland. The new Hancock Center opened for the spring semester in 2005 and subsequently enrolled 193 students for the fall 2005 semester. Just ten days later, Hurricane Katrina's storm surge poured 8 feet of water through the building leaving it in ruins. Officials regrouped and classes resumed October 3, 2005, in portable classrooms at the Stennis International Airport. By January 2007, the newly-refurbished Hancock Center reopened and has served as many as 300 students per semester. The potential for growth is present, but a permanent campus-type facility is needed to foster this growth. The campus environment would promote program growth and the ensuing student population increases that are expected. Pearl River Community College proposes to build a free-standing campus on 20-30 acres of land in Hancock County. The facility would accommodate existing programs as well as those that are proposed for development to meet the changing economic climate in the County. The College's plan includes: (1) A classroom/administration building of approximately 50,000 square feet to house at least 20 classrooms; a library that would meet SACSCOC requirements; offices for business, admissions, financial aid and counseling services; a bookstore and small grill area and a large multi-purpose room that would serve as a meeting place for student and community groups. (2) A specialized building of approximately 22,000 square feet to house Career and Technical Education (CTE) Programs that would meet the needs of Gulf Coast and Stennis Space Center industries. (3) A maintenance building of approximately 5,000 square feet to house shipping/receiving functions as well equipment needed to maintain the campus. Cost of construction for the Hancock County Center campus is estimated at $15 million. This number is based on construction costs of $150 per square foot; road and parking lot construction; and, furniture and equipment. This project would greatly enhance the higher education opportunities for the residents of Hancock County and the Gulf Coast region and would be a catalyst for the economic and community growth of the broad Gulf Coast area.	Hancock	Yes	100	Yes	Yes	No	No	Yes	No	No	Higher Educatio n	$ 15,000,000.00	$ -	
	Infrastructure	4296	1/8/2015	Mississippi Gulf Coast Fiber Ring	Currently, the Mississippi Gulf Coast lacks a comprehensive fiber network engineered to be survivable in the event of a natural disaster and to support limitless economic development. C Spire proposes to build a redundant, survivable fiber optic ring for the Mississippi Gulf Coast to provide both a backbone network for the Coast as well as fiber connectors to commercial and residential cores across the coastal region. This network would provide the infrastructure necessary to support economic development projects of unlimited size anywhere in this region and to provide fiber Internet connectivity for existing large, medium, and small businesses as well as coastal residents.	Hancock,Jackson, Harrison	Yes	100	Yes	Yes	No	Yes	No	Yes	No		$ 20,000,000.00	$ -	

	Infrastructure	4297	1/8/2015	Gulfport Downtown Tourist Destination/Alley Streetscape - The Half Street Alley Project	Gulfport Downtown Tourist Destination/Alley Streetscape Project i.e. â€œHalf Street Alley Projectâ€ In the tradition of Printers Alley in Nashville, Pirates Alley and Exchange Place in New Orleans, and the Alley Station in Montgomery, AL., Gulfport, MS is seeking to develop the downtown alley between 26th Avenue and 27th Avenue into a true outdoor public entertainment and arts destination. Currently used for utility and waste removal purposes, the alley has received a design study by Tom McGilloway of the firm Mahan Rykiel Design, Baltimore, MD and Randy Wilson of Community Design Solutions, Columbia, SC., the nationâ€™s leading â€œNew Urbanismâ€Alley Redevelopment designers. The team has repurposed and designed alleys in New York City, Austin, TX, Seattle, Portland, Chicago, and Atlanta and are now focused on opportunity in Gulfport, MS. Their assessment is that the location in Historic Downtown Gulfport will have a transformational effect in the heart of the entertainment district, creating a safe, attractive and highly desirable appeal to the character of downtown. Major design queues will be to streetscape the surface with new brick pavers, drainage systems, arched signage at each entrance, various and eclectic lighting treatments, creative and unique art installations and displays, bamboo planters, benches and seating areas and dedicated areas for the restaurantsâ€™ outdoor dining areas. Also, to address a balance of utility and desirability/sanitation, the current 40-yard compactor in the alley will be replaced with a small dumpster corral that will attractively fence off four 2-yard size dumpsters that will be on casters providing ease of access for Waste Pro to remove-dump-replace the containers on a daily basis. Based on recommendations and having the endorsement of the local Director of the Department of Health, the corral area will be against one of the alley walls, fenced off on a concrete pad with sewer drainage and hot and cold water for safe clean up and maintenance of the area. This new attraction will directly increase traffic in this pedestrian friendly area to 6 locally owned restaurants that will have back door and/or courtyard access to the newly transformed â€œHalf Street Alley. The Gulfport Main Street Director will be responsible for providing outdoor dining area events, public art displays, poetry readings and musical entertainment. It will also allow for the development of new small businesses in our downtown area by creating a new synergy of art and entertainment. Currently, the alley is an eyesore, a health and safety hazard, and quite possibly the worst maintained area in all of Downtown Gulfport. With the development of â€œHalf Street Alleyâ€Inot only will we correct and clean up a blighted area, we will create a destination that young and old will be able to visit to view public art contests, eat, drink, be entertained and most importantly, be proud of the continued growth and rebirth of Downtown Gulfport. To accomplish the transformation of the alley, Gulfport has dedicated approximately $317,000 from CDBG monies from the Mississippi Development Authority to the above ground alley project which would include lighting, street pavers, electrical. To complete the project, we are seeking an additional $350,000 to replace the aging sewer infrastructure that runs the length of the alley, engineering costs, concrete replacement and other infrastructure needs. This funding would complete all the necessary below ground infrastructure in order to complete the project properly the first time. Currently, there are 33 locally owned restaurants and entertainment establishments that are all and small businesses that have opened or renovated and reopened since Hurricane Katrina. The City has used over $10 Million in CDBG for one of the nationâ€™s largest streetscape and faÃ§ade grant projects resulting in a resurgence and rebirth of Downtown Gulfport. The â€œHalf Street Alleyâ€Project is the project that will differentiate Downtown Gulfport from any other along the coast, offering a true destination that attracts more patrons to our small businesses, improves a currently depressed area and creates a unique public space tourist and locals alike will be drawn to.	Harrison	Yes	55	Yes	Yes	No	Yes	Yes	Yes	Yes		$ 1,500,000.00	$ 317,000.00	
	Infrastructure	4298	1/8/2015	ONE COAST Scenic By-ways and Relocation Campaign	It is recommended that $2,019,250 in Restore Act Funds be utilized to launch a ONE COAST Scenic Byways and Relocation Campaign to drive tourism and real estate sales. A decade in the making, Beach Boulevard in Hancock County, is the only shoreline along the MS Gulf Coast that has received the designation as a Mississippi Scenic By-way. The vision for a scenic byway did not stop at the 13 miles of shoreline in Hancock County. The 30 miles in and around NASAâ€™s Stennis Space Center buffer zone, an untouched natural green space that can never be developed , is now part of the By-ways to Space. The buffer zone---a natural haven for birding, biking, fishing, camping and exploring---is not only a national asset for homeland security and defense, but also for the emerging new eco-tourism product of the Mississippi Gulf Coast. Work is underway now to connect the beach boulevard by-way to the rest of the Gulf Coast by naming Highway 90 in Harrison and Jackson counties as Scenic By-ways, to celebrate the 100th Year Anniversary of the Old Spanish Trail. During 2015, the by-way will extend into Harrison County up to Debuys Road. There is interest from Jackson County leaders to extend the by-way there and in Biloxi, segmentation may be required to carve out the Casino Districts. A Mississippi Scenic Byway designation can benefit a community in several interrelated ways: Resource protection; Community recognition as a source of pride; Economic development/tourism through visitor kiosks, vista spots to serve tourists; Community visioning to address roadway corridors and land use issues; Partnering by bringing individuals, land owners, the public and private sector to partner for betterment of the community; Access to federal and state grants, trusts, loans and assistance programs for safety improvements, facilities, improvements to access areas, protecting historical and cultural resources. The mission of the Mississippi Coastâ€™s two new scenic byways is to preserve, enhance, protect and promote the natural, historic and cultural tourism intrinsic values of 62 miles of scenic roadways for the enjoyment and education of the American public. The goal of the scenic by-ways programs is to introduce the Byways to Space and the Beach Boulevard Scenic Byways to the public by: â€¢Taking advantage of the INFINITY Science Center, a Mississippi Tier I tourist attraction that opened in mid April 2012 that has a focus on the science of land, sea, and outer space. â€¢Using the Byways to Space and the Beach Boulevard Scenic Byways, and the intrinsic resources along these byways, as an â€œoutside laboratoryâ€Where people can have a hands-on experience with what they have learned about inside the INFINITY Science Center. â€¢Providing electronic and static information to the public to plan their visit to the byways, to actually guide the public around the byways, and to provide visitor information at various locations on the many intrinsic resources located along the byways. â€¢Involving the public in the potential expansion of the byways to provide more of a seamless visitor experience. Promoting the cultural and heritage tourism of the area is the catalyst needed to increase visitation, new business income, tax revenue and jobs for the region, using the INFINITY Science Center as the mechanism to draw the estimated 300,000 annual visitors off the Interstate and into the communities surrounding the Center. Connecting the Scenic Byways to Space to the Beach Boulevard Byway will draw the visitors from the Interstate into the cities of Waveland and Bay St. Louis and ultimately across the Coast as a preferred tourism route, thereby generating tourism activity throughout the region.	Hancock,Harrison , Jackson	Yes	50	Yes	Yes	Yes	Yes	Yes	Yes	Yes		$ 2,019,250.00	$ -	
	Infrastructure	4301	1/9/2015	Sanitary Sewer Improvements Ocean Springs	The project consists of renovating five sanitary sewer pump stations. the work includes raising the top of the wet well and site elevations to eliminate potential pump station flooding; reworking piping to reduce the risk of possible physical damage from adjacent traffic which would cause sewage spills; elevating pump station control panels to eliminate repetitive loss and replacement due to flooding; installing secure lockable wet well and valve pit covers to improve safety and security; and drainage improvements to correct erosion and flooding issues at the sites. The improvements will reduce potential damage to the natural environment including nearby drainage ways and wetlands, reduce hazards to health and safety due to sewer overflows, sewer spills and provide improved security of the facilities.	Jackson	Yes	250000	No	No	No	No	No	No	Yes		$ 300,000.00	$ -	
	Infrastructure	4304	1/26/2015	I-10 Connector Road - Phase 1	The Jackson County Board of Supervisors is proposing the development of a new connector road parallel to Interstate 10 between Mississippi Highway 15 and Mississippi Highway 609. The proposed route will be located north of the interstate and will provide access to existing commercial property, as well as large tracts of developable land within the corridor. The proposed I-10 Connector Road will be built initially as a three lane divided roadway with sufficient right-of-way for expansion to a five-lane section with two eastbound lanes and two westbound lanes separated by a continuous left turn lane. The new route will be functionally classified as an Urban Arterial and will provide a continuous east-west route between two state routes with interchange access to Interstate 10. The new corridor will incorporate a one mile section of Cook Road and approximately 1,100 feet of the Thomas Street right-of-ways. On the west end of the project, roughly 3,900 linear feet of new right-of-way will be acquired to provide a connection at Mallette Road and Daisy Vestry Road. On the east end, the route will diverge from the Cook Road right-of-way to connect to Tucker Road about 800 feet north of its current location. The signalized intersection at Cook Road will be relocated to the new intersection location with traffic control measures instituted at Cook Road and Tucker Road to control traffic movements. The new I-10 Connector Road will continue north for about 1,000 feet in order to connect with Seaman Road. The preliminary estimate for the construction of the initial phase is $13.7 million which includes: â€¢$5 million for Right-of-Way â€¢$8.7 million for Construction At this time, $8.75 million has been assigned to the project through the following: â€¢Federal Funds through SAFETEA-LU Legislation of 2005 â€¢Earmark in FY2008 Transportation HUD Appropriation Act â€¢Earmark in FY2009 Omnibus Appropriation Act â€¢Earmarks in Fy 2010 Therefore an additional $5 Million is requested through RESTORE Act funding.	Jackson	Yes	100	Yes	No	No	No	Yes	Yes	No		$ 13,700,000.00	$ 8,700,000.00	
	Infrastructure	4305	1/26/2015	A Hancock County Aerospace and Workforce Academy	Aerospace is a staple on the Mississippi Gulf Coast, despite the lack of comprehensive aerospace and industry-related training programs from both the academic and workforce training perspectives. The Pearl River Community College (PRCC), which services Hancock County, and the Hancock County Port and Harbor Commission (HCPHC) have the will, need and wherewithal to make such a comprehensive training program a reality. With PRCCâ€™s existing academic and workforce training acumen and HCPHCâ€™s land strategically located on the Stennis International Airport airfield, a very successful partnership can be formed, if it is supported by Restore Act Funding in an estimated amount of $10 million for constructing a multipurpose 43,100 sf. facility and related parking, apron and taxiway and an estimated $3.1 milion for a three-year operational start-up period. Hancock County, which is home to Stennis Space Center and Stennis International Airport, has robust aerospace activity in both the private and federal sectors with twelve industries in the private sector alone, and coast wide there are 25 aerospace industries, with an untold amount of smaller support business with industrial training needs. While there is strong sector activity, lacking are the components that would create a true industry cluster and a major factor in cluster development is the existence of a universities and colleges supportive of that activity. Once a strong industry cluster is in place, synergies are created that are hard to easily duplicate in other regions. PRCC and HCPHC wish to enhance the Gulf Coastâ€™s existing competitive advantage with the creation of an aerospace and workforce academy that would provide the academic, workforce training, and networking components that weave the threads of synergy even tighter for aerospace in Hancock County.	Hancock	Yes	15	Yes	Yes	No	Yes	Yes	Yes	No		$ 10,000,000.00	$ -	similar to ID
	Infrastructure	4307	1/27/2015	Old Fort Bayou Road Improvements	The Jackson County Board of Supervisors is proposing improvements to Old Fort Bayou Road in the St. Martin Community. This roadway provides primary access to St. Martinâ€™s high school, junior high school and upper elementary school. It also provides access to several residential subdivisions and vacant land that is positioned for new development. Old Fort Bayou Road as it exists today consists of a two-lane undivided roadway, classified as an urban collector. Its typical section includes 11-foot travel lanes, no shoulders and open ditches. The roadway extends from Mississippi Highway 609 in St. Martin northeasterly for approximately 10.6 miles where it terminates at Jim Ramsay Road in Vancleave. The proposed improvements for Old Fort Bayou Road include widening the existing roadway for a distance of 1.6 miles to accommodate three 12-foot travel lanes and 6-foot paved shoulders that will be striped as bike lanes. The typical section will include roadside ditches to meet standard â€œclear zoneâ€requirements for driver safety. The three-lane section includes a center two-way left turn lane for access to residential driveways and local roads in the area. The Jackson County Board of Supervisors has completed the development of engineering design documents for this project. In addition, the County has identified the additional right-of-way that is required and has prepared the necessary acquisition documents as well. The preliminary estimate for the acquisition of right-of-way and construction is $7.0 million which includes: â€¢$2 million for Right-of-Way Acquisition â€¢$5 million for Construction	Jackson	Yes	100	Yes	No	No	No	Yes	No	No		$ 7,000,000.00	$ -	

	Infrastructure	4308	1/27/2015	Roy O. Cumbest Bridge Replacement - Preliminary Engineering and Environmental Studies	The Jackson County Board of Supervisors is proposing the replacement of the Roy O. Cumbest Bridge over the Pascagoula River in North Jackson County. This bridge is one of only 3 structures that cross the Pascagoula River in Jackson County. It is the only bridge north of Interstate 10, and the only bridge maintained by the County. The critical nature of this bridge was realized during Hurricane Katrina when portions of the Interstate 10 Bridge were out of service, resulting in increased traffic to the Roy O. Cumbest Bridge The normal operations of the structure serve the residents and commerce in the northern portion of the County by providing the primary east west corridor. In the event the bridge is deemed structurally unsound, citizens of the County will have to endure a 47-mile detour to cross the Pascagoula River. The existing bridge was constructed in 1959 and is 1,220 feet long. Recent inspections of the structure reported the bridge had an overall rating of 48.3 on a 100-point scale. The deficiencies indicated in the report include: â€¢Major erosion occurring along the west abutments; steel piling exposed due to erosion. â€¢Steel piling exhibiting heavy corrosion with approximately 25% section loss. â€¢Exposed piling and beams in need of painting. â€¢Damaged guardrail on the north side of the bridge. â€¢Rough roadway approaches. The purpose of this project is to analyze the Roy O. Cumbest Bridge through investigative services to determine the most feasible solutions for rehabilitation and/or replacement activities. Alternatives will be developed to ensure a safe and structurally-sound bridge is in place to provide east-west access in the northern part of Jackson County for residents and commerce.	Jackson	Yes	50	Yes	No	No	No	Yes	No	No		$ 1,500,000.00	$ -	
	Infrastructure	4309	1/27/2015	Roy O. Cumbest Bridge Replacement	The purpose of this project is to replace the Roy O. Cumbest Bridge over the Pascagoula River in northern Jackson County, situated on Wade-Vancleave Road. The Roy O. Cumbest Bridge is one of only three bridges that cross the Pascagoula River in Jackson County. Built in the late 1950â€™s, this bridge connects the east and west portions of Jackson County and is located on a connector route with traffic counts of 1800 vehicles per day. Due to the bridgeâ€™s age and the amount of traffic that utilizes the Wade-Vancleave Road corridor, the County has recognized that it is one of the most vulnerable and critically aging structures deserving of replacement. The critical nature of this bridge was truly experienced during Hurricane Katrina in 2005 when the Interstate-10 Bridge was severely damaged, rendering the eastbound lanes impassable and resulting in a drastic increase in daily use of the Roy O. Cumbest Bridge. Loss of this bridge would require traffic to be rerouted either south 15 miles to Interstate-10 Bridge or north 27 miles to US Highway 26, resulting in a total detour route of approximately 47 miles. The goal of this project is to replace the Roy O. Cumbest Bridge on new alignment while maintaining traffic on the existing route. Replacement of this bridge will enhance the transportation network in Jackson County and sustain this viable economic corridor.	Jackson	Yes	100	Yes	No	No	No	Yes	No	No		$ 13,000,000.00	$ -	
	Infrastructure	4310	1/27/2015	Jackson County Shoreline Protection Program	The purpose of this project is to qualitatively and quantitatively study the sand beaches and natural shorelines within Jackson County. Erosion of the beach and shorelines through natural accretion and storm activity requires continuous maintenance and replenishment efforts to sustain the coastline. The goals of the study are as follows: 1.Develop baseline data to accurately quantify and qualify the sand beach shorelines. 2.Develop numerical models to simulate beach and shoreline erosion for high and low frequency storm events. 3.Develop strategies to control erosion of the sand beaches. 4.Investigate â€œliving shorelineâ€ options and determine those that are the most suitable for this environment. 5.Develop a Management, Operations, and Maintenance Program for the sand beaches. 6.Develop and investigate an offshore dredging replenishment program. The Countyâ€™s beaches and shorelines face loss of sand and sediment. Stabilization of the beaches and shorelines will significantly reduce maintenance costs. A well-established coastline will provide protection during storm events and promotes tourism, while maintaining wildlife habitat.	Jackson	Yes		No	No	No	No	Yes	No	Yes		$ 500,000.00	$ -	
	Infrastructure	4311	1/28/2015	Spring Lake Dam Replacement	The Jackson County Board of Supervisors is proposing the replacement of the current Spring Lake Dam situated in a residential / agricultural area north of the Vancleave Community. Spring Lake is approximately 67.8 acres in area at normal pool. This lake was created by a man-made dam constructed across the reach of Little Creek. Spring Lake Drive is located on the crest of the dam which forms the embankment for the downstream boundary of the lake. Over recent years, the dam has failed resulting in the loss of Spring Lake Drive and a severely decreased pool elevation for the lake, as well as the loss of access across the dam. Continued deterioration of the dam is eminent. The purpose of this project is to restore the Spring Lake Dam to breach conditions. Restoration will reestablish access across the dam and allow the lake to fill to the normal design pool elevation. The proposed dam structure will be reconstructed in accordance with established requirements for earth dams as indicated by the Mississippi Department of Environmental Quality. In addition to providing safe access and creating a structurally sound dam, this will provide recreational and fishing activities to the local residents.	Jackson	Yes	100	No	No	No	No	Yes	No	Yes		$ 3,125,000.00	$ -	
	Infrastructure	4312	1/28/2015	Improvements to Existing Jackson County Recreational Complexes	The project will enhance Jackson Countyâ€™s Recreational Complexes and provide amenities that will serve the communityâ€™s recreational needs. The County has three recreational complexes that in need of additional facilities to further support the growing desires of the community to live a healthier lifestyle. The proposed improvements support Jackson Countyâ€™s goal of providing superior service to its citizens. The recreational complexes and the recommended improvements are as follows: Edward A. Khayat Memorial Park (Moss Point): â€¢Provide pavilions for gatherings and events. â€¢Provide additional parking. â€¢Construct a community swimming pool. â€¢Construct a maintenance building for support services. Jackson County Soccer Complex (Gautier): â€¢Perform a detailed study of storm drainage system and make necessary improvements. â€¢Expand pavilions and refuge areas. â€¢Perform facility improvements including lighting, fencing, and parking. St. Martin Soccer Complex: â€¢Provide walking trails. â€¢Construct pavilions for gatherings and events. â€¢Construct a splash pad â€¢Construct a kayak launch to provide residents and visitors access to local bayous and waterways. The proposed improvements will provide the added amenities to Jackson County recreational complexes and further enhance the communityâ€™s activities and tourism opportunities. Many of the improvements support community resilience while providing residents and tourists opportunity to enjoy the outdoors and experience the local environment and waterways.	Jackson	Yes		Yes	No	No	No	Yes	No	No		$ 3,800,000.00	$ -	
	Infrastructure	4313	2/3/2015	Mississippi Maritime Museum	As early as 1700 the chronicling of vessels being built on the Pascagoula River began, and in the 300 years of documented building records since that time, thousands of vessels from shrimp and fishing boats, ships, luxury liners, barges, cargo carries, research, supply and military vessels as well as off shore drilling structures have been constructed in whole, or in part, in the waters of the Mississippi Gulf Coast. Jackson County is Mississippi's largest tonnage Port, home to one of the nation's largest oil refineries, Ingalls/Northrop Grumman Shipyard and one of the National Oceanic and Atmospheric Administration's research labs. To insure that the maritime history is passed along to this generation and the next, a group of Pascagoula residents organized to establish a museum to tell the story of our maritime history and the importance of our water ways to the Mississippi Gulf Coast. The Mississippi Maritime Museum, Inc. (MMM) was formed in 2007 and since its inception the group has worked diligently to streamline its efforts by developing a Board of Directors, committees, an operating plan, establishing a 501 (3)c organization and writing by-laws. The MMM Board's primary mission is to preserve, educate, promote and exhibit Mississippiâ€™s maritime history for the present and future generations. In March of 2013 the MMM purchased two buildings on DuPont Ave that were formerly part of the Pascagoula High School. The MMM Boards primary goal was to have a fully functioning maritime museum by 2016-17. The larger of the two buildings will be the future home of Mississippi Maritime Museum, while the smaller building will serve as a workshop and preservation area for museum materials. A preliminary museum design for the Math & Science building has been developed with the help of Mississippi State University School of Architecture and an estimate cost to renovate that building is 1.5 million with another 1.0 million for display cases, exhibits, models, movie on maritime history, etc. Bringing a permanent maritime museum to fruition would not only preserve our maritime history but would benefit the Gulf Coast community by: 1) Increasing tourism along the Mississippi Gulf Coast, 2) Create jobs for local citizens during construction and long term jobs for museum staff, 3) Increase revenue to local hotel, restaurants and retail stores in Jackson County, and 4) Education: Enhance knowledge of the benefits of Maritime Related Industry to Mississippi youth.	Jackson	Yes	0.01	Yes	Yes	No	Yes	Yes	No	No		$ 2,500,000.00	$ 25,000.00	
	Infrastructure	4316	2/19/2015	Bay St Louis stream restoration, canal dredging project and Removal of Derelict Boat Houses and Piers Project	Bay St Louis has over 27 miles of waterways inside the city limits. The waterways include natural streams and a system of canals that connect to the Jordan River and Bayou Lacroix. The entire system is in great need of maintenance dredging and debris removal to cure the residual impacts of sediment and trash accumulated from decades of hurricane and flood deposits. Dredging the entire system would have multiple benefits that would include but not be limited to improving: water quality, flood prevention with better drainage/runoff, navigation, recreational safety and useful byproduct(sediment removed could serve as marsh replenishment material). BSL proposes to remove the numerous derelict boat houses and damaged piers/pilings from along the water front on Beach Blvd. These structures pose a navigational danger to boaters, fisherman and recreationalists which frequent the water front.	Hancock	Yes		Yes	No	Yes	No	Yes	No	Yes		$ 15,000,000.00	$ -	
	Infrastructure	4334	3/8/2015	West Harrison Water and Sewer District - Water Supply System Phase 1	Project consists of installation of associated water distribution systems to provide potable water service to currently un-served areas of Harrison County. Phase 1 would consist of installation of approximately 100,000 LF of 12" PVC water line, fire hydrants and associated valves and fittings. This project will connect to an existing water transmission system installed as part of the Gulf Region Program and provide much needed customer base to begin utilization of the Gulf Region W-13 Water Project.	Harrison	Yes		Yes	No	No	No	Yes	No	No		$ 8,000,000.00	$ -	
	Infrastructure	4335	3/8/2015	WHWSD - SRF Loan Payment	This project would utilize funds to pay off an existing SRF Loan for sewer collection system. The loan was made prior to Hurricane Katrina and was intended to be used to connect approximately 340 current customers to a new sewer collection system. The project was under construction when the Hurricane came ashore and the construction project was stopped due to the devastation in the Delisle Community. After some time, the project was re-started with a different contractor and with connecting approximately 250 customers. The loss of customer base has added an undue burden to the residents of Delisle and thus the monthly sewer rates were increased to cover the costs. The SRF Loan payment would drastically help reduce the monthly costs of the West Harrison Water & Sewer District.	Harrison	Yes		Yes	No	No	No	Yes	No	No		$ 500,000.00	$ -	
	Infrastructure	4337	3/11/2015	Back Bay Biloxi Shoreline and Habitat Restoration	Project will restore shoreline area, ensuring growth of emergent plants including Spartina, Juncus, and other grasses and trees that have been lost to erosion. Several acres will receive remediation and land will be extended to include a narrow beach that has been lost due to increased force of wave action. The select means of restoration will improve conditions for more than a dozen endangered species in the area as shown in this proposal.	Harrison	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	health & safety	$ -	$ -	

	Infrastructure	4338	3/12/2015	West Harrison Water & Sewer District Water Distribution System Phase II	Project consists of installation of associated water distribution systems to provide potable water service to currently un-served areas of Harrison County. Phase II would consist of installation of approximately 56,500 LF of 12" PVC water line, fire hydrants and associated valves and fittings and a 500,000 gallon elevated water tank and new well. This project will connect to an existing water transmission system installed as part of the Gulf Region Program and provide much needed customer base to begin utilization of the Gulf Region W-13 Water Project.	Harrison	Yes		Yes	No	No	No	Yes	No	No		$ 6,520,000.00	$ -	
	Infrastructure	4339	3/12/2015	West Harrison Water & Sewer District Water Connection Project Phase I	Project consists of installation of associated water distribution system and residential connections to provide potable water service to approximately 1,000 new water customersy. Phase 1 would consist of installation of approximately 64,000 LF of 8" PVC water line, fire hydrants and associated valves, fittings and meters for residential connections. This project will connect to an existing water transmission system installed as part of the Gulf Region Program and provide much needed customer base to begin utilization of the Gulf Region W-13 Water Project.	Harrison	Yes		Yes	No	No	No	Yes	No	Yes		$ 7,608,000.00	$ -	
	Infrastructure	4340	3/12/2015	West Harrison Water & Sewer District Water System Connection Project Phase II	Project consists of installation of associated water distribution system and residential connections to provide potable water service to approximately 1,000 new water customers. Phase II would consist of installation of approximately 75,000 LF of 8" PVC water line, fire hydrants and associated valves, fittings and meters for residential connections. This project will connect to an existing water transmission system installed as part of the Gulf Region Program and provide much needed customer base to begin utilization of the Gulf Region W-13 Water Project.	Harrison	Yes	90	Yes	No	No	No	Yes	No	No		$ 8,400,000.00	$ -	
	Infrastructure	4341	3/12/2015	West Harrison Water & Sewer District Water System Connection Project Phase III	Project consists of installation of associated water distribution system and residential connections to provide potable water service to approximately 1,000 new water customers. Phase III would consist of installation of approximately 50,000 LF of 8" PVC water line, fire hydrants and associated valves, fittings and meters for residential connections. This project will connect to an existing water transmission system installed as part of the Gulf Region Program and provide much needed customer base to begin utilization of the Gulf Region W-13 Water Project.	Harrison	Yes		Yes	No	No	No	Yes	No	No		$ 660,000.00	$ -	
	Infrastructure	4343	7/24/2015	West Jackson County Constructed Wetlands Restoration Project	The West Jackson County Constructed Wetlands Treatment System was established in in 1990 to treat the centralized wastewater collected in western Jackson County, Mississippi. As wastewater passes through multiple cells of wetland vegetation, excess nutrients, heavy metals, and other environmentally harmful contaminants are removed from it prior to release into Costapia Bayou. In addition to wastewater treatment, the wetlands are a favored habitat for a variety of wildlife and serves as a complementary habitat to the adjacent MS Sandhill Crane National Wildlife Refuge. Due to the concentration of birds in these wetlands, we formed an agreement with the National Audubon Society to open the facility for avian observation and counting every Thursday. For the last several years, the wetland vegetation has been decimated by the invasive apple snail. Apple snails are a serious threat to freshwater wetlands and estuaries worldwide, with severe damage documented along the Gulf of Mexico coast. Consumption of wetland vegetation by the apple snail has led to drastic reductions in the wastewater treatment efficiency and wildlife habitat. The main objectives of this proposal are to restore the functionality and habitat provided by this treatment wetland through eradication of the apple snails and restoring of vegetation. The Jackson County Utility Authority has begun efforts to remove apple snails under monitoring by the MS Departments of Environmental Quality and Marine Resources. However, limited resources have hampered these efforts. We would like to expand upon these activities by researching and implementing the best methods for removing apple snails, followed by replanting of the wetland vegetation using peer-reviewed methods to maximize habitat and water treatment. Throughout all steps in this project, water quality, percent coverage of vegetation, and snail abundance will be quantified to determine the benefits of restoring this wetland. We will also implement outreach activities by using this site as a demonstration and education project that will be open to the public, for guided tours, on select days. The expected outcomes from this project are preservation and restoration of wetland habitat, increased wastewater treatment efficiency, improved water quality, significant contributions to knowledge base for the control of apple snails, and workforce development through hiring and training of new employees to address this problem and funding graduate research.	Jackson	Yes	62	Yes	Yes	No	Yes	No	Yes	Yes		$ 650,000.00	$ -	
	Infrastructure	4344	4/6/2015	USDA Loan Retirement	Between the years of 1998 and 2006, multiple USDA Loans were authorized for approximately $5,131,800 to fund water and sewer infrastructure with in the service area of the Hancock County Water & Sewer District. Since that time, the Hancock County Water & Sewer District customer base has been greatly reduced by the loss of over 1,000 customers due to Hurricane Katrina in 2005, the economic recession in 2008 and the BP oil spill in 2010.	Hancock	Yes		Yes	No	No	No	No	No	No		$ 4,226,546.45	$ -	
	Infrastructure	4345	4/10/2015	Hancock County Utility Authority - Bayou LaCroix Road Sewer Collection	This project would be to install a Lift Station, Force Main and Connector Lines for this subdivision which has septic tanks that outfall back into Bayou La Croix waterway. The force main will tie directly into an existing Lift Station which will take the wastewater to the Northern Regional Wastewater Treatment Plant. The HCUA Board of Directors has prioritized this project as Number 2.	Hancock	Yes		Yes	No	No	No	Yes	No	Yes		$ 1,200,000.00	$ -	
	Infrastructure	4346	4/10/2015	Hancock County Utility Authority - Atlantic Street Area Sewer Collection System Installation	This area North of Highway 90 and South of Highway 603/43 does not have a Sewer Collection System installed. There are approximately 75-100 homes in that area that are discharging into the ditches and the bayous which eventually lead to the Gulf. The HCUA Board of Directors has prioritized this project as Number 3.	Hancock	Yes		Yes	No	No	No	No	No	Yes		$ 3,000,000.00	$ -	
	Infrastructure	4347	4/10/2015	Hancock County Utility Authority - Springwood Sewer Collection System	Area South of Highway 90 West of Bayside Park Community that needs a Sewer Collection System installed to connect 75 - 100 homes now on septic tanks dumping into ditches and into local bayous. Wastewater can be sent to a lift station already in place and then onto the Southern Regional Wastewater Treatment Plant. The HCUA Board of Directors prioritized this project as Number 4.	Hancock	Yes		Yes	No	No	No	No	No	Yes		$ 2,000,000.00	$ -	
	Infrastructure	4351	4/16/2015	Wastewater Collection and Transportation System 1 - Improvements	This project is developed to first evaluate the condition and needs of the wastewater and storm water systems, then design and implement (construct) the defined improvements. The goal would be to meet the needs while protecting the environment through reduction in sanitary sewer overflows (SSO's) by addressing capacity needs, system condition, and addressing storm water needs. The primary phases are evaluation, design, and construction. A collaborative approach is desired as the system involves multiple custodians and jurisdictions. By meeting project goals in reduction of SSO's and storm water handling improvements, water quality can be improved and protected. System map and Initial Phase task description is attached.	Jackson	Yes	100	No	No	No	No	No	No	No		$ 17,500,000.00	$ -	
	Infrastructure	4352	4/17/2015	Hancock County Marshes Coastal Preserve Wetlands Restoration	Hancock County Marshes Coastal PreserveWetlands Restoration (estimated budget-$3,862,500): Hancock County Marshes Preserve contains the second largest contiguous marsh area in Mississippi. It supports a mosaic of habitat types including salt and brackish marsh, relic barrier islands, and forested riverine wetlands. In cooperation with the Mississippi Department of Marine Resources (DMR), this project will restore a natural hydrology to 450 acres of marsh habitat impacted by extensive mosquito ditches constructed in the 1950s. The ditches disrupt natural sheet flow from the marsh system to Heron Bay, reducing the habitat value of both of these important systems. Restoration strategies for this project include backfilling ditches using sidecast material or clean fill, placing ditch blocks in strategic locations, and installing culverts. Restored areas will be planted with native vegetation to restore their habitat values. The Preserve has several existing programs that will be used to provide opportunities for community engagement and hands-on stewardship activities in cooperation with partners, such as the Mississippi Habitat Stewards Program.	Hancock	Yes		No	No	No	No	No	No	Yes		$ 3,862,500.00	$ -	
	Infrastructure	4353	4/17/2015	Wolf River Preserve Restoration	Wolf River Preserve Restoration (estimated budget- $451,500): Wolf River Preserve is a 2,426-acre area protected by the DMR that contains expansive tidal freshwater and brackish marsh along the lower Wolf River, DeLisle Bayou, and Bayou Portage. DMR has identified the need to restore a natural hydrology to much of the Preserve, which is affected by unused logging roads and other barriers to natural sheet flow. This project will restore natural stream function and freshwater flow to 400 acres of estuarine and freshwater wetlands impacted by now defunct logging roads, in cooperation with the DMR. Restoration strategies include installing culverts at appropriate elevations to restore natural stream flow, installing low water crossings or removing unused logging roads to restore natural sheet flow across coastal plant communities, and replanting restored areas with native wetland vegetation. Stewardship activities will be developed with the DMR and the Mississippi Wildlife Federation to host volunteers from the Mississippi Habitat Stewards Program.	Harrison	Yes		No	Yes	No	No	No	No	Yes		$ 451,500.00	$ -	
	Infrastructure	4354	4/20/2015	Hancock County Utility Authority - Kiln / Delisle Phase 1	This project will be to install a collection system in the designated area to connect approximately 200 homes that use septic tanks. These tanks are close to creeks, streams and bayous that empty out into the Bay of St. Louis and eventually the Gulf of Mexico. A lift station is already in place to accept the wastewater from this area and it will then be transported to the Northern Regional Wastewater Treatment Plant for proper treatment. The HCUA Board of Directors prioritized this project as Number 5.	Hancock	Yes		Yes	No	No	No	No	No	Yes		$ 4,500,000.00	$ -	
	Infrastructure	4355	4/20/2015	Hancock County Utility Authority - Kiln / Delisle Phase 2	This project area includes the disconnection of approximately 100 septic tanks. A collection system is included to connect all houses from which, at this point, the run off from the septic tanks enters into the creeks, streams and bayous that eventually make there way out to the Bay of St. Louis and ultimately into the Gulf of Mexico. The HCUA Board of Directors prioritized this project as Number 6.	Hancock	Yes		Yes	No	No	No	No	No	Yes		$ 2,500,000.00	$ -	
	Infrastructure	4356	4/21/2015	Wastewater Collection and Transportation System 2 - Improvements	This project is developed to first evaluate the condition and needs of the wastewater and storm water systems, then design and implement (construct) the defined improvements. The goal is to meet the needs of the wastewater system and storm water system while protecting the environment through reduction in sanitary sewer overflows (SSO's) by addressing capacity needs, system condition, and integrating storm water needs. The primary phases are evaluation, design, and construction. A collaborative approach is desired as the system involves multiple custodians and jurisdictions. By meeting project goals in reduction of SSO's and storm water handling improvements, water quality can be improved and protected. System map and evaluation phase task description are attached. This phase also includes related work within the West Jackson County Regional WTP/LTF.	Jackson	Yes	90	No	No	No	No	No	No	No		$ 6,500,000.00	$ 182,000.00	
	Infrastructure	4357	4/28/2015	SRF Loan Retirement	In March of 2000, the Hancock County Water and Sewer District authorized an SRF Loan with the Mississippi Department of Environmental Quality for a sewer project in Bayside Park and along the North side of HWY 90. The initial value of the loan was approximately $7.355.000. This project added approximately 1,500 new customers to the service area of the Hancock County Water and Sewer District. As a result of Hurricane Katrina, the economic recession and the BP oil spill in 2010, this area has lost a significant number of customers and has caused the District to experience much lower revenues being generated in the past 10 years.	Hancock	Yes	100	Yes	No	No	No	No	No	Yes		$ 7,741,758.00	$ -	
	Infrastructure	4358	4/28/2015	Operational and Maintenance Bond Retirement	In 2005 and again in 2007, The Hancock County Water and Sewer District authorized Operational and Maintenance bonds for sewer infrastructure repairs and operating funds. These bonds were issued to provide relief to the District to continue to operate and maintain the current infrastructure and level of service to the customers that remained after Hurricane Katrina. Due to the economic recession in 2008 and BP oil spill, the service area was not repopulated as anticipated leaving the District experiencing record low revenues.	Hancock	Yes	100	Yes	No	No	No	No	No	No		$ 1,431,500.00	$ -	

	Infrastructure	4359	4/29/2015	Moored Observations in the Mississippi Bight: Environmental Monitoring System	The Central Gulf of Mexico Ocean Observing System (CenGOOS) was implemented in order to address a gap in operational ocean observations on the continental shelf in the central Gulf of Mexico. This is a very dynamic region where riverine input, dominated by the Mississippi River but also influenced by other rivers such as those discharged through Mobile Bay, has a major influence on oceanographic processes. Seasonal hypoxia has occurred since at least the 1950â€™s (Brunner et al., 2006), and it was observed in each of the 5 years of a project headed by the PI and funded by the Northern Gulf Institute. In December of 2004 CenGOOS began operations when a 3 m discus buoy, with satellite data telemetry, was deployed at a location south of Horn Island near the 20 m isobath. This buoy was damaged during hurricane Katrina in August 2005, but despite being dragged by strong waves and currents over a path of some 15 km, the buoy survived the storm and provided crucial information on winds and waves (Bender et al., 2010a,b; Howden et al., 2007). This was a striking example of the value of high frequency, real-time data that a mooring can provide. Recently the elements of a seafloor package have been ordered that will give monitoring information on the seafloor temperature, salinity and dissolved oxygen, which will be acoustically telemetered to the buoy, greatly enhancing the observing system. The two 3-m discus buoy systems (they are rotated in and out) are aging and no funds have been able to be acquired to modernize their data logging and telemetry systems. Despite the value of this observing system, funding pressures have decreased the operating budget for the buoy and there is some danger of losing funding altogether. The purpose of this project is to modernize the buoy systems and fully fund the operation and maintenance of the buoy and its components, to continue to operate the buoy to provide scientists and decision makers with real-time data that can be used to address a range of questions. Buoy data can be used to inform scientists and marine resource managers what surface meteorological conditions are like, how strong and in what direction currents are flowing, when hypoxia has begun to form, how long hypoxia lasts, is the coastal ocean being affected by ocean acidification, as well as a helping to answer whole host of other questions. Collaboration with other projects will add to overall understanding. Mississippi coastal resource managers (e.g., DEQ and DMR) will be surveyed to see if information products can be tailored to meet their needs. The location of the buoy mooring is at 34.0423N, 88.6473W. The seafloor mooring will be placed at the edge of the watch circle of the mooring chain. The Central Gulf of Mexico Ocean Observing System buoy system will be modernized, missing instrument inventory will be replaced, and a second seafloor mooring will be purchased to rotate with the first. This will ensure the continuation of high quality data. One of the main results of this project will be the continuation of near real-time, quality controlled data available for scientists, resource managers (including those monitoring restoration projects), emergency response managers, marine operations managers, and the general public. These data will be served on the CenGOOS website (www.cengoos.org), the GCOOS Data Portal (data.gcoos.org), and through the National Data Buoy Center (www.ndbc.noaa.gov).		Yes	15	Yes	Yes	Yes	No	Yes	No	Yes		$ 340,380.00	$ -	
	Infrastructure	4365	5/18/2015	Lagan Street Water Distribution Project	This project will install approximately 8 miles of 8" and 12" PVC water main along Lagan St., Mississippi St., Nevada St.,Missouri St., Texas St., Virginia St., etc. in the Shoreline Park Area. This water distribution system will provide safe clean drinking water to approximately 300 existing customers which currently utilize individual water wells for their domestic water system. The project will also provide much needed fire protection to the area which currently lacks any way to offer fire protection to the existing residences.	Hancock	Yes	95	Yes	No	No	No	No	No	No		$ 4,000,000.00	$ -	
	Infrastructure	4370	5/28/2015	USM Gulf Park Beachfront Pier Restoration	The University of Southern Mississippi's Gulf Park campus is the state's only beachfront campus. This campus had a fishing/recreational pier extending out into the Gulf of Mexico for many years. The pier offered academic, research and recreational opportunities for students, faculty, and staff as well as local residents and tourists. Over time and as a result of storms and other harsh events, the pier eventually was overcome by the elements of nature. The purpose of this proposed project is to reconstruct this pier and once again offer the direct Gulf access that had been in place for the above mentioned Mississippi residents and other stakeholders for many years. Also, with USM's growth in the areas of marine and coastal science, this pier will be a critical academic and research resource for Mississippi's premier university marine related programs.	Harrison	Yes		Yes	Yes	No	No	Yes	Yes	Yes		$ 1,500,000.00	$ 50,000.00	
	Infrastructure	5370	6/4/2015	Hancock County Sand Beach Drainage Modifications	The Hancock County Sand Beach Drainage Modifications Project will consist of installation of new drainage structures to include but not limited to trench drains, concrete pipe culverts, junction boxes, covered drainage channels, drainage diversion structures, regrading of sand beach areas and adjustment of existing vegetative dune systems. The county utilizes a full time beach maintenance crew as well as a maintenance contractor to provide the needed services to manage the drainage systems along the sand beach. There are currently approximately 39 drainage channels/culverts which are aesthetically displeasing to beach visitors and can pose dangerous conditions due to scour and damaged caused by storm surge. The proposed drainage modifications will assist in controlling beach erosion and provide significant cost savings to the County through reduced maintenance costs.	Hancock	Yes	85	Yes	No	No	No	Yes	No	Yes		$ 2,500,000.00	$ -	
	Infrastructure	5371	6/25/2015	Visitor and Artist Education Retreat	The project will create an experience for visitors and students to study artists and the inspiration that comes from the natural landscapes of the Gulf Coast. This includes providing a setting and accommodations for artists and visitors to experience the landscape of the Gulf Coast, restoring the natural landscapes that have been damaged by the most significant natural disaster in the U.S. and other calamities, restoring and creating physical components of the cultural landscape that enhance comprehension of the influence of climate and ecology, providing educational opportunities about natural landscapes and cultural resources, and providing access to natural landscapes and cultural resources to artists, visitors and students. Gulf Coast landscapes serving as inspiration for the programs will be the maritime Live oak forest, the beach landscape the Schooner Pier Complex, and Deer Island. The maritime forest area east of the Ohr-O'Keefe Museum of Art will be evaluated for health and structural stability. Damaged and unstable trees will be repaired. The beach landscape east of the Schooner Pier to the Biloxi Bay Chamber of Commerce will be restored to its natural condition through the establishment of sand dunes, intermittent salt marshes, and open beach areas. The erosion of Deer Island will be stopped and land mass regenerated. Erosion protection and accretion of sand and building of land mass at Deer Island will be accomplished by the restoration of the oyster reefs on the north side of the island. The establishment of breakwaters and salt marshes for sand accretion on the south side of the island will protect the existing beach and enhance land mass regeneration through the restoration of salt marshes. The Live oak and oak groves on the island will be evaluated, invasive trees will be removed, and the remaining trees will be managed for best health. The old roadway down the center of the island will be repaired and made suitable for visitor access. Additional tree species will be planted on the island to provide biodiversity in the forests and to establish varied habitats for the islandâ€™s animals. An island management plan will be implemented to accommodate visitors walking through the landscape. Eight wooden skiffs and ten catboats will provide a cultural experience for artists and visitors. Storage will be built to house the boats in a location that will provide safe and easy access to the Schooner Pier Complex launch areas. Educational experiences will be supported with screen art studios both on Deer Island and along the edges of the maritime forest across from Deer Island. The island studios will be within the Live oak groves, at oyster point, within the old slash pine forest, at the Grand Bayou tidal stream, and along the edge of the vast black needle rush marshes and will be of a tear-away nature that can be reassembled after tropical storms. Two boats equipped as art studios with drawing boards will provide island access and views to the island landscapes, the mainland development, and bridges. These boats will also provide access to the Back Bay and Davis Bayou in Ocean Springs. Four 12-passenger vans and two 30-passenger buses will provide trips to study art and artists along the Gulf Coast and New Orleans, as well as boat building facilities and repair yards on the Back Bay of Biloxi.	Harrison	Yes	10	Yes	Yes	No	No	Yes	No	Yes		$ 11,000,000.00	$ -	
	Infrastructure	5372	6/30/2015	Colonial Estates Sewer System	The immediate health need of Colonial Estates Subdivision is to eliminate the septic tank systems present int he area. The septic systems are old and failing. The soil type and ground water elevation are not favorable to the property operation of septic systems. Additional development of the area is prohibited due to the lack of a sanitary sewer system. The proposed sanitary sewer system for Colonial estates will service approximately 40 existing home sites that are currently on septic tank systems. The proposed system will have the capacity to serve the 225 developable lots in the immediate area and an additional 250 developable lots adjacent to Colonial Estates. The proposed system will consist of 16,250 feet of gravity sewer main, a pump station and 3,000 feet of sewer force main.	Jackson	Yes		No	No	No	No	No	No	Yes		$ 2,300,000.00	$ -	
	Infrastructure	5373	6/30/2015	Colonial Estates Water System	The immediate health need of Colonial Estates Subdivision is to eliminate the use of an private water well for potable water due to poor water quality in the well. The proposed water supply and distribution system will increase capacity to provide all developable property, approxiamtely 225 lots, with a safe and reliable water system and will reduce the possibility of using contaminated ground water for a drinking water source. The proposed water system will connect to a City of Ocean Springs (PWS 030005) twelve inch diameter water main as the new supply source. The twelve inch main is also connected to the Jackson County Utility Authority(JCUA) regional water supply system. The existing Colonial Estates wells and distribution system will be abandoned and the Colonial Estates Public Water System will be closed. The new distribution system will consist of 3,950 feet of 8" C900 PVC water main, 14,300 feet of 6" C900 PVC water main, three 8" gate valves, 16 fire hydrants, service lines, meters and the associated filling and appurtenances necessary to construct the system. Developed lots on all existing street within the Colonial Estates subdivision will have a service connection and stub outs will be provided for all undeveloped rights of way.	Jackson	Yes	1070000	No	No	No	No	No	No	No		$ 2,300,000.00	$ -	
	Infrastructure	5374	7/2/2015	West Harrison Water & Sewer District - Sewer Collection System	Project consists of installation of PVC sewer force mains, approximately 100,000 LF, fittings, valves and required pumping stations to provide sewer collection to currently un-served areas of Harrison Count. This project will connect to an existing sewer collection system, installed as part of the Gulf Region Program and provide much needed customer base to begin utilization of the Gulf Region S-12 Sewer Project. This system will also provide much needed relief and allow for future sewer connection projects to abandoned existing septic tanks, many of which are failing and causing environmental damage to the surrounding area.	Hancock,Harrison	Yes	90	Yes	No	No	No	Yes	No	No		$ 9,000,000.00	$ -	
	Infrastructure	5375	7/2/2015	West Harrison Water & Sewer District - Sewer Connection Project Phase I	Project consists of installation of associated small diameter, low pressure sewer force mains, gravity mains, grinder pumps and residential connections to provide sewer services to currently un-served areas, approximately 1,000 new customers. This project will connect to an existing sewer collection system installed as part of the Gulf Region Program and provide a much needed customer base to begin utilization of the Gulf Region S-12 Sewer Project. The residential connections would also allow the abandonment of existing septic tanks, many of which are failing.	Harrison	Yes	90	Yes	No	No	No	Yes	No	No		$ 5,000,000.00	$ -	
	Infrastructure	5376	7/2/2015	West Harrison Water & Sewer District - Sewer Connection Project Phase II	Project consists of installation of PVC sewer force mains, low pressure service lines, gravity main and residential connections to provide sanitary sewer service to approximately 1,000 new sewer customers. Phase II would consist of installing approximately 50,000 LF of PVC sewer mains and associated pump stations. This project will connect to an existing sewer collection system installed as part of the Gulf Region Program and provide a much needed customer base to begin utilization of the Gulf Region S-12 Project.	Harrison	Yes	90	Yes	No	No	No	Yes	No	No		$ 4,000,000.00	$ -	
	Infrastructure	5382	7/24/2015	Long Beach Interceptor - Phase 1	This project would eliminate the Long Beach Industrial Park wastewater treatment facility by connecting it to the existing Johnson Road pump station. The existing Johnson Road Pump Station would be upgraded to accommodate the additional flows and a new force main and gravity sewer would be constructed to transport the flows to the newly constructed S-12 sewer system located on Menge Avenue for transport to the existing Long Beach-Pass Christian WWTF. The project would eliminate an existing discharge and would provide for a higher quality of treatment at the HCUA's LB-PC WWTF. Furthermore, the connection to the sewer system on Menge Avenue would take advantage of the new sewer system installed through CDBG funds provided after Hurricane Katrina. This system was sized for future growth, but will receive minimal flows until that growth occurs. Finally, the connection to the new sewer system will enable HCUA to eliminate an estimated 17,000' of 24-inch concrete force main that has deteriorated due to failure of the concrete lining over years of service. These failures have resulted in raw sewage bypasses requiring costly repairs in addition to discharges of raw wastewater during the repair process.	Harrison	Yes	100	No	No	No	No	No	No	Yes		$ 3,000,000.00	$ -	

	Infrastructure	5385	8/11/2015	Airport Canopy Solar Farm	Background: Sustainability is an important component to the continual growth and operation of airport facilities. The Gulfport-Biloxi International Airport has worked diligently to develop a sustainability strategy. The strategy was developed with the support from the Federal Aviation Administration. One element of the overall sustainability strategy is renewable power. The airport seeks to accomplish this objective through the generation of power utilizing solar panels. The utilization of BP Deepwater Horizon Oil Spill funding for the development of a sustainability effort such as this allows an entity who is a major user of electricity in the community to become more self-reliant. BP funds are used for an initiative that will realize a reoccurring return on investment. The Airport has a rental car parking area where the vehicles of 5 rental car companies are parked within 150 parking spaces. This parking lot is ideally situated for a solar canopied parking structure to be erected and installed. The structure serves a dual purpose in that it generates renewable power that will reduce the amount of electricity purchased by the Airport thus reducing the overall environmental footprint of the airport while providing covered parking spaces for the rental cars on airport. Typically large expanses of land are utilized for solar arrays making large tracks of land unavailable for other uses. This design and placement of this structure actually increases the usage of the area by accomplishing the two purposes noted above. Discussion: With this design, wildlife habitats and vegetation are left undisturbed further reducing possible erosion events. The providing of shade also helps to diminish the heat island effect of a solid surface parking lot. As electricity prices continue to rise, having available generation to reduce electrical grid demand is increasingly important for airports. The power generated from the solar panels reduces the demand from the local electric utility therefore reduces the amount of power needed to be purchased which allows funds to be better allocated for amenities for the traveling public and to further carry out other sustainability goals and objectives The Gulfport-Biloxi International Airport recognizes that the canopied solar structure in the rental car parking lot is an essential element of the airportâ€™s sustainable, renewable energy plan. Summary/Benefit to Region: Solar panel covered parking spaces enhance the airportâ€™s services to the public by both providing cooler vehicles on sunny days and keeping customers dry during inclement weather. Each greatly enhances the overall satisfaction of the flying public. Secondly, the rental car parking area at the Airport is highly visible to the public. Familiarizing Mississippi Gulf Coast visitors and residents with solar technology, it further promotes the sustainability efforts of the community. A sustainable, renewable project at the Gulfport-Biloxi international Airport can serve as an accessible educational and demonstration tool of available technology, possibly leading to additional community interest in renewable energy. Project Cost: The cost for an Airport canopy solar farm is $3,600,000. Other funds have already been expended towards this effort. To date, Gulfport-Biloxi Airport has contributed a total of $41,465	Harrison	Yes	90	Yes	Yes	No	No	No	No	No		$ 3,600,000.00	$ 175,829.00	
	Infrastructure	5386	8/11/2015	Airport Development Site Preparation	Background: It is vital for Airports to develop alternative forms of revenue. The Gulfport-Biloxi International Airport owns, and has identified three acres of land, as a premier location for future commercial development. This land is located at the entrance of the Airport adjacent to parcels that contain two hotels and a business office park. In order for this land to become appealing for future development, it is required to be elevated to a similar grade as contiguous parcels. Discussion: The project area, that is located west of two Airport Hotels, requires site preparation in order to make it â€œshovel readyâ€ The site preparation consists of the purchase of mitigation credits, clearing the area, installation of utilities, and fill to bring the area to grade with adjacent property. By using grant funds, it will entice private investment of construction that compliments the amenities for Visitors to the Mississippi Gulf Coast and also Residents of the Mississippi Gulf Coast. Summary/Benefit to Region: The Airport is a key component of the economic well-being of Southern Mississippi. Capital growth and capital investments are critical for Airports and Communities. The site preparation of the commercial site will set the stage for private investment to construct a commercial development which then equates to the growth of local jobs, taxes and alternative revenue to the airport. Project Cost: The cost for 3-acre commercial parcel site preparation is $725,151.25	Harrison	Yes		Yes	No	No	Yes	Yes	Yes	No		$ 725,151.25	$ -	
	Infrastructure	5387	8/13/2015	Continuation of Hancock County Beach Pathway	Project Summary: The extension of the Hancock County Beach Pathway is needed to provide greater access to all people in Hancock County to the beachfront. The beach pathway provides access to the waterfront for people as a daily part of life. The path can be used as transportation, for recreation, for meditation and for social gathering. Additionally, because of the construction of the beach pathway is scored concrete, the pathway is accessible to people who may require help in getting around. The flat surface of the pathway is easily accessible for mobility-impaired (those using wheelchairs, scooters, walkers, crutches and canes). The proposed project will provide indirect benefits to the natural coastal environment through the provision of public recreation and access to the marine and coastal environment. The provision of the walkway and education opportunities tied to the walkway will create an appreciation of the unique natural attribute of the coastal environment. Improved access leads to a greater appreciation and understanding of the need for improved water quality and protection of natural resources. Also, by utilizing existing waterfront access space as fully as possible and minimizing the need for new waterfront access sites, this project directs development away from sensitive natural coastal environmental resources. During Hurricanes Georges, Lili and Katrina, the completed section of the pathway that is attached to the seawall sustained little to no damage and held the sand beach in place. The seawall that did not have the beach pathway adjacent to the seawall sustained severe cracks. Therefore, the beach pathway also serves as a necessary form of sustainability for the remaining beachfront area of Hancock County. In addition, the proposed project is consistent with the Hancock County Sand Beach Master Plan and, as such, is consistent with elements defined in the Mississippi Coastal Program. The Beach Pedestrian & Bike Pathway extends from the Bay Bridge in Bay St. Louis to just past Dane street in Waveland. The remaining section of beach front in Hancock County that does not have a pedestrian - bike pathway is from Dane street to the Silver Slipper Casino. Currently, the County has received grant funding from MDOT & USFWS Coastal Impact Assistance Program to complete approximately 1.0 miles of beach pathway from the Silver Slipper Casino to the end of the sanded beach area. Approximately 0.4 or roughly 2200 LF of Beach pathway has been completed with 0.6 remaining. Once this section is completed, Hancock County will have two sections of beach pathway that are not connected. The proposed RESTORE Project would be approximately 2.5 miles of beach pathway that connect the two finished sections of beach pathway providing for one continuous pedestrian bike pathway from the Bay Bridge to the Silver Slipper Casino.	Hancock	Yes		Yes	Yes	No	No	Yes	No	No		$ 2,500,000.00	$ -	
	Infrastructure	5388	8/30/2015	Developing Grassroots Ideas for the Purpose of Building a Sustainable Economic Engine by Finding Innovative Ways of Restoring Gulf Coast Industry and Reinvesting in Existing and New Business Development	Executive Summary The proposed plan outlines a multi-faceted approach to developing a Community-based High Technology Laboratory capable of producing an â€œEconomic Engineâ€resulting in innovative approaches to developing for-profit businesses and industry, future products to capture retail trends, and innovations in green technologies in order to produce sustained economic and community development in targeted impoverished regions. The Coastal cities and Counties sit at the epicenter of the slowest recovery from the effects of natural disasters and economic and community development in the State of Mississipi. Hancock, Harrison, Jackson Counties in Mississippi are parts of the coastal Region which severely suffers from challenges in business development, economic disparities, poor school systems and inadequate predictable measures for warning evacuees and responders during disaster events. A multi-faceted approach capable of maximizing existing resources while creating an effective â€œEconomic Engineâ€ needed to stimulate job creation in the targeted region. This engine has to be strong enough to â€œdriveâ€ consistent level of development while creating tools that will produce short-term, mid-term and long-term results. The Transocean and BP settlements can be effective â€œDriversâ€ in order to have create the flexibility to assess outcomes and effectively change course to achieve set objectives capable of sustaining effective economic growth. We believe the goal in the Coastal region should be to create a viable, productive and growing economy capable of maximizing its rich assets. The Living Word High Technology Renewable Energy and Business Development Incubator (HTREBDI) can be the catalyst needed utilizing SBS Laboratories to effectively â€œdriveâ€ economic and community development in the Coastal region.	George,Jackson,Stone,Hancock,Pearl River,Mobile,St Tammany	Yes	25	Yes	Yes	Yes	Yes	Yes	Yes	Yes		$ 10.00	$ -	
	Infrastructure	5392	9/1/2015	Point Cadet Waterfront Boardwalk, Marina and Small Craft Harbor Expansion and Tricentennial Park Improvements	Through implementation of this comprehensive project to improve public access and balance public-private development along Point Cadet's southern waterfront from the Biloxi-Ocean Springs Bridge to the Biloxi Small Craft Harbor in downtown Biloxi, the general public, the State of Mississippi, the City of Biloxi and private developers will benefit. The project includes upgrading the existing Point Cadet Marina and expanding it west and constructing an ADA-compliant public boardwalk with amenities that will meander along the waterfront to the Biloxi Schooner Pier Complex, where a lighted crosswalk will provide safe pedestrian access across Highway 90 to Tricentennial Park and the Ohr-O"Keefe Museum. In the same area, the public boardwalk will connect with the existing seawall walkway to provide pedestrian access to the Biloxi Small Craft Harbor in downtown Biloxi, which also will be expanded and upgraded to support growth of the charter boat industry and expansion of sports fishing tournaments and other water-dependent activities that will benefit the local and state economy. The Point Cadet Marina upgrade and expansion component will provide new slips to meet market demand to accommodate 75-foot and larger recreational and sports-fishing yachts owned/operated by Mississippi Coast residents and Intercoastal Waterway visiting boaters. Removal of marina sediment will restore boater safety and will accommodate deeper draft, large recreational boats. The project involves reconfiguring and upgrading finger piers and existing boat slips, constructing new boat slips and finger piers to the west and installing a new breakwater to increase the resiliency of shoreline improvements and the expanded marina by protecting them from wave action and storm surge. The public boardwalk, which will include open-air pavilions, lighting, educational signage and a northern docking area to support the State"s shuttle service to Deer Island, will be constructed to support public enjoyment of the waterfront,to expand family-oriented activities and to provide small business development opportunities. The public waterfront area due south of the Biloxi-Ocean Springs Bridge enjoyed considerable public use for a wide variety of family-oriented activities prior to Hurricane Katrina, including fishing tournaments, festivals, concerts, educational programs, observing marine life and shore birds, and just generally appreciating nature. Since 2005, the State fishing pier and shoreline boardwalks have not been replaced and the area poses safety hazards to the few who attempt to access the waterfront to fish or to enjoy the view. Through this project,the City of Biloxi will restore safe access through construction of the ADA-compliant boardwalk that will include amenities to support a variety of public waterfront uses. Low-profile, all-weather signage will be installed to educate the public about native marine species, native and migrating bird species and restoration of other natural resources including nearby Deer Island. Existing surface parking north of the Point Cadet Marina will support increased public usage in the project area; a portion of the parking area will be restricted in support of educational and research vessel staff and operations. The existing green space between the parking area and the new boardwalk will be enhanced as an open space for special events and the public"s daily enjoyment. Through the boardwalk, the waterfront park will connect to the Point Cadet Marina and the Biloxi Small Craft Harbor, expanding opportunity for small business growth through boat rentals and tours and special events such as boat shows and festivals. Redevelopment of the Point Cadet project area will spur revitalization of this unique waterfront resource that affords unobstructed views of Deer Island and the Mississippi Sound, offers direct boat access to navigational channels and vehicular access to Highway 90, and is in close proximity to the Tricentennial Park and Ohr-O"Keefe Museum. In addition to installing a crosswalk to provide pedestrian access across Highway 90, Tricentennial Park improvements will include uniform landscaping, lighting, irrigation and walkways, educational signage and kiosk exhibits and rebuilding a berm to support a band-shell/gazebo for outdoor concerts and other activities. Additional parking spaces will be installed on the northeast portion of the site and the southeast section will be restored as a wetlands garden with interpretive signage identifying the benefits provided by wetlands in Coastal Mississippi. Biloxi Small Craft Harbor improvements will reconfigure and expand the area to allow all Biloxi-based charter boats to berth together in one central harbor located on the Biloxi Lateral Channel with direct access to East and West Channels. Project activities include expanding the harbor east to provide approximately 60 new slips and improve harbor accessibility; constructing new public amenities	Harrison	Yes	80	Yes	Yes	Yes	Yes	Yes	No	Yes		$ 35,000,000.00	$ -	

	Infrastructure	5393	9/1/2015	Public Access Improvements and Point Cadet Marina Improvements	The City of Biloxi is partnering with the State of Mississippi to restore safe access to the Point Cadet waterfront area south of the Highway 90 Bridge with an ADA-compliant boardwalk to support a variety of public waterfront uses. Signage will be installed to educate the public about the Mississippi Coast's natural resources and restoration activities at a nearby oyster reef and Deer Island. Sediment will be removed from the Point Cadet Marina to improve safety. Prior to Hurricane Katrina, this area enjoyed considerable public use for a wide variety of family-oriented activities including fishing tournaments, festivals, concerts, educational programs, flying kites, observing marine life and shore birds, and just generally appreciating nature. Since the storm, the State fishing pier and shoreline boardwalks have not been replaced and the area poses safety hazards to the few who attempt to access the waterfront to fish or to enjoy the view. With funding assistance, the City of Biloxi will restore safe access to the waterfront through an ADA-compliant boardwalk that will include lighting and seating to support a variety of public waterfront uses. Low-profile, all-weather signage will be installed to educate the public about native marine species, native and migrating bird species and restoration of other natural resources including Deer Island. Implementation of the project will encourage residents and visitors to rediscover this public asset and will spur the revitalization of this unique waterfront resource. Project design is being coordinated with the Mississippi Secretary of State's Office and Department of Marine Resources to most efficiently restore safe public access to this Tidelands area and to maximize public benefit through appropriate land uses that support a broad range of family-friendly and educational activities. Existing surface parking north of the Point Cadet Marina will support increased public usage in the project area; a portion of the parking area will be restricted in support of USM research vessel staff and operations. The existing green space between the parking area and the new boardwalk will be enhanced as an open space for special events and the public's daily enjoyment. Removal of marina sediment will restore boater safety; dredging also will accommodate deeper-draft, large recreational boats. Upgrades to marina finger piers and boat slips will support the City's renewed efforts to diversify its "blue economy" through sailing regattas and fishing tournaments. The public boardwalk will provide safe pedestrian access along Point Cadet's eastern shoreline south of the Highway 90 Bridge and along the section of the southern shoreline that supports the Point Cadet Marina. The boardwalk eventually will connect with the Sand Beach, Biloxi Schooner Pier Complex and a Highway 90 crosswalk to provide safe access to the Ohr-O'Keefe Museum of Art. The project site is just north of Deer Island and south of the Maritime and Seafood Industry Museum, an ideal site from which to host special public programs and events to showcase and celebrate Mississippi's marine-related natural resources and on-going State and local efforts to preserve, conserve and enhance them.	Harrison	Yes	60	Yes	Yes	No	Yes	Yes	No	No		$ 4,000,000.00	$ 1,000,000.00	
	Infrastructure	5394	9/1/2015	Biloxi Small Craft Harbor Expansion	Through this project, the City of Biloxi will renovate and expand the Biloxi Small Craft Harbor to allow all Biloxi-based charter boats to berth together in one central harbor located on Biloxi's Lateral Channel with direct access to East and West Channels. Highway 90 binds the harbor to the north and is within half a mile of I-110, in close proximity to major resort hotels. The project involves adding slips east of the harbor and reconfiguring existing slips to accommodate all of Biloxi's existing charter boats. Currently, the harbor is bordered on the west by a casino and its parking garage, which hinders accessibility and obscures its visibility to the public. Expanding the harbor to the east will not only provide needed new slips, but will allow for improved accessibility and enhanced presence on Highway 90. Rather than being tucked away from sight as it is now, the new harbor will attract tourists and residents to enjoy public improvements that showcase the waterfront, offer a variety of marine-related services including boat charters, and offer educational information about Biloxi's marine heritage. In addition to approximately 60 new slips, the renovated harbor will have public restrooms and facilities to weigh, display and clean fish. Other public amenities will include staging areas for sports fishing tournaments and other marine-related events such as children's fishing rodeos. Space also will be available for "off the boat" seafood sales and retail venues for ice and other typical supplies to support charter boat fishing. Educational information about Gulf of Mexico deep-water species, local ecology and the cultural history of deep-sea fishing in the Mississippi Sound will be prominently displayed throughout the harbor complex to present an authentic interpretation of Biloxi to tourists and new residents. The new Biloxi Small Craft Harbor will be a prominent link in a chain of amenities located along Highway 90 from central Biloxi to Point Cadet, which includes the historic downtown district, the Biloxi Town Green, the Ohr-Oâ€™Keefe Museum of Art, the Schooner Pier Complex, the proposed Tricentennial Park, Harrahâ€™s waterfront park venue, St. Michael's Church, the Maritime and Seafood Industry Museum and the new Biloxi Waterfront Park and Fishing Pier. During development of Biloxi's Post-Katrina Comprehensive Plan, citizens identified expansion of recreational opportunities and improved access to the waterfront as top priorities, both of which will be supported through this project. Expansion and reconfiguration of the Biloxi Small Craft Harbor will generate many public benefits including improved public access to a waterfront area in downtown Biloxi, improved use of public waterfront space and resources through consolidation of charter boats into one location and expanded family-oriented tourism activities. The project will support boating and fishing; freed space made available in other Biloxi marinas as a result of the charter boat consolidation will benefit not only the recreational boaters that will relocate from the small craft harbor, but also transient boaters and other recreational boaters. Educational opportunities also will be expanded through displays, signage and venues for a variety of marine-related programs, field trips and tours. The design of the new harbor will include energy efficiency improvements, modern waste disposal methods and best management practices for stormwater management.	Harrison	Yes	80	Yes	Yes	Yes	Yes	Yes	No	No		$ 6,000,000.00	$ 1,000,000.00	
	Infrastructure	5395	9/1/2015	Tricentennial Park Public Improvements	Tricentennial Park, located on the north side of Highway 90 in East Biloxi, was purchased to preserve public access to valuable waterfront property that boasted the restored, historic Tullis-Toledano Manor and some of Biloxi"s finest old live oak trees. Damage from Hurricane Katrina destroyed the Manor and its outbuildings, but many of the oaks survived and the site continues to serve a public purpose by preserving unobstructed views of the Mississippi Sound. Through this project, the City seeks to improve the eight acre site to complement activities of the Ohr-O"Keefe Museum of Art (located on the west side of the site); to provide pedestrian access across Highway 90 via a crosswalk to connect the park with the Sand Beach and Schooner Pier Complex; to restore a wetlands area on the southeast portion; and to enhance recreational opportunities on the park"s east side. Improvements will include uniform landscaping, lighting, irrigation and walkways, additional parking on the northeast portion of the site, interpretive signage, relocation of the Biloxi Tricentennial mosaic mural to the park, and rebuilding a berm to support a band-shell/gazebo for outdoor concerts and other activities. Before development of Highway 90, the southeast portion of the site was tidally-influenced and will be restored as a wetlands garden area with interpretive signage identifying the benefits of restoring and/or preserving wetlands in Coastal Mississippi. A pedestrian crosswalk across Highway 90 will be installed to provide public access to connect the park with the Sand Beach and Schooner Pier Complex. Benefits derived from implementation of this project include, but are not limited to, improved public access to a public park with magnificent views of the Mississippi Sound and Deer Island; expanded public recreational park space for picnics and other leisure activities; restored wetlands and improved water quality to support marine species and public recreational uses. Benefits also include expanded educational opportunities through signage and displays to educate the public about the value of the Coast"s natural resources and habitats. Increased visitation to the park as a result of project implementation is anticipated to have regional economic benefits, such as job creation and increased sales tax collections, by stimulating redevelopment in East Biloxi. Match for the project, valued at an estimated $90,000, will be provided by the Ohr-O"Keefe Museum of Art in the form of in-kind services contributed for architectural and landscape plans; in-kind labor provided by the Harrison County Public Works Department; and donation of LED lighting fixtures and installation services provided by Mississippi Power Company.	Harrison	Yes	40	Yes	Yes	No	Yes	Yes	No	Yes		$ 840,000.00	$ 90,000.00	
	Infrastructure	5399	9/2/2015	Point Cadet Revitalization from Highway 90 Bridge to I-110 Corridor along the Back Bay of Biloxi	This comprehensive project will revitalize waterfront areas of East Biloxi from the Highway 90 Bridge north and west to the I-110 Corridor through multi-use improvements to enhance and restore natural resources, create jobs, support the seafood and maritime industries, and expand family-oriented attractions to extend visitors' stay on the Mississippi Gulf Coast. Throughout the project area, the City will provide safe, convenient public access to the shoreline and will enhance traditional working waterfront activities with a variety of land uses that showcase local seafood through shopping, dining, entertainment, and educational venues. RESTORE grant funds will be used as part of a public investment strategy to yield a long-term increase in value by revitalizing the Back Bay shoreline east of the I-110 Corridor and adjoining Old Biloxi neighborhoods by enhancing public access to the waterfront and revitalizing the seafood industry through public improvements that will include expanded commercial dock space and supportive landside amenities. The project will include incentives to diversify the regional seafood industry through development of such things as a soft-shell crab aquaculture program. Redevelopment of the project area, as well as of the local seafood industry, has been particularly slow following its devastation by Hurricane Katrina. The Back Bay Festival Marketplace and recreational marina component of the overall project will be located at the site of the Sherman Canaan Fishing Dock, which includes approximately 15 City-owned acres at the north end of Lee Street. This public waterfront area will be reconfigured to offer a marina with recreational boat slips for temporary and long-term rental (for private and for-hire vessels); venues for retail shops and restaurants; a sailing school; and space for Mississippi Department of Marine Resources boating safety lessons and boating storage/operation. The market place will include an open-air kitchen area to showcase local seafood and to educate the public about seafood cooking methods and opening oysters, as well as facilities for workforce training in culinary arts that focuses on Gulf seafood and locally-grown/raised products. Shrimping boats currently berthed at the Sherman Canaan Fishing Dock will be relocated east to a new commercial marina that will be constructed on previously-developed property to be acquired by the City in the vicinity of Oak Street. This new marina will improve commercial boat access to Gulf channels and will offer landside improvements such as convenient off-loading areas, boat-building and repair areas, marine services and net repair areas. Pedestrian walkways will link these two activity hubs to each other and to other points of interest in the project area, including the National Register, City-owned Old Brick House and the Bayou Auguste Restoration Project, which involved a local, state and federal partnership effort to convert a neglected urban bayou into a beautiful 12-acre park. The Pine Street Waterfront Access Road and Maritime Commerce Corridor will extend and improve Pine Street from 5th Street south to Highway 90, concurrent with implementation of the City project to extend Back Bay Boulevard from Oak Street southeast to Pine Street and then south to 5th Street with funding assistance provided through the Mississippi Development Authority's Economic Development Highway Program. The improved Pine Street will be a four-lane, divided boulevard for greater safety and aesthetic appeal. Debris removal, storm-resilient shoreline stabilization measures and pedestrian access improvements along public waterfront property from the Biloxi Fishing Bridge south to and under the Highway 90 Bridge will expand public opportunity to access a unique area where the Mississippi Sound merges with the waters of the Back Bay of Biloxi. The project will enhance preservation of undeveloped	Harrison	Yes	80	Yes	Yes	Yes	Yes	Yes	Yes	Yes		$ 35,000,000.00	$ -	
	Infrastructure	5400	9/2/2015	Pine Street Waterfront Access Road and Maritime Commerce Corridor	The Pine Street Waterfront Access Road and Maritime Commerce Corridor in East Biloxi will extend and improve Pine Street from 5th Street south to Highway 90, concurrent with implementation of the City project to extend Back Bay Boulevard from Oak Street southeast to Pine Street and then south to 5th Street with funding assistance provided through the Mississippi Development Authority's Economic Development Highway Program. The improved Pine Street will be a four-lane, divided boulevard for greater safety and aesthetic appeal. The comprehensive project goal is to improve public access to waterfront commercial, industrial and recreational venues in East Biloxi thereby stimulating the economic growth of existing marine-related commerce, such as the shrimp boat off-loading docks at St. Michael's Fuel and Ice Dock on Biloxi Bay at the foot of 5th Street. Improved access also will stimulate redevelopment of East Biloxi through new business start-ups and the expansion of tourism and recreational waterfront amenities.	Harrison	Yes	90	Yes	Yes	Yes	Yes	Yes	Yes	No		$ 20,000,000.00	$ 1,000,000.00	

	Infrastructure	5401	9/2/2015	Point Cadet Sunrise Park: Biloxi Tip of Peninsula Public Access and Shoreline Stabilization Improvement Project	The City of Biloxi is requesting funding support to remove marine debris and to restore the shoreline of Point Cadet from the Biloxi-Ocean Springs Bridge north to the Biloxi Fishing Bridge. Debris removal, storm-resilient shoreline stabilization measures and pedestrian access improvements along the City-owned waterfront property will expand public opportunity to access a unique area where the Mississippi Sound merges with the waters of the Back Bay of Biloxi. The project will enhance preservation of undeveloped shoreline for the benefit of the public as well as for marine and bird species. In addition, low impact all-weather educational signage will expand opportunities to learn about habitat supported by tidally-impacted areas and to encourage long-term stewardship of Coastal natural resources. The project includes extending the small sand beach on the shore east of the Maritime and Seafood Industry Museum; incorporating the use of the seawall in improving pedestrian access; improving the safety and security of the walkway under the Biloxi-Ocean Springs Bridge; and constructing a small pier for fishing and crabbing. Upland improvements to be built near the MSIM include a shoofly around a mature live oak tree; a gazebo; a fountain; a foundation for the Golden Fisherman statue; and a wooden boat-building and training demonstration site. Those who attend the many activities hosted at the MSIM and/or Biloxi Waterfront Park frequently are tempted to walk along the shoreline north of the Park's splash pad to access the nearby Biloxi Fishing Bridge. Hurricane debris, litter, unchecked invasive plant growth and lack of a well-defined, level walkway make what should be an enjoyable nature walk into a hazardous experience. Project implementation will address this problem by providing ADA-compliant pedestrian connectivity along the shoreline of the project area. In addition to the general public, others who will benefit specifically from project implementation are shoreline and wade fishermen, throwers of cast nets and those who enjoy non-motorized water activities such as kayaking, canoeing, and paddle boarding. Participants in the MSIM's numerous educational activities and summer camps for children also will benefit from expanded on-site marine-related programming. Marine species and native and migratory shore birds also will benefit from project implementation through replacement of invasive, non-native plants with native plant species appropriate to the shoreline environment. The project complies with the Mississippi Coastal Program in terms of restoring wetlands and marine/shoreline habitats, improving management of stormwater runoff into a public water body and addressing shoreline erosion. Not only will the project provide expanded access to the waterfront and improvements to enhance public enjoyment of the waterfront, but the safety of those who visit the project area will be greatly improved through the removal of hazardous debris. The project's location between City-owned recreational amenities will allow expanded public access to the shoreline without requiring the construction of additional surface parking. As a part of this project, architectural and engineering planning and design for Phase II of the project will begin. Phase II includes building a longer pier for fishing and dock space for a schooner; dredging at the end of the pier to provide an access channel to the main navigation channel; and clearing all marine debris in the new access channel.	Harrison	Yes	60	No	Yes	Yes	No	Yes	No	Yes		$ 500,000.00	$ 25,000.00	
	Infrastructure	5402	9/2/2015	West Biloxi Festival Boardwalk and Boat Ramp	The portion of Harrison County Sand Beach in Biloxi located between Rodenberg Avenue and Camellia Street is noteworthy because much of it is separated from Highway 90 by a swath of land upon which is built tourist-oriented establishments that form a buffer between the shore and the highway. While this section of beach is especially beautiful, the buffer formed by businesses and condominiums makes access to the beach less visible and less inviting to passers-by. The project, which involves a partnership of the City of Biloxi and Harrison County, aims to increase public access to this portion of the beach through construction of an environmentally-sensitive boardwalk with linking walkways to adjacent businesses and to new public parking areas located at intervals with appropriate signage. Construction of a boat ramp at Camellia Street will provide access to the Mississippi Sound for the boating and fishing public. The boardwalk will border the edge of the sand beach along the seawall, south of existing commercial development. It will provide a pedestrian venue to facilitate access to the beach and it will be a destination in itself that will draw people to the area and increase business. It also will be a setting for festivals and other outdoor community activities. Two pavilions will be constructed along the boardwalk, one east of Veterans Avenue and one near the Camellia Street boat ramp to support field trips, festivals and general recreation. The boardwalk will have intermittent shaded areas, benches and kiosks. Low impact signage will explain beach ecology in the area, including identification of native plants and shoreline birds. Project benefits include increased access to the Mississippi Sound for West Biloxi boaters and fishermen; expanded economic opportunities for area restaurants and retail businesses; improved access to the West Biloxi waterfront; expanded recreational and educational opportunities on the Harrison County Sand Beach.	Harrison	Yes	80	Yes	Yes	No	Yes	Yes	No	No		$ 6,000,000.00	$ -	
	Infrastructure	5405	9/24/2015	Expansion of Blue Crab Aquaculture in Mississippi: New Economic Opportunities for Coastal Fishery Development	A reduction in blue crab harvests and the continuing decrease in numbers of juvenile blue crabs in estuaries across the Gulf of Mexico have stimulated interest in the use of hatchery-reared crabs in stock enhancement activities (should diminished recruitment occur in the fishery) and the development of new fisheries. Mississippi is one of only two states in the U.S. with a blue crab hatchery. The ability of USM/GCRL to produce â€œseedâ€ crabs has great potential for development of a bait crab fishery and expansion of the soft crab fishery. Pond culture of blue crabs would greatly reduce pressure on natural populations and would allow for fishery development independent of wild stocks. Interest in new fishery opportunities for Mississippi fishermen and inland pond aquaculture ventures led to the formation of the Mississippi Blue Crab Aquaculture Consortium. The Consortium is focused on establishing blue crab aquaculture in Mississippi, specifically the culture of small crabs for soft crabs and bait to create new domestic value-added products based on hatchery production technology.The proposed work addresses several RESTORE program areas including: 1) workforce development through training and participation in new fisheries, 2) research and technology transfer and development through partnership with the Mississippi Blue Crab Aquaculture Consortium members (USM/GCRL, Mississippi Department of Marine Resources; USDA's Mississippi Natural Resources Conservation Service; Alcorn State University), 3) aquaculture through production of a high-valued product for human consumption and a cultured bait for recreational fishing, 4) fishery economics through new fishery development, and 5) resource management through conservation of wild stocks.Re-location and expansion of the current hatchery will provide additional technical jobs as well as employment opportunities for fishermen and entrepreneurs interested in new fisheries. Inland farmers with ponds will be afforded the opportunity to culture new species. Workforce development and training will occur through outreach activities and technology transfer that will focus on pond culture techniques and marketing.	Jackson	Yes	30	Yes	Yes	Yes	No	No	Yes	No		$ 13,000,000.00	$ -	
	Infrastructure	5407	9/30/2015	Acquisition of and Improvements to Certificated Water Districts / Systems in Harrison County	The purpose of this project is to acquire and improve eleven (11) existing water districts and/or systems and to make improvements to those systems. These systems are generally, but not entirely, located in unincorporated areas north of I-10. The goal of the project is to regionalize Harrison County's domestic water and fire service under the Harrison County Utility Authority (HCUA). Specific benefits to HCUA, current customers and potential customers/developers include: â€¢ Centralized, consistent costs and billing; â€¢ Lower operations & maintenance costs as costs are spread over a greater number of customers; â€¢ Better water quality as HCUA owns newly constructed supply and storage facilities; â€¢ Fire flow/ improved fire flow capacity; â€¢ Overall system redundancy in case of emergencies as acquired facilities will be integrated into HCUA's existing facilities; and â€¢ Facilitate economic development and growth by having a modern water system with ample capacity for the foreseeable future. The estimated cost of system acquisitions and improvements is approximately $22,862,000.	Harrison	Yes	80	No	No	No	No	No	No	No		$ 22,862,400.00	$ -	
	Infrastructure	5408	9/30/2015	Expansion of Harrison County Utility Authority's (HCUA) Water Systems for Long Term Growth and Capacity	The purpose of this project is to expand HCUA's water systems at strategic locations that have been identified to aid in economic growth and development in Harrison County. The various projects are planned to include water supply wells, elevated water tanks, distribution mains and connections of new water customers along existing distribution mains. With the exception of connecting new customers, these have been identified as long-term projects which are 5 years or more from becoming necessary. Specific benefits of this project include: â€¢ Additional water supply and storage at various locations in Harrison County that have been identified as having little or no water availability and a high potential for growth and/or development; â€¢ Interconnection of existing system to achieve water supply redundancy; and â€¢ Connection of new customers which are located along existing water systems. These projects are part of HCUA's Master Plan. The estimated cost for expansion of water systems for long-term growth and capacity is approximately $11,760,000.	Harrison	Yes	80	Yes	No	No	No	No	No	No		$ 11,760,000.00	$ -	

	Infrastructure	5409	9/30/2015	Acquisition of and Improvements to Certificated Sewer Districts/Systems in Harrison County	While CDBG funds were provided after Hurricane Katrina to expand the HCUA water and wastewater systems north of I-10 in anticipation of population relocation to this area, no funds were provided to Harrison County Utility Authority to connect new customers, both individual unserved customers, as well as existing customers that were tied in to older, outdated systems owned by others. The new customers to benefit from this project have been typically served by systems with limited treatment technologies (such as lagoon systems) and by systems that are reaching the end of their useful life. The purpose of this project is to acquire and improve up to nine (9) existing sewer districts and/or private systems and to make improvements to those systems necessary for connection to the Authorityâ€™s facilities. Connection of these systems will eliminate discharges too small, often dry receiving streams, and will ultimately reduce the waste loadings to the Back Bay of Biloxi, including its various tributaries. The reduction of the waste loading will improve the environmental conditions downstream of the eliminated discharges, thus providing continued environmental restoration as well as taking advantage of the CDBG facilities constructed for the purpose of serving new customers in Harrison County. These systems to be connected are generally, but not entirely, located in unincorporated areas of Harrison County, north of I-10. The goal of the project is to continue post-Katrina development and implementation of regionalized sewer collection and treatment systems for Harrison County under the Harrison County Utility Authority (HCUA). Specific benefits to HCUA, current customers and potential customers/developers include: â€¢Improvements to the water quality in the Back Bay of Biloxi and its various tributaries through the elimination of existing treatment facilities, improved treatment of the wastewaters â€“ resulting in reduced waste loading to the streams/environment, and discharges into waterways with larger assimilative capacities, better suited for maintaining state water quality standards. â€¢Centralized, consistent costs and billing to customers; â€¢Lower operations & maintenance costs as costs are spread over a greater number of customers; â€¢Elimination of lagoons and outdated wastewater treatment facilities; and â€¢Facilitate economic development and growth by having modern sewer collection and treatment systems with ample capacity for the foreseeable future. The estimated cost of system acquisitions and improvements is approximately $25,236,000.	Harrison	Yes	80	Yes	No	No	No	No	No	No		$ 25,236,000.00	$ -	
	Infrastructure	5410	9/30/2015	Connection of Private Water Systems	While CDBG funds were provided after Hurricane Katrina to expand the Harrison County Utility Authority (HCUA) water and wastewater systems north of I-10 in anticipation of population relocation to this area, no funds were provided to the HCUA to connect new customers. This project is part of the HCUAâ€™s master planning efforts, and includes the connections of various private water systems to the existing HCUA water system. These private water systems are generally located in the northern portion of the unincorporated area of the county, in close proximity to the existing HCUA system, and are currently being supplied water by their own wells. Project will include the installation of approximately 34,000 feet of water line and metering stations at each tie-in location. This project will take advantage of the new water system that was installed through CDBG funds provided after Hurricane Katrina. This system was sized for future growth, but currently has minimal water usage. Water service for a population of approximately 7,000 (2,250 connections) will be added to the HCUA system, providing much needed water usage to the system thereby reducing the need to flush water in order to maintain the integrity of the system. Utilization of the Authority system may additionally provide improved fire protection capabilities to these areas. Furthermore, the wells that currently serve the private systems will be decommissioned, and any violations issued by the Mississippi Department of Health (MSDH) will be addressed and no longer applicable.	Harrison	Yes	100	No	No	No	No	No	No	No		$ 4,500,000.00	$ -	
	Infrastructure	5411	9/30/2015	Inflow and Infiltration Reduction of Gulfport Sewer Collection Systems	The purpose of this project is to reduce the inflow and infiltration of rainwater and groundwater into Gulfportâ€™s sewer collection system. Currently, Gulfport has the highest rate of I&I of the Authorityâ€™s member agencies. Inflow and infiltration (I&I) reduces both collection and treatment capacity at both Gulfport North and Gulfport South WWTF and, if not addressed, may be the primary cause for costly expansion of the one or both WWTFs serving the City of Gulfport. While I & I reduction may not eliminate the need for plant upgrade/expansion, the reduction of these flows will not only reduce current operational costs, but will also reduce the sizing of any facilities required for upgrade/expansion to serve the City of Gulfport. The reduction of I&I at Gulfportâ€™s sewer collection and treatment facilities will provide several positive benefits which include: â€¢Reduction or elimination of bypasses resulting in improved water quality. â€¢Reduction in pumping (transportation) cost to get wastewater to the WWTF; â€¢Reduction in operation and maintenance costs by treating reduced wastewater flows; â€¢An increase in available capacity in both collection and treatment facilities, thereby delaying/reducing the need for expansions and upgrades; â€¢Lower overall costs primarily due to lower operation and maintenance costs; and Due to the nature of this project, it is suggested that improvements be made through a series of projects to include: identifying the major sources of I&I, establishing priorities for addressing the problems, and executing the work based on the established priorities. It is anticipated that this project will be completed in two (2) phases at $20,000,000 each for a total cost of $40,000,000.	Harrison	Yes	100	Yes	No	No	No	No	No	No		$ 40,000,000.00	$ -	
	Infrastructure	5412	9/30/2015	Expansion of Harrison County Utility Authority Sewer Systems for Long Term Growth and Capacity	The purpose of this project is to provide strategic expansion of HCUAâ€™s sewer collection system at locations that have been identified to assist in economic growth and development in Harrison County. The various projects are planned to include sewer collection system improvements such as new pump stations & forcemains and the connection of customers who are located along existing collection facilities. Specific benefits of this project include: â€¢Ability to provide for sewer collection capacity for economic development and growth; â€¢Improved water quality by eliminating existing on-site facilities such as septic tanks and collection / transport to modern wastewater facilities; and â€¢Lower operation and maintenance costs due to an increase in customers. The estimated cost for expansion of sewer systems for long-term growth and capacity needs is approximately $7,800,000.	Harrison	Yes	100	Yes	No	No	No	No	No	No		$ 7,800,000.00	$ -	
	Infrastructure	5413	9/30/2015	Expansion / Modifications to Gulfport North and Gulfport South Wastewater Treatment Facilities	The purpose of this project is to make expansion and/or modifications to Gulfport North and Gulfport South Wastewater Treatment Facilities (WWTF) to effectively meet current and anticipated future permit limits for the discharges associated with these facilities. Both treatment facilities discharge to Bernard Bayou (Gulfport Lake) and operate under a combined permit that includes limits on nutrients. Gulfport North WWTF is the newer, more modern facility, however it currently operates at approximately 80% of its permitted capacity of 7.75 MGD. Expansion of the Authority system through the post-Katrina CDBG program has provided access to the North Gulfport WWTF to new areas within the Harrison County. Utilization of these new wastewater transportation systems tied into the North Gulfport WWTF will quickly use up any remaining capacity. Without expansion at the North Gulfport facility, only limited additional customers will be able to connected and served. Gulfport South WWTF is a much older facility. While it currently operates at approximately 40% of its permitted capacity of 10.5 MGD, it also has significant I & I problems that limit the ability to provide both quality treatment and room for growth. Furthermore, this facility was not designed for nutrient removal. The proposed project would result in appropriate improvements and/or expansion at each facility to meet current needs and future permit requirements. Benefits of this project include: â€¢Better effluent resulting in improved water quality at Bernard Bayou and downstream; and â€¢Improved treatment capacity to serve growth and development in the area for the foreseeable future; Estimated cost for this project is approximately $100,000,000.00	Harrison	Yes	100	Yes	No	No	No	No	No	No		$ 100,000,000.00	$ -	
	Infrastructure	5414	9/30/2015	Inflow & Infiltration Reduction at Harrison County Utility Authority Wastewater Treatment Facilities	The purpose of this project is to reduce the inflow and infiltration of rainwater and groundwater into HCUAâ€™s member agenciesâ€™ sewer collection systems to provide for improved treatment performance as well as provide for additional capacity for growth. Currently, inflow and infiltration (I&I) reduces collection and treatment capacity at seven (7) of HCUAâ€™s existing treatment facilities. The reduction of I&I at these collection and treatment facilities will provide several positive benefits which include: â€¢Reduction in pumping (transportation) cost to get sewer to the WWTF; â€¢Reduction in operation and maintenance costs by treating reduced wastewater flows; â€¢An increase in available capacity in both collection and treatment facilities, thereby delaying the need for expansions and upgrades; â€¢Lower overall costs primarily due to lower operation and maintenance costs; and â€¢Reduction or elimination of bypasses resulting in improved water quality. Due to the nature of this project, it is suggested that improvements be made through a series of projects to include: identifying the major sources of I & I, establishing priorities for addressing the problems, and executing the work based on the established priorities. It is anticipated that this project will be completed in three (3) phases at $15,000,000 each for a total cost of $45,000,000.	Harrison	Yes	100	Yes	No	No	No	No	No	No		$ 45,000,000.00	$ -	

	Infrastructure	5415	9/30/2015	Water Connections to Schools, Public Facilities & Districts	While CDBG funds were provided after Hurricane Katrina to expand the Harrison County Utility Authority (HCUA) water and wastewater systems north of I-10 in anticipation of population relocation to this area, no funds were provided to the HCUA to connect new customers. This project is part of the HCUAâ€™s master planning efforts, and includes the connections of schools, public facilities and public districts to the existing HCUA water system. These entities are generally located in the unincorporated area of the county, in close proximity to the existing HCUA system. Project will include the installation of approximately 10,000 feet of water line and metering stations at each tie-in location. This project will take advantage of the new water system that was installed through CDBG funds provided after Hurricane Katrina. This system was sized for future growth, but currently has minimal water usage. Water service for a population equivalent of approximately 1,100 (240 connections) will be added to the HCUA system, providing much needed water usage to the system. Furthermore, the wells that currently serve the schools and public facilities may be decommissioned, as warranted, and any violations issued by the Mississippi Department of Health (MSDH) will be addressed and no longer applicable.	Harrison	Yes	100	No	No	No	No	No	No	No		$ 2,200,000.00	$ -	
	Infrastructure	5416	9/30/2015	Wastewater Treatment Facilities - Upgrades and Improvements	The purpose of this project is to provide for expansion and/or modifications to each of HCUAâ€™s nine (9) wastewater treatment facilities. This project includes process and capacity expansion along with inflow and infiltration reduction and advanced high BOD treatment and energy recovery. Direct benefits of this project include: â€¢Improved treatment processes for better treatment resulting in a cleaner effluent; â€¢Expansion of various wastewater treatment facilities to meet capacity needs; â€¢Decommissioning of older treatment lagoons; and â€¢Advanced treatment of high BOD effluent (food waste/seafood waste) and energy recovery of those wastes. Estimated cost for this project is approximately $53,500,000.	Harrison	Yes	100	Yes	No	No	No	No	No	No		$ 53,500,000.00	$ -	
	Infrastructure	5417	9/30/2015	Connection of Private Sewer Systems	While CDBG funds were provided after Hurricane Katrina to expand the Harrison County Utility Authority (HCUA) water and wastewater systems north of I-10 in anticipation of population relocation to this area, no funds were provided to HCUA to connect new customers. This project is part of the HCUAâ€™s master planning efforts, and includes connections of various private sewer systems to the existing HCUA sewer system. These private sewer systems are generally located in the unincorporated area of the county, in close proximity to the existing HCUA system, and are currently using primary wastewater treatment (lagoons, package treatment plants, septic tanks). Project will include the construction of pump stations, installation of approximately 33,000 feet of sewer line and decommissioning of the existing treatment facilities. This project will take advantage of the new sewer system that was installed through CDBG funds provided after Hurricane Katrina. Sewer service for a population of approximately 3,400 new customers (900 connections) will be added to the HCUA system. This project will improve water quality and sensitive wetland environments by eliminating discharges from primary wastewater treatment by sedimentation and aeration in lagoons, and instead discharging wastewater to properly permitted facilities with primary and secondary treatment. Furthermore, any permit violations issued by the Mississippi Department of Environmental Quality (MDEQ) to these private systems will be addressed and no longer applicable.	Harrison	Yes	100	No	No	No	No	No	No	No		$ 4,100,000.00	$ -	
	Infrastructure	5418	9/30/2015	Sewer Connections to Schools, Public Facilities & Districts	While CDBG funds were provided after Hurricane Katrina to expand the Harrison County Utility Authority (HCUA) water and wastewater systems north of I-10 in anticipation of population relocation to this area, no funds were provided to the HCUA to connect new customers. This project is part of the HCUAâ€™s master planning efforts, and includes the connections of schools, public facilities and public districts to the existing HCUA sewer system. These entities are generally located in the unincorporated area of the county, in close proximity to the existing HCUA system, and are currently using primary wastewater treatment (lagoons). Project will include the construction of pump stations, installation of approximately 21,000 feet of sewer line and decommissioning of the existing treatment facilities, as warranted. This project will take advantage of the new sewer system that was installed through CDBG funds provided after Hurricane Katrina. Sewer service for a population equivalent of approximately 5,800 new customers (1,500 connections) will be added to the HCUA system. This project will improve water quality and sensitive wetland environments by eliminating discharges from primary wastewater treatment by sedimentation and aeration in lagoons, and instead discharging wastewater to properly permitted facilities with primary and secondary treatment. Furthermore, any permit violations issued by the Mississippi Department of Environmental Quality (MDEQ) will be addressed and no longer applicable.	Harrison	Yes	100	No	No	No	No	No	No	No		$ 7,200,000.00	$ -	
	Infrastructure	5420	10/2/2015	Gulf Coast Broadband Project	The Mississippi Gulf Coast is in need of ultra-high-speed, fiber-optic, broadband infrastructure for Internet service that has sufficient scope, flexibility, availability and affordability, for all of its citizens, governments, and private businesses and industries to be able compete in regional, national and international markets for the creation and retention of new jobs, technologies, businesses, and industries and for the expansion and retention of equal opportunities for all citizens to enjoy a more prosperous, just, dignified and fulfilling life. The experience of many states and communities around the nation has been that large corporate providers of data transmission facilities do not have sufficient monetary incentive to bring affordable and ubiquitous, ultra-high-speed broadband Internet service to them unless there are significant public efforts and incentives to bring that technology to a proximity to all homes, businesses and public places that will make the final connectivity and service to all homes, businesses and public places by retail public and private service providers accessible and economically viable to the retail public and private service providers, affordable to the end users, and competitive in regional, national and world markets. The Cities of Biloxi and Gulfport established a unified effort to promote development of a minimum 1-Gig ultra-high speed Internet connectivity via a Fiber Optic Ring encompassing the entire Mississippi Gulf Coast. Subsequently, as of October 2016, eight other coastal cities and two of the three coastal counties have joined with Biloxi and Gulfport to form the Gulf Coast Broadband Initiative. With RESTORE funding assistance, the Fiber Ring will be implemented and administered by the GCBI, thereby providing to all area residents and businesses an affordable, ubiquitous and timely ultra-high-speed broadband Internet service. It will be delivered from the Fiber Ring to all end users by competitive licensing with private Internet Service Providers. The Gulf Coast Broadband Initiative has been created through an interlocal governmental cooperation agreement and is a separate legal and administrative organization with the authority to acquire any interest in real and personal property necessary to create and maintain the regional fiber optic ring in all of its parts. In order to eliminate the â€œdigital divideâ€ and create equal opportunity for all residents and businesses to enjoy reasonably affordable access and use of ultra-high-speed Internet service, the Initiative may contract with for profit and non-profit business and social service entities and engage in all other legal activities to assist in making ultra-high-speed Internet service accessible and affordable to all residents and businesses in the entityâ€™s territory. To the fullest extent authorized by law, the Initiative will operate as a public utility and will be governed by the participating parties of the interlocal governmental cooperation agreement. The Gulf Coast Broadband Initiative is intended ultimately to include and serve all of Mississippiâ€™s coastal cities and counties who choose to join the Initiative (10 cities and two counties have joined thus far) and to benefit all those living or doing business in this region. In addition to its numerous other benefits, improving access to ultra-high-speed Internet service will support improved management of public lands and water bodies, as well as improve regulatory compliance monitoring in the participating cities and counties. Through the use of Internet sensors in drones, satellites and other devices, access to the new ultra-high-speed Internet service will allow	Harrison	Yes	85	Yes	Yes	Yes	Yes	Yes	Yes	Yes	agriculture, aquaculture, stormwater management	$ 15,000,000.00	$ -	
	Infrastructure	5452	12/8/2015	TechTown Pascagoula	TechTown is a â€œtechnology and entrepreneurial learning center offering year-round after-school programs and summer camps.â€ TechTown provides skill-building and certification curriculum for five focus areas including robotics, programming, film and arts. In contrast to the original TechTown Chattanooga, the proposed TechTown Pascagoula would be a 5,000 sq ft extension center offering focus areas customized for the jobs in our community. TechTown has a strong emphasis on securing scholarships for underprivileged youth. In addition to youth programs, TechTown also offers technology focused programs for adults and seniors. A TechTown Pascagoula program would combat the documented recruitment needs of local industries who are spending countless hours travelling to recruit necessary workforce. TechTown Pascagoula would spark the interest of local youth region-wide in STEAM (Science, Technology, Engineering, Arts, and Mathematics) related jobs of which Pascagoula is fortunate to be plentiful in. A facility of this magnitude would be the first in the State and have a multi-county and multi-state draw. Headquartered in Pascagoula, it would serve as a great partnership with Ingalls, Chevron, Singing River Health Systems, the Pascagoula-Gautier School District, the City of Pascagoula, the Mississippi Gulf Coast Community College (MGCCC), and MGCCCâ€™s recent collaboration with Mississippi State University among unforeseeable others. Attachments include presentations explaining TechTown and the capabilities.	Jackson	Yes	50	Yes	Yes	No	Yes	Yes	Yes	No		$ 2,000,000.00	$ -	
	Infrastructure	5453	12/11/2015	GoCoast Trust Fund	The proposed project will fund a perpetual GoCoast Trust Fund that will provide: (1) debt and equity financing of qualified private and public projects that will repay loans with interest and yield a return on equity investments; and (2) grants to public agencies for urgent public projects that do not generate revenue directly, especially eco-restoration projects. The Trust Fund will provide a long-term, economically-sound framework to stimulate regional economic recovery and growth that serves long-term public interests, and it will have the flexibility to adjust to market-driven changes in the regional, national and world economies. The GoCoast Trust Fund will be governed by a three-member Board of Trustees, composed of one resident from each of Hancock, Harrison and Jackson counties. The Governor shall appoint the trustees, subject to the approval of the Mississippi Senate and House of Representatives, for four-year terms, coterminous with the Governor. All actions of the Board of Trustees must be by unanimous vote of the Trustees. Operating expenses of the Trust may be funded from Trust Fund income and any public or private grants obtained by the Trust. On or before September 1st of each year, the Trustees shall submit to the Governor, the Legislature, and MDEQ (1) a â€œPlan of Investmentsâ€ for the next state fiscal year itemizing all proposed investments and projects for the next fiscal year, (2) financial statements of the Trust for the previous year, and (3) financial statements projected for the next five years. Prior to submitting each Plan of Investments, the Board of Trustees must submit the Plan to all state Senators and state Representatives representing any part of the three Coast counties. If a majority of Senators and Representatives submit an objection (in writing) to any specific project in the Plan, then that project shall be deleted from the list of projects that may be funded by the Trust in that fiscal year. The Trust will operate in the nature of a public investment bank to fund projects that address economic development; infrastructure; eco-restoration; research and education; seafood; tourism; or workforce development. Priority will be given to projects that stimulate and accelerate long-term, regional economic recovery and growth; job production; tax-base expansion; and quality of life for Mississippi Gulf Coast residents. Selection must be based on projects that, â€œbut forâ€ GoCoast Trust assistance, otherwise would likely not go forward within a strategic timeline and scope of development according to the long-term strategic plan adopted by the Board of Trustees. The operating office of the Trust shall be located within the three Coast counties. Preference will be given to projects that leverage financing from private sources and other public sources, including state and federal grants and incentive programs, such as New Market Tax Credits, Tax Increment Financing, Mississippi Tourism Rebate Program, Public Improvement Districts, Business Improvement Districts, and Community Development Financial Institutions, like the Gulf Coast Renaissance Corporation. Each project will demonstrate it has an economically sound basis for repaying the investment and, where feasible, yielding an appropriate return on investment. Although lending and investment criteria will be designed to perpetuate and grow the Trust Fund, the Board of Trustees will have the flexibility to set terms that may be less than market rate in order to incent timely, qualified projects that make long-term, systemic improvements to the regional economy and quality of life.	Hancock, Harrison and Jackson	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes		$ 100,000,000.00	$ -	
	Infrastructure	5456	12/18/2015	Klondike Road Extension to the Interstate	Benefits: More direct route and connection to the USM Gulf Coast Campus; Provides a direct route into downtown Long Beach which will help economic development; and it Provides an alternate evacuation route. Components: Minimum of 50' ROW will need to be acquired; Property acquisition will be necessary; and Project will require a new interchange a I-10 or connect to the existing County Farm Interchange through a frontage road.	Harrison	Yes	80	Yes	No	No	No	Yes	No	No		$ -	$ -	
	Infrastructure	5457	12/18/2015	Beatline Road Extension from Railroad tracks to Hwy 90	Benefits: Provides an alternate trucking route to Hwy 90. Currently all trucks must use Jeff Davis Avenue in Downtown to access areas north of the railroad tracks; Connects West Long Beach with Hwy 90; and Increases access to Long Beach Industrial park. Components: Modify approximately 1/2 mile of existing roadways; Construct a railroad crossing; and Property acquisition will be necessary.	Harrison	Yes	80	Yes	No	No	No	Yes	No	No		$ 3,766,875.00	$ -	

	Infrastructure	5458	12/23/2015	City Hall	Develop a site and construct a new City Hall to consolidate City operations. Pascagoula is one of the only cities on the coast that has not built a new or renovated facility on the coast. Operations are scattered among several locations, and buildings are deteriorated, costing considerable funds in annual maintenance and inefficient operation. In addition, residents must visit several locations to complete business with the City, making it not user-friendly. A new facility would consolidate services, making it more efficient for staff and citizens. The project would include site selection, development, design and construction.	Jackson	Yes	90	Yes	No	No	Yes	Yes	Yes	No		$ 10,000,000.00	$ -	
	Infrastructure	5459	12/23/2015	Welcome Center / Tourism Center	Develop a site and construct a welcome/tourism center for the City of Pascagoula. The City has much to offer, and several large employers bringing visitors to the area. Often, these visitors miss the jewels of Pascagoula and Jackson County in favor of larger facilities in other nearby cities. A welcome / tourism center would provide meeting space, information about local attractions and facilities, and would complement other similar venues on the Coast.	Jackson	Yes	90	Yes	Yes	No	Yes	Yes	Yes	No		$ 5,000,000.00	$ -	
	Infrastructure	5460	12/24/2015	National Diabetes and Obesity Research Institute	On December 24, 2015, the National Diabetes and Obesity Research Center and Tradition-Medical City submitted Project #5460 to the RESTORE Project Portal. The information below is an update to Project #5460 based on a recent study and updated design and building estimates. The National Diabetes and Obesity Research Institute (NDORI), a Mississippi (MS) non-profit 501 (c)(3) corporation, is an innovative, translational research institute focused on the population-based study and treatment of diabetes and obesity, currently in its infancy. The singular focus of NDORI is to find a cure for diabetes - a disease that impacts more than 15% of MS's population. NDORI is located at Tradition, a 4,800-acre master-planned community in Harrison County at the intersection of Highway 67 and Highway 605 north of Biloxi and Gulfport. NDORI represents a unique opportunity to invest in the long-term health of the state, position the MS Gulf Coast as a regional leader in the growing health and life-sciences industry, create a catalyst for exponential economic growth, and promote community stability through development and investment. The concept would be one of the cornerstones of a healthcare, bioscience cluster: the Tradition Medical City. In spring 2018, Southern MS Planning and Development District (SMPDD) commissioned Arduin, Laffer, and Moore Econometrics and The University of Southern MS to study the economic impact of a future healthcare cluster with the Tradition Medical City at the nexus; the final product of this study was published as â€œThe Socioeconomic Impact of a Healthcare Research Cluster at Tradition, Mississippi." Based on the proven theory that a cluster of healthcare and bioscience facilities in proximity to one another will accelerate innovation, this intellectual hub will serve as a catalyst for medical industry growth, residential development, and a primary destination for hospitals, universities, research institutions and health and life science companies. The economic impact study measured the potential for future growth of NDORI and Tradition based on the success of other existing healthcare clusters at Lake Nona, FL, and the Research Triangle Park in NC. Based on these findings, NDORI and Tradition will make the MS Gulf Coast a global destination for healthcare, research and medical education while creating an economic development and job creation engine for the state and region. NDORI is strategically located in MS and serves as a natural laboratory positioned to address the effects of diabetes and obesity at the epicenter of incidence. The result of the investment in diminishing health disparities will have far-reaching impact in reducing health-related costs of Mississippians and the associated healthcare costs encumbered by the state. Consider the following statistics, in 2016 over 371,622 Mississippians had diabetes (over 15.4% of the state population). MSâ€™s diabetes rate nearly doubled that of the global rate and was significantly higher than the 10.5% national rate. It has been predicted that by 2035 the global population with diabetes will increase to 600 million. With nearly 1 in 6 Mississippians affected by diabetes, the cost to the state at $3.5 billion annually is enormous. The result is weak worker productivity, high poverty rates and low labor participation. NDORI and the additional medical development in the Tradition Medical City will serve to create the potential for significant economic savings to the state. NDORI will serve as a catalyst for economic growth, community stability and community resilience by providing or supporting a diverse offering of educational opportunity for residents of the state as hospitals, universities, research institutions and health and life science companies are engaged or locate in the development. This type of development will serve to strengthen the state and Gulf Coast's economic health through creation of high-value jobs, creation of middle-skills jobs to promote growth of the middle-class, creation of educational opportunities that result in highly-skilled workers, and	George, Harrison, Forrest, Pearl River, Jackson, Mobile, St Tammany, Stone, Hancock	Yes	81	Yes	Yes	No	Yes	Yes	Yes	No		$ 57,000,000.00	$ -	
	Infrastructure	5461	1/14/2016	State of Mississippi Emergency Response Station: Gulf Coast Region	The State of Mississippi Emergency Response Station: Gulf Coast Region is a joint project by the Mississippi Department of Public Safety (DPS) and the University of Mississippi Medical Center (UMMC) designed to improve the medical care and public safety in the Gulf Coast Region. The State of Mississippi Emergency Response Station: Gulf Coast Region, hereafter, Station: Gulf Coast will be designed to support the wide ranges of missions and services provided by both UMMC and DPS. Station: Gulf Coast will comprise of four missions in support of the local healthcare workers and public safety professionals in the region. The first mission is to support state law enforcement aviation operations in and around the Gulf Coast Region. This mission will provide DPS with an advanced helicopter capable of expanding the law enforcement, search and rescue and special operations medical contingency capabilities while providing a critical refueling point and base of logistical operations to support the current UMMCâ€™s AirCare flight operations in the Gulf Coast region. The second mission is to provide the Gulf Coast region with a highly advanced ground critical care transport team to support the transportation of critically ill patients to and from hospitals in the region. This mission will also serve to support the growing Childrenâ€™s Medical Services expansion planned on the Mississippi Gulf Coast in 2016. The third mission is to provide a secure location of logistics storage of critical medical and law enforcement equipment for daily and disaster operations. Finally, Station: Gulf Coast will provide an educational hub for public safety and health care professionals linked to the academic offerings of the various medical and public safety institutions located in and around Jackson.	Stone	Yes	36	Yes	No	No	No	No	No	No		$ 16,173,952.02	$ -	
	Infrastructure	5464	1/25/2016	Highway Connectivity Project for City of Moss Point	A project to provide ease of transportation, accessibility and safety along the Interstate 10, Highway 63 and Highway 613 corridors from Old Saracennia Road north of 1-10 to McInnis Avenue and Grierson Street south of I-10. 1. Interchange improvements and extension of service roads along with service road improvements along the I-10 and Hwy. 63 and 613 corridors. 2. Transform the Pascagoula Street/River Road/Griffin Street/Dantzler Street corridor into a major improved connector between Hwy-90 and Hwy-613, with widening, turning lanes, improved drainage, resurfacing, lighting, etc. 3. Widening and improvements along Grierson & McInnis Ave. from Hwy-63 to Main St. (Once Hwy. 90) to create greater access and increased flow to downtown from the east. Also include a stop light and cross walk at McInnis & Main and straightening and widening of McInnis in front of City Hall with added parallel parking. 4. Turning lanes and a traffic light at Hwy-613 and Dutch Bayou Road to create a new main entrance and exit at the Pelican Landing Conference Center, at the intersection. 5. Extend Audubon Way eastward across Main Street to Morris, creating a new intersection and creating commercial development opportunities.	Jackson	Yes		Yes	Yes	No	Yes	Yes	Yes	Yes		$ -	$ -	
	Infrastructure	5465	2/16/2016	Computerized RESTORE	Developing Working Proposals to hire University Researchers and Marketers to address the RESTORE act and present the proposal 100% into dimensional sections for fundamental learners comprehensive training and developmental studies in progress. Each University Researcher that provide a biographical sketch, resume, CV etc. will be assessed to his or hers RESTORE ACT decision making teams. There will be implementation of US Military and International interventions and redesign ROTC Workforce Innovation Training and Development.		Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes		$ 18,000,000.00	$ -	
	Infrastructure	5468	3/28/2016	Rutherford Fishing Pier Extension	Bay St. Louis proposes to construct/extend the Rutherford Fishing Pier which is located at the Municipal Harbor. The existing pier is approximately 1,200 LF in length and is well known in Hancock County as one of the best locations for pier fishing. Due to its reputation as a fishing hot spot, the designated fishing areas are consistently crowded and demand for fishing from piers is at an all time high. This project will extend the fishing area approximately 500 LF and add an open air fishing platform approximately 50' x 75'. This structure will enhance the regional tourist attraction and amenities for the BSL Harbor and will increase the use and public access to the water for recreational use.		Yes		Yes	Yes	Yes	No	Yes	No	No		$ 1,500,000.00	$ -	
	Infrastructure	5469	3/29/2016	Day Pier Extension	Bay St. Louis proposes to extend the existing Day Pier which is located adjacent to the Rutherford Pier at the Municipal Harbor. The Day Pier is used daily to dock local transient vessels which frequent the nearby downtown establishments. The current pier is approximately 200 LF in length can not support the amount of vessels which frequent the area. The extension would add an additional 400 LF of docking space and enhance and support local and regional tourism efforts.		Yes		Yes	Yes	Yes	No	Yes	No	No		$ 300,000.00	$ -	
	Infrastructure	5470	3/29/2016	Pedestrian Access Ramp	Bay St. Louis proposes to construct an pedestrian access ramp near Demontluzin St. which would provide ADA access from the downtown area to the BSL Harbor and Rutherford Fishing Pier. This access point is necessary to allow a safe method for tourists to access the harbor and fishing pier. The access ramp will provide public access to enjoy the recreational benefits of the harbor and fishing pier.		Yes		Yes	Yes	Yes	No	Yes	No	No		$ 150,000.00	$ -	
	Infrastructure	5472	4/14/2016	Bay St. Louis Natatorium	Bay St. Louis proposes to construct a public natatorium to consist of handicap accessible showers, handicap accessible swimming areas, locker rooms, 50 meter by 25 meter Olympic size swimming pool and multipurpose room. The facility will provide public access to swimming facilitates, swim lessons, partnerships with local school districts for use by swim teams, increase tourist attractions for visitors as well as hosting state and regional swim meets and provide additional activities for local youths.	Hancock	Yes	10	Yes	Yes	No	No	Yes	No	No		$ 5,000,000.00	$ -	
	Infrastructure	5473	4/14/2016	Bay St. Louis Public Beach Access	Bay St. Louis proposes to construct public access points along Beach Blvd to the public sand beach at Carroll Ave and Ulman Ave. These access points will be ADA accessible and consist of concrete walkway, timber decking, timber ramp, galvanized steel support structure, lighting, benches, etc. These access points will provide more access for public use of beach for recreational functions.	Hancock	Yes		Yes	Yes	No	No	Yes	No	Yes		$ 500,000.00	$ -	
	Infrastructure	5474	4/14/2016	Martin Luther King Park Improvements	Bay St. Louis proposes to implement improvements to the existing MLK Jr., Mcdonald Park, Al Smith Park, Larroux Park, 7th Street, BSL Athletic Complex, Foster Commagere Park and Carl Vegas (City Park). These improvements include lighting, pavillions, walking paths, playground equipment, landscaping, tennis courts, basketball courts, security fencing and parking. These parks are utilized by local youths as well as the site for numerous events throughout the year intended to draw tourist to the area. Most of these parks are located less than 2 miles from public beaches, boating facilities and recreational fishing facilities which makes it an attractive amenity for the city to market for recreational use and to promote tourism. The additional tourists attracted to the city due to the improved ammenities at these parks will help increase sales tax and spur economic development.	Hancock	Yes		Yes	No	No	No	Yes	No	No		$ 4,000,000.00	$ -	
	Infrastructure	5475	4/18/2016	Commercial Area Project	The City of Diamondhead's Commercial Area Project needs to provide more connectivity and easier access to its businesses, restaurants and stores for residents and visitors and in order to promote Economic Development. Streets must be extended and widened and some new roadways need to be constructed in the area in order to provide access to vacant land for potential commercial development. This will provide easier access to the medical facilities, banks and other stores that are currently located in the area. The project cost is approximately $5,000,000.	Hancock	Yes		Yes	No	No	Yes	Yes	No	No		$ 5,000,000.00	$ 100,000.00	
	Infrastructure	5480	4/29/2016	Oyster Restoration through Aquaculture - Aqua Green	In Mississippi and throughout the Gulf of Mexico, the oyster fishery serves as an integral part of the economy and heritage of coastal communities. Events over the past decade such as Hurricane Katrina and numerous anthropogenic events (e.g., spillway openings, oil spill, etc.) have, however, impacted those resources in Mississippi and caused significant reductions in oyster landings and the amount of viable oyster reef habitat present. Identified as a priority by the Governorâ€™s Oyster Council (Council), USM proposes to continue its research and development in the production of eastern oyster larvae in an artificial seawater, recirculating aquaculture system to incrementally scale up larval production to provide a consistent supply of healthy oyster larvae for purposes of restoration and economic development. This supply of larvae will directly support: (a) restoration of the Stateâ€™s public reefs and expansion of private leases to increase annual oyster harvest numbers; (b) creation of living shorelines and reestablishment of natural non-harvest reefs for shoreline stabilization/marsh restoration, fishing habitat, and water quality enhancement; and (c) off-bottom culture (â€œoyster farmingâ€)for expansion of the Stateâ€™s commercial oyster fishery. To support these restoration objectives and achieve the Stateâ€™s goal of ten billion eyed oyster larvae annually, acquisition of the Aqua Green aquaculture facility in Perkinston, MS, and retrofitting/expansion of systems there is necessary to provide a platform for this large-scale larval production. Aqua Green was identified by the Councilâ€™s Hatchery Sub-Committee as the recommended hatchery to support Mississippiâ€™s oyster restoration because of its inland location out of harmâ€™s way from tropical storms and its ability to be operational in a short period of time.	Stone	Yes	77	Yes	Yes	Yes	Yes	Yes	Yes	Yes		$ 13,000,000.00	$ -	
	Infrastructure	5481	5/4/2016	Wastewater Containment Pond Mitigation	SRHS built and operates a medical clinic in Hurley, MS, prior to the installation of a community water and wastewater treatment facility that required that we build a sewage lagoon for the clinicâ€™s waste water. With the implementation of the recently installed new wastewater treatment system, SRHS has subsequently been required by MDEQ to tie into that system, to decommission the existing sewage lagoon, and restore the property to its natural state. The cost for that mitigation will be $389,500.00 as per the attached proposal by FC&E Engineering, dated March 22, 2016. While SRHS feels that it should be the Jackson County Utility Authority's responsibility to mitigate the treatment facility, as SRHS is a public entity, solely owned by Jackson County, and the JCUA has already accepted responsibility for mitigation of the Jackson County School System sewage lagoons in the area. MDEQ has placed the mitigation burden on SRHS and has given us until December 31, 2016 to complete the work. SRHS is seeking funding through Restore, for that project.	Jackson	Yes		Yes	No	No	No	No	No	Yes	mitigation	$ 389,500.00	$ -	

	Infrastructure	5482	5/4/2016	USM Ocean Enterprise at the Mississippi Aquarium	Background The maritime â€¯Blue Economyâ€™ is the largest sector of Mississippi economic activity and includes shipbuilding, shipping (and related), fishing, tourism, defense (and related), and construction activities among many others. New and very large investments are being made to capitalize on this growth potential. We propose to centralize the connections between this massively important state investment with the investments the University has made in marine and fisheries research; business and entrepreneurship; construction; and trade, transportation and logistics. Need Given the magnitude of the investments made by both the state and the University, there is not a centrally located access node to intersect needs of economic development with the intellectual capacity of the University. The nation is full of examples where critical mass has been reached by providing facilities at the nexus of industry, academia and agencies; clearly, these intersections create new and exciting opportunities and push the boundary of innovation. The State of Mississippi needs such a place, and we propose a state-of-the-art facility called The University of Southern Mississippi Ocean Enterprise to be located adjacent to the Mississippi Aquarium in the heart of Mississippiâ€™s Blue Economic Development of Gulfport. Opportunity Through Ocean Enterprise, USM will develop and concentrate expertise in the areas of marine research, economic development, entrepreneurship, trade, logistics and transportation. We will place world leaders in research and education in the facility, and give them access to state and federal partners and to leaders in economic development and private industry. In the facility will be research and education spaces for training tomorrowâ€™s leaders, collaborative spaces to solve the regions most critical problems and community spaces to bring all of the citizenry to the table.	Harrison	Yes	28000000	Yes	Yes	No	Yes	Yes	Yes	Yes		$ 28,000,000.00	$ -	
	Infrastructure	5483	5/17/2016	SRHS Hospital Beds	We are submitting a request for capital funding to replace 341 med/surge hospital beds at $12,000/ea for a total of $4,092,000, 50 ICU beds at a cost of $30,000/ea for a total of $1,500,000, and 15 birthing beds at a cost of $15,000/ea, or $225,000. The total replacement cost would be $5,817,000.00. Our existing med/surge beds are eight years old and are used in areas such as dialysis in addition to our patient rooms in both hospitals. The birthing beds are predominately nine years old and are used in birthing suites in both of our hospitals. Our ICU beds are predominately 21 years old, the majority being purchased in 1995, and are past their useful service life but are still in service for some of our most critical patients. Due to a combination of age and utilization, a significant number of patient beds are often out of service for repair and many of our older beds say out of service for long durations, with no available spares, awaiting back-ordered parts that are becoming increasingly hard to find.	Jackson	Yes		Yes	No	No	No	Yes	No	No	Healthcare	$ 5,100,000.00	$ 5,100,000.00	
	Infrastructure	5484	5/18/2016	Hurley Clinic Hardening	Singing River Health System owns and operates a medical clinic in the Hurley community in Jackson County, that serves the entire NE quadrant of Jackson County. Hurley is also the location of a county-operated disaster shelter. SRHS is requesting funds to harden the exterior of our medical facility, including hurricane shutters, roof, generator, fuel tanks and necessary electrical switch gear, to the current FEMA standards for wind impact and lift at that geographic location. That location is not subject to flooding. Currently, that clinic is shut down and boarded up 24 hours in advance of landfall of a hurricane. Hardening the facility will allow us to fully staff the facility during and after severe weather events to provide faster access to emergency and routine medical care during and after a severe weather event or other local disaster. Continued operation of that facility during and after a disaster would also help alleviate the surge of residents seeking emergency and other care at our Emergency Departments at Singing River and Ocean Springs hospitals that always occur post-disaster. In addition to the disaster mitigation aspect, the clinic has also recently been certified for the Mississippi Medicaid Children's Program and will be providing vaccinations for children in the northeast quadrant of Jackson County. Vaccines require refrigeration, and due to the remoteness of the facility and the power outages that area of the county suffers with some regularity, an uninterruptable power supply will be required, serving as additional justification for a generator for day-to-day clinic activities. The estimated cost of hardening the facility is $900,000.00.	Jackson	Yes		Yes	No	No	No	Yes	No	No	Healthcare	$ 900,000.00	$ -	
	Infrastructure	5485	6/1/2016	Restore the Coastal Tree Canopy Strategies & Storm Preparedness and Mitigation	Restore the Tree Canopy will work with every city and county in the three coastal counties to identify perpetual public green spaces and enhance those spaces with trees varieties that are sustainable. This project can also work with previously approved RESTORE project to ensure that urban forestry is included in site development. The sites that we work with will be identified by either they city or approved restore project locations such as the conservation green ways or other projects approved. This project will help make-up for or mitigate the natural resources of trees that support habitats of all kinds including native birds, reptiles, and other species. Plus matched and enhance economic benefits. The project will include benefits for people and wildlife. The results will be a series of arborvitae creating a linear coastal green spaces for benefits such as eco-tourism recreation, clean air and water, storm water management, shade, increase property value and many other related benefits. Restore the Tree Canopy Strategies Habitat, Water Quality, Community Resilience Submitted by Donna Yowell, Executive Director of the Mississippi Urban Forest Council 601-672-0755 â€œRestore the Canopy Strategiesâ€ is a project that meets all five of the overarching framework goals of Restore the Gulf. This project will focus on collaborative and sustainable tree planting strategies and activities for local government, citizens, and NGOâ€™s. The project will include ways the community and individuals can actively participate, building knowledge, resilience, conservation activities, and ownership. Communities will learn the benefit of connectedness, to a healthy Gulf, based on actions within their own community. Stakeholder engagement and wide spread collaboration would be another focus. Trees have proven their natural capital to tourism and community economic enhancement, as well. Restore the Canopy is comprehensive in being a Mississippi coast wide project and will cover all three coastal counties with a recommendation to include the other 3 counties in the lower tier of Mississippi. The project will include all cities and counties officials plus local civic groups such as chambers, youth groups, and all other civic groups. This would be a landscape level restoration effort along coastal streams, targeted shore lines, and watersheds; implementing a strong green component and collaboration for involvement. *Initiate community based efforts to increase the awareness of the importance of coastal resources and the best management practices to support conservation and renewal of the valuable assets. *Restore water quality *Restore ecosystems.	George,Harrison, Jackson,Stone,HancocHarrison, Jakson and Hanocok,Pearl River,Mobile,St Tammany	Yes	80	Yes	Yes	No	Yes	Yes	Yes	Yes		$ 450,000.00	$ -	
	Infrastructure	5486	6/1/2016	Singing River Hospital Storm Drain Replacement	One of our primary acute care facilities, Singing River Hospital, located at 2809 Denny Avenue, Pascagoula, MS, has storm drains located around the facility, on our campus, that are collapsing due to age and deterioration. The old drains, made of ceramic tile, were installed so long ago that we have no surviving records showing the original installation dates. Video images taken inside the drains show blockages from cracked, broken and collapsing sections of the tile components. Blocked drains during significant rain, tropical storm or hurricane events subject the ground floors of the facility to flooding as a direct result of the inability of the storm drains to carry off water accumulating on the campus grounds, that also impede or block access to our Emergency Department and other entrances needed to carry our our mission as first-responders during severe weather events. Singing River Health System is requesting funding to replace the existing storm drains.	Jackson	Yes	100	Yes	No	No	No	Yes	No	Yes	healthcare	$ 500,000.00	$ -	
	Infrastructure	5487	6/1/2016	OS Ambulatory Surgery Center Hardening	The Ocean Springs Endoscopy and Surgical Center is located directly across the street from Ocean Springs Hospital, at 3301 Bienville Blvd., Ocean Springs, MS. The Center is owned and operated by Singing River Health System. If the facility's shell were hardened to current FEMA standards for wind resistance, it could be use as a secondary emergency treatment site for overflow patients or as a fail-over location as the primary emergency treatment location in the event of the loss of the use of the OSH Emergency Department due to damage sustained during a severe weather event or other local disaster. Hardening the shell of the building would consist of replacing the roof, shuttering exterior windows and secondary entrances, and replacing the primary entrance glazing and metal frames with components that meet current building code standards for its geographic location, and installing a generator, fuel tank and electrical switching system to provide a backup power source in the event of failure of the public utility. SRHS is requesting funding to accomplish this project as an adjunct to its internal disaster mitigation plan.	Jackson	Yes	100	Yes	No	No	No	Yes	No	No		$ 1,000,000.00	$ -	
	Infrastructure	5488	6/15/2016	Pearl River stream flow monitoring	The lower Pearl River system is a rich and diverse ecological system that is home to a variety of aquatic and terrestrial species, including several on the endangered species list such as the Gulf Sturgeon. The hydrologic system is a braided system of major and minor channels and it is heavily influenced by several man-made structures including a canal with two low-water sills and three lock systems on the west Pearl River, and a low-water weir on the east Pearl River, all of which have altered the natural flow characteristics of the system. Most of the flow comes from the Pearl River itself, which drains more than 6,700 square miles above Bogalusa, LA. Additional inflows from the East and West Hobolochitto Rivers in Mississippi and Bogue Chitto in Louisiana contribute some flows. Heavy precipitation events in the coastal region of these tributaries can be primary contributors to the flow in the region. In these instances, the hydrologic flow models generally used for forecasting are not nearly as accurate since they are developed with flows from the Pearl River being the major contributor. The transfer of ownership and possible removal of the canal, locks, and sills are the subject of ongoing discussions between federal, state, and local agencies. Some hydrologic and biologic data are currently being collected in the system, but none of those currently being collected integrates the cumulative streamflow of the system. Additionally, data are not currently being aggregated and housed in one central location to facilitate ease of access. Furthermore, little to no comprehensive background data, streamflow or water quality, exist to document changes to either flow patterns, suspended-sediment transport, or water quality of the area. The purpose of this project is to collect water level, velocity, and instantaneous discharge data and use these data to compute the flows from the Pearl River at U.S. Highway 90 in Hancock County, MS. Instrumentation will be installed on the bridges over the east and west Pearl River channels to collect stage and velocity data to compute the instantaneous discharge in the channels. Discrete stream flow measurements will be collected at the 5 bridges on the lower Pearl to determine the flow distribution between the channels. The computed discharge data will be filtered using a tidal filter to compute the daily flows in the river at the U.S. Highway 90 crossing. Additionally, stage and velocity data will be collected at the CSX Railroad bridge crossing at the mouth of the river to compute the flows through that channel to augment the collection of water quality data at that location. These data will allow the impact of the flows from the tidal fluctuations on the distribution of the headwater flows to be analyzed. The cost to obtain the equipment needed for the collection of time-series data at two locations, and add a velocity sensor at the third, is $75,000. Data will be collected for 5 years, at $70,000 per year, which will allow for the data to be used in statistical computations as needed. Additionally, and of significant importance, the installation of the monitoring equipment at the U.S. Highway 90 crossing is expected to significantly improve the ability to forecast flood events on the lower Pearl River.	St Tammany,Hancock,Orleans	Yes	20	No	Yes	Yes	No	No	No	Yes		$ 425,000.00	$ -	

	Infrastructure	5489	6/21/2016	Clermont Harbor Acquisition and Restoration	Clermont Harbor once featured a stately resort in western Hancock County built in 1915, with paddleboats, a dance pavilion, gates to the community, a pier and boat harbor. It was heavily damaged by the 1915 hurricane, then rebuilt, and finally burned in 1946. Since Hurricane Katrina, many of the homeowners surrounding the Harbor have not returned, leaving a large swath of land untended. Renew Our Rivers efforts to clear hurricane debris from the last fifty years have been an important step toward improving water quality. The harbor connects to the Mississippi Sound through large culverts, instead of the open channel for boats that is once sported. However, it still acts as a marine nursery for fish and shellfish. Restoration of the marsh edge, buffer plantings to filter stormwater, and reforestation of the site will improve the marine and human habitat along its edge. The project request is for acquisition and permanent conservation of adjacent lands, from willing owners. Those lands will be made accessible for public access to the waterway, and will support nature-based tourism with low-impact improvements including: recreational trails, a pavilion, interpretive signage, restoration of the Clermont Harbor pillars, and a kayak launch.	Hancock	Yes		No	Yes	Yes	No	Yes	No	Yes		$ 250,000.00	$ -	
	Infrastructure	5492	6/30/2016	Pass Christian Harbor Elevated Walkway	The proposed project is to construct an elevated pedestrian walkway over U.S. Highway 90 in Pass Christian, MS. The walkway would connect the downtown business district to the Pass Christian Harbor. This project would not only enhance economic development in the City but would also promote new development at the harbor. The walkway would allow for safe pedestrian access from the harbor to the downtown area, which would be used by local commercial and recreational fishermen as well as tourists and transient boaters. The City of Pass Christian recently invested in the construction of a Day Pier to allow transient boaters a convenient place to dock their boat while not having to rent slip space. The Elevated Walkway would attract more local attention to both the harbor and the adjacent businesses by having unobstructed safe access across a major vehicular thoroughfare.	Harrison	Yes		Yes	No	Yes	Yes	Yes	No	No		$ 2,400,000.00	$ -	
	Infrastructure	5493	7/5/2016	Pascagoula Clinic Exterior Hardening	Singing River Health System owns and operates a medical clinic in Pascagoula, in Jackson County, adjacent to Singing River Hospital. SRHS is requesting funds to harden the exterior of our medical facility, including hurricane shutters, roof, generator, fuel tanks and necessary electrical switch gear, to the current FEMA standards for wind impact and lift at that geographic location. That location is not subject to flooding. Currently, that clinic is shut down and boarded up 24 hours in advance of landfall of a hurricane. Hardening the facility will allow us to fully staff the facility during and after severe weather events to provide faster access to emergency and routine medical care during and after a severe weather event or other local disaster,and more importantly, to act as a fall-back facility in the event of the loss of our Emergency Department at Singing River Hospital. Continued operation of that facility during and after a disaster would also help alleviate the surge of residents seeking emergency and other care at our Emergency Departments at Singing River and Ocean Springs hospitals that always occur post-disaster. The estimated cost of hardening the facility is $900,000.00.	Jackson	Yes	100	Yes	No	No	No	Yes	No	Yes	Healthcare	$ 900,000.00	$ -	
	Infrastructure	5494	7/6/2016	SRHS Infrastructure	Portions of the environmental infrastructure of our two hospitals are in excess of 40 years old and are failing. Other environmental utilities such as water utilization, electrical switch gear, and lighting for both acute care hospitals as well as our clinics are using technology that is costing hundreds of thousands of dollars a year more than their modern, energy and resource efficient counterparts. SRHS is proposing to replace failing components such as the SRH cooling tower and electrical switch gear, as well as the inefficient lighting, components of the OSH chiller, OSH boiler plant, and several air handler units at OSH, with modern counterparts that will save SRHS approximately $400,000 a year in operating expense. The cost of the project is estimated at $7,800,000.00, with an ROI of less than 20 years and a projected life in excess of 30, producing a net return on investment in excess of the cost of the project. SRHS is seeking capital funds for this project.	Jackson	Yes	100	Yes	Yes	No	No	Yes	Yes	Yes	healthcare	$ 7,800,000.00	$ -	
	Infrastructure	5503	7/18/2016	Center of Hope	The Center of Hope "A Place Called Home" will be a facility serving homeless families and single men and women (some of them veterans) on the Coast of Mississippi in Gulfport. The Center will be a 28,500 sq ft facility, providing 120 beds, multipurpose room and kitchen, administrative offices, meeting rooms, child play/study areas and a chapel. This is a transitional housing center that will provide homeless residents a safe, secure location to get back on their feet. We will evaluate them on a case by case basis to determine their overall needs. We are partnering with several different groups and organizations to give them the tools needed so they can be productive members of society.		Yes		No	Yes	No	No	Yes	Yes	No		$ 5,700,000.00	$ 4,500,000.00	
	Infrastructure	5507	8/16/2016	Mississippi Gulf Coast Region Utility Board Restore Plan	In the attached plan you will find recommended turnkey projects for five South Mississippi counties: Hancock, Harrison, Jackson, Pearl River and Stone. These are projects that can have significant environmental impacts on the region. Each individual project identified can be accomplished within a budgetary range of $500,000 to $3 million. Any approved project will enhance waterways and in many cases directly enhance the quality of oyster habitats throughout the region. The Mississippi Gulf Coast Region Utility Board adopted a strategy to work together as a region, understanding what is good for one, is good for all. The objective of the attached plan is not to seek approval of every submitted project, but rather approval of one project at a time if necessary. Over a 15 year period one can only imagine the accumulative effect, the significant environmental impact this strategy holds for South Mississippi.		Yes	50	Yes	No	Yes	No	Yes	Yes	Yes		$ 500,000.00	$ -	
	Infrastructure	5508	8/17/2016	Keegan Bayou Waste Water Treatment Plant Improvements for the Collection and Treatment of Seafood Industry Discharge	As part of the comprehensive public and private effort to improve water quality in the Back Bay of Biloxi before it reaches the Gulf of Mexico, the City of Biloxi is requesting RESTORE funding to reroute seafood processing byproduct discharge and treat it at the Keegan Bayou Waste Water Treatment Plant. This project will result in benefits to the public by preserving existing levels of business and supporting expansion of the local seafood industry operating on the Back Bay while significantly enhancing water quality through more efficient collection and treatment of industrial discharge. The proposed discharge collection and treatment improvements will provide a well-coordinated system to more expeditiously improve Back Bay water quality by exceeding National Pollutant Discharge Elimination System permit requirements for existing processors while allowing the cost-effective growth of Biloxiâ€™s seafood industry. This project complements the City of Biloxiâ€™s RESTORE Project #5399, Back Bay of Biloxi Festival Marketplace and Marinas, which requests funding to revitalize the seafood industry through public improvements that include expanded commercial dock space and supportive landside amenities. Project #5399 also includes incentives to diversify the regional seafood industry through development of such things as a soft-shell crab aquaculture program in partnership with the Mississippi Department of Marine Resources. The two projects will be coordinated to enhance traditional working waterfront activities on the Back Bay with a variety of land uses that showcase Biloxiâ€™s rich cultural history as the former â€œSeafood Capital of the Worldâ€ through shopping, dining, entertainment, and educational venues. These authentic, family-oriented activities will help grow the regional tourism industry in concert with activities to revitalize the seafood industry. The two RESTORE projects also will work together to meet federal and state water-related public health goals of the Clean Water Act to support present and future most beneficial uses for the propagation and growth of aquatic life as well as public water supply and public recreational uses. Implementation of both projects will have significant near-term as well as long-term positive impact upon Back Bay water quality, wetlands conservation and recreational safety and appeal. In collaboration with the Harrison County Utility Authority and the Mississippi Department of Environmental Quality, the City of Biloxi will design the discharge collection and treatment project to address projected levels of increased discharge from anticipated seafood industry expansion. Best management practices will be used throughout project implementation and operation.	Harrison	Yes	100	Yes	Yes	Yes	Yes	Yes	Yes	Yes		$ 25,000,000.00	$ -	
	Infrastructure	5509	9/8/2016	Sanitary Sewer System Rehabilitation Project	Need for Project: Significantly reduce I/I; consolidate facilities, reduce operating costs, reduce sanitary sewer overflows. Scope of Work: Installation of 40,000 LF of new 12" and smaller SDR 26 PVC gravity sewer system and abandonment of 40,000 LF of existing 50+ yr old clay pipe sewer system; installation of 25,000 LF of CIPP lining in 12" and smaller 50+ yr old clay and concrete pipe sewer system; 40,000 LF of 4" sanitary sewer service lines to replace existing 50+ yr old bituminous wood fibre pipes and clay pipes; 4000 LF of new 12" force main pipe to replace 50+ year old pipe; 150 new gravity sewer manholes; interior lining of 100 existing gravity sewer manholes, 200 point repairs of existing gravity sewer system, consolidation of pump facilities with construction of a single new sewer lift station to allow abandonment of six existing small sewer lift stations. Project Benefits: Significantly reducing I/I Reduce operating cost by reducing electrical costs associated with pumping, reducing wastewater treatment costs, reducing spot repair costs, reducing repairs associated with root intrusion, reduce root intrusion chemical costs, reduce maintenance cost by reducing #'s of pump stations, reduce sanitary sewer overflows that harm the sensitive coastal environment and damage the ecosystem, reduce raw sewage dumps to drainageways that discharge to coastal beach areas and cause health hazards for residents and vacationers enjoying recreational activities along the coast line, reduce raw sewage dumps to the streams and discharge to Gulf waters damaging fishing and shellfish industry.	Jackson County	Yes	100	Yes	No	Yes	No	Yes	No	Yes		$ 15,745,027.00	$ 1,574,502.70	
	Infrastructure	5510	9/22/2016	City of Ocean Springs Sewer Improvements Project	The City of Ocean Springs proposes to complete a major citywide sewer rehabilitation project. The existing system was constructed in the 1950's and 1960's utilizing clay pipe. The system has experienced multiple failures which leads to malfunctions and reduced capacity.Sewer pipe has collapsed a several locations within the last year and the city has conducted local repairs as needed which depletes the city's limited public works budget. During heavy rain events the system overflows at several locations around the city resulting in discharges of sewage to surface ditches and drainage ways that ultimately discharge to the Back Bay of Biloxi, Fort Bayou and the Mississippi Sound along Front and East Beach. A total of 35 mayor pump stations and 14 minor pump stations will be upgraded. Approximately 60,000 linear feet o 8" pipe, and 20,000 linear feet o 12" pipe will be replaced. The City plans to rehabilitate approximately 30,000 linear feet of 8" pie and 15,000 linear feet of 12" pipe with a cured in place pipe lining (CIPP) Cured in place pipe is a trenchless (or no-dig) pipeline rehabilitation process involving a textile liner tube and liquid resin combination. The City plans to replace 417 manholes. Several pump station control panels will be replaced and numerous meter upgrades will be completed. There will be professional inspections and tests conducted to insure quality and construction according to the City of Ocean Springs standards. The improvements to the sewer system will reduce potential damage to the natural environment including nearby drainage ways and wetlands, reduce hazards to human health and safety due to sewer overflows, sewer spills and provide improved security of the facilities. This would help to improve water quality on the Gulf Coast for recreation with reduced beach advisories, improve water quality for sea life in the bays and estuaries of the Mississippi Sound, improve habitat for species that inhabit the wetlands along the coast and improve water quality for the fish nurseries and oyster reefs. A healthy environment is also beneficial to the fishing and oyster industries preserving or creating jobs in those industries.	Jackson County	Yes		No	No	No	No	No	No	Yes		$ 30,000,000.00	$ -	
	Infrastructure	5511	9/27/2016	City of Wiggins Sewer Rehabilitation Project	Much like the rest of the nation, the City of Wiggins struggles with keeping up with the replacement of its aging infrastructure. In addition to keeping up with infrastructure replacement, the City of Wiggins has had to deal with an increase in its population post-Hurricane Katrina. The City has done its best to keep up with adding new services at the same time they are upgrading old, deteriorating services. Unfortunately, the deteriorating system is outpacing the replacement program. The City of Wiggins Sewer Rehabilitation Project proposes to upgrade the worst areas of the Cityâ€™s aging sanitary sewer infrastructure. These areas include some of the oldest infrastructure within the city. This infrastructure has a history of maintenance issues and most, if not all, has reached its useful life. In order to improve the existing sanitary sewer system and get back on track with upgrading the system, the City proposes to replace approximately 12,500 linear feet of aging gravity sanitary sewer mains and manholes. Rehabilitation of these areas will not only provide a better quality of life for residents living with the City of Wiggins, it will also protect local waterbodies and groundwater from illicit discharges caused from breaks and leaks in these areas.	Stone	Yes	88	No	No	No	No	No	No	No		$ 2,650,000.00	$ 265,000.00	
	Infrastructure	5512	9/27/2016	Hall Street Roadway Widening	Hall Street is a major corridor connecting U.S. Highway 49 to Mississippi Highway 26. It is estimated that approximately 75% of the residential population in the City of Wiggins utilizes this roadway to travel to retail development along U.S. Highway 49. Traffic counts for this roadway show approximately 2,800 vehicles per day. In addition to connecting two commercial corridors with the city, Hall Street itself serves as a commercial corridor for the city. The street currently provides direct access to 28 commercial businesses, four health care facilities, a church and a hotel. In an effort to improve this corridor, the City proposes to widen Hall Street to include a center turn lane, subsurface drainage and sidewalks. Widening of this roadway, will result in a reduction of congestion, traffic delays and a decrease in emissions. This project will also provide a pedestrian-friendly and ADA-accessible sidewalk. This will provide a much needed alternative to traditional transportation methods for the low-income, minority and disabled community currently utilizing the roadway shoulder to reach the businesses and services located along Hall Street and its connecting roadways.	Stone	Yes	88	Yes	No	No	No	No	No	No		$ 2,358,000.00	$ -	

	Infrastructure	5513	9/28/2016	Trent Lott International Airport Runway Strengthening and Widening	Trent Lott International Airport, Jackson County Proposed Runway Strengthening and Widening The Trent Lott International Airport (KPQL) is a general aviation airport, owned and operated by the Jackson County Airport Authority. Currently KPQL has the following activities on site: â€¢ A command post for emergency response during times of recovery; â€¢ Close proximity to the Gulf of Mexico for ease of environmental monitoring and research related flight activities; â€¢ Most recently, ERA Helicopters LLC used KPQL as their base for flight operations to the Gulf during the BP Oil Spill; â€¢ Contiguous to Jackson Countyâ€™s Aviation Technology Park - 230 available acres for development and home to Northrop Grummanâ€™s Unmanned Systems Center; â€¢ An air cargo port during natural disasters; â€¢ A launch and landing point for agricultural spraying, aerial pipeline and infrastructure inspections and air ambulance and transport flights to Gulf oil platforms; â€¢ Refueling point for military aircraft; â€¢ A location for military exercises (Air Force, Coast Guard and Army); â€¢ General aviation. Expansion of operations at KPQL is limited by the strength and width of the runway. The runway is currently 100 feet wide and rated for 62,000 pounds dual gear. The taxiway is rated for 220,000 pounds dual gear. The current weight bearing capacity limits many activities that would grow the airport and the Aviation Technology Park. Some of these include: â€¢ The inability to launch or land medium to large air cargo planes. This can effect recovery activities and potential cargo shipments for existing and prospective industries; â€¢ Limits types of economic development projects that require access for aircraft with a higher weight capacity for freight or testing. This has a direct effect on our ability to increase private investment and creation of high tech jobs at the Aviation Technology Park; â€¢ Limits types and frequencies of military exercises that can be performed. This not only effects general military training exercises but also private defense contracting companies that look at locating at the Aviation Technology Park; â€¢ No access to commercial service; â€¢ Limits corporate jet flights. An airport impact study from 2013 calculated the total output (including direct and multiplier impacts) stemming from all on-airport tenants and general aviation (GA) visitors to be approximately $63.9 million. The total full-time employment related to airport tenants and GA visitors, is estimated at approximately 387 persons, with a total annual payroll of approximately $15.5 million. Strengthening and widening the runway will assist in substantially increasing the airportâ€™s economic impact.	Jackson	Yes	100	Yes	No	No	No	No	No	No		$ 8,800,000.00	$ 1,957,000.00	
	Infrastructure	5515	10/5/2016	SP-12: Modifications to Menge Avenue & Red Creek Pump Stations and Connection of Long Beach Industrial Park	The Johnson Road pump station conveys all waste water from the City of Long Beach through 23,200 feet of 24-inch concrete-lined force main to the Long Beach/Pass Christian Wastewater Treatment Facility (LB/PC WWTF) located in Pass Christian. This force main was installed in the 1990â€™s from key pump stations within Long Beach to the Johnson Road pump station and on to the LB/PC WWTF. Since May 2014, there have been ten (10) bypasses at this pump station releasing an estimated 500,000 gallons of sewage/rainwater due to system limitations and excessive flows. An additional bypass occurred on the force main along Menge Avenue in August of 2015 releasing an estimated 800 gallons of raw sewage from an air release valve. These bypasses ultimately drain into waters leading to Bay St. Louis. The force main associated with this system has been repaired on numerous occasions and has experienced failures that have resulted in spills of untreated wastewater until emergency repairs corrected the failure. Investigation of these failures have shown severe deterioration of the concrete liner raising legitimate concerns about the integrity of the pipe. This project would abandon the existing 24-inch force main from Johnson Road to the LB/PC WWTF by re-routing flow to HCUAâ€™s newly constructed S12 system located along Menge Avenue. Furthermore, the proposed project would eliminate the existing Long Beach Industrial Park Wastewater Treatment Facility (currently permitted to discharge 600,000 gallons/day into a tributary of Johnson Bayou) by redirecting flows in the industrial park into the system to be constructed from the Johnson Road pump station. The project is proposed to be constructed in two phases: Phase 1 would reduce the flows to the Johnson Road pump station by redirecting flows from the Alverado and Wisteria pump stations to the HCUAâ€™s Red Creek pump station and redirecting the remaining flows from the Johnson Road pump station to the HCUAâ€™s Menge Avenue pump station. This project will include modifications to the pumps at the Alverado and Wisteria pump stations and installation of approximately 12,850 linear feet of 12-inch force main from the Alverado pump station and approximately 285 linear feet of 6-inch force main from the Wisteria pump station to connect into the Red Creek pump station. Rerouting remaining flows from the Johnson Road pump station to the Menge Avenue pump station will include rehab/modification of the Johnson Road pump station, rehab/modification to the Menge Avenue station to adjust for increased flows, and installation of approximately 9,000 linear feet of 18-inch force main. The existing force main to be taken out of service will be disconnected and abandoned in-place. Phase 2 will reroute flows from the existing Long Beach Industrial Park treatment facility to the Menge Avenue pump station. A 450 GPM pump station will be constructed near the existing treatment facility and approximately 2,400 linear feet of 8-inch force main will be installed from the new pump station to connect to the 18-inch force main installed in Phase 1. Phase 2 would include the decommissioning of the existing treatment facility. If necessary, HCUA is prepared to assist in this project through contribution of funds (either other grants funds or HCUA funds) and in-house contributions.		Yes	100	No	No	No	No	No	No	Yes		$ 3,149,459.00	$ -	
	Infrastructure	5516	10/5/2016	SP-13: Repair/Replace Price Bros. Pipe & Nicholson Pump Station Rehabilitation	Flows from the City of Long Beach are delivered to Harrison County Utility Authority (HCUA) pump stations and transported through concrete-lined force mains to an HCUA pump station on Johnson Road for conveyance to the Long Beach/Pass Christian Wastewater Treatment Facility (LB/PC WWTF) located in Pass Christian. These force mains were installed in the 1990â€™s and have been repaired on numerous occasions and have experienced failures that have resulted in spills of untreated wastewater until emergency repairs corrected the failure. Investigation of these failures have shown severe deterioration of the concrete liner raising legitimate concerns about the integrity of the pipe. The primary HCUA pump station upstream of Johnson Road pump station is located on Nicholson Avenue. Since March 2014, there have been three (3) bypasses at this pump station causing overflows of sewage/rainwater to the adjacent drainage ditch due to system limitations and excessive flows. An additional release of sewage occurred on the force main along Pineville Road, apparently a result of pipe failure. These bypasses ultimately drain into waters leading directly to the beach along U.S. Highway 90. The proposed project includes the replacement of two segments of the existing force main that generally conveys sewage from the Nicholson Avenue pump station (serving the City of Long Beach) to the Long Beach/Pass Christian WWTF. Approximately 10,700 linear 18-inch force main will be replaced along Nicholson Avenue, Allen Road and Pineville Road. Approximately 4,500 linear feet of 24-inch force main will be replaced along Beatline Road and Johnson Road. The project also includes the rehabilitation of the Nicholson Avenue pump station. The corrosion and cracking in the concrete structure of the wet well will be repaired and then lining will be installed. The existing piping from the pump connection through the valve box to the force main leaving the pump station site will also be replaced. Implementation of this project should improve water quality through the elimination of bypasses/ overflows through the repair, replacement and upgrade of the existing facilities. If necessary, HCUA is prepared to assist in this project through contribution of funds (either other grant funds or HCUA funds) and in-house contributions.		Yes	100	No	No	No	No	No	No	Yes		$ 2,592,350.00	$ -	
	Infrastructure	5520	11/16/2016	Drainage Improvements, Davis Bayou Neighborhoods	Drainage Improvements, Davis Bayou Neighborhoods: Enlarge drainage culverts beneath Highway 90 to drain the Parktown subdivision into the Bayou. Coordinate with MDOT to widen Hwy 90 for a budget of $300,000.	Jackson	Yes	70	No	No	No	No	No	No	No		$ 300,000.00	$ -	
	Infrastructure	5524	12/9/2016	Provide Daily Ocean-Weather reports to local news channel and Harbor Masters along the Mississippi coast.	a)The project will provide daily graphic display of Ocean and atmospheric conditions in the Mississippi sound and shelf to the local harbor masters and coastal managers and the public. Ocean-weather includes winds, ocean currents, water quality and clarity (diverâ€™s visibility), ocean temperature, water turbidity, and additional ocean conditions at a spatial and temporal resolution not presently available on a daily time schedual. Visual products from these data would be provided from now-cast oceanographic models and satellite imagery on daily bases that can be made public through the University of Southern Mississippi (USM) Ocean Weather Laboratory. Harbor Masters require daily updates to the local ocean conditions so that ships operations can be performed accurately and safely. This capability will enhance the coastal operations for safety and commercial applications and support the growth of port activity along the coast. b)Our local coastal community will be provided with local ocean-weather conditions for the Mississippi coastal waters to support commercial utilities such as fisheries, recreational boating, beach conditions, water clarity and turbidity plumes swimming and diving purposes. Ocean-weather products will be a major extension of the local weather conditions reported on the television news. Conditions will be reported daily on websites and sent to daily television news. The public will be informed of local ocean conditions, so they can take advantage of present research capability at USM. Public awareness of ocean conditions will increase ocean activities along the Mississippi coastal waters. This capability will provide both improved safety on ocean conditions and improve occupation and activities on our coastlines. Areas for recreation fishing, boating, diving etc, will be improved. Local water quality will be reported to the Mississippi Department of Environmental Quality and Department of Marine Resources, so they can inform the news and public about water safety conditions along the coast. Unsafe conditions could be related to public safety for beach users and fisherman include harmful algal blooms or contaminated waters. The Ocean Weather Laboratory at the USM will assemble satellite products and model products to provide a unique capability for visualization of ocean activity in the Mississippi Sound, Shelf and offshore waters. These ocean-weather conditions will provide the public a new capability for monitoring and overseeing our coast and provide improved safety and public health response and management operations. These ocean weather data can be used to support the coast guard for tracking movement of debris and support search and rescue in the Miss sound and shelf.	Hancock,St Tammany,Mobile ,Jackson,Pearl River,Harrison	Yes	10	No	Yes	No	Yes	Yes	No	Yes		$ 200,000.00	$ -	

	Infrastructure	5525	1/1/2018	Nature Tourism Proposal for the Mississippi Gulf Coast Region: A project and budget plan based on the 2016 process and strategy document,	Tourism and business leaders have realized the necessity of creating an environment of conservation and protection of Mississippiâ€™s coastal resources in the wake of the Deepwater Horizon Oil Spill in the Gulf of Mexico. A great deal of planning has taken place since 2010 to celebrate the natural beauty and wonder of the Mississippi Gulf Coast. There is an area of opportunity in this region that is a most promising method to protect natural resources and promote environmental stewardship while stimulating new economic development. Across the world, nature tourism is recognized as a significant effort to provide responsible travel to natural areas and promote conservation. Nature tourists are looking for original and authentic experiences to high-quality environments with historical and cultural significance. These travelers are more likely to be well educated and travel often in multi-generational groups with extended families. They are seeking safe, well-connected communities that place emphasis on environmentally and culturally responsible travel with low visitor impact to natural areas. The Final GoCoast 2020 Report, commissioned by the Executive Order of Governor Phil Bryant, included focus of â€œEco-Tourismâ€ to be a substantial initiative for recovery, restoration, tourism, and economic development. In response to the worthwhile efforts of the GoCoast 2020 Final Report, a Nature Tourism Task Force was created and adopted the â€œFramework for Nature Tourismâ€ on November 1, 2013. In its conclusion, the Task Force recommended the Mississippi Gulf Coast National Heritage Area (MGCNHA) to lead a nature-based tourism initiative. In 2015, with funding from the National Parks Service, the MGCNHA reinvigorated this Nature-based Tourism Task Force of nineteen (19) Gulf Coast leaders, with assistance from the contracted team of Allen Engineering and Science, Gulf Regional Planning Commission, and the Heritage Trails Partnership. This year-long consultation culminated in the recommendations depicted in the 2016 NBT Plan for Coastal Mississippi (NBT Plan). Accepting the charge to implement a nature-based tourism plan, this Mississippi Gulf Coast National Heritage Area - Nature Tourism Proposal for the Mississippi Gulf Coast Region outlines the framework to manage, operate, plan, market, and implement the recommendations with a budget of $10 million over the next five years. This proposal outlines management and administration, operations, planning, marketing, and implementation. Management and Administration: The MGCNHA will provide general management, oversight, and coordination of day to day operations for the nature-based tourism program. It will provide leadership to local officials and partners to implement the NBT Plan. Six (6) Area Managers will be chosen by each of the six coast counties to serve as liaisons to ensure that initiatives and priorities for each of the counties are being carried out with consistency, and that established goals are being met. Operations: The MGCNHA will implement the recommendations outlined in the NBT Plan, as they are aligned with the mission of the MGCNHA to conserve, enhance, and promote understanding of the heritage resources in the six counties of the MS Gulf Coast. Office and travel related expenses are included in the proposal. Planning: Years of collaboration between a diverse group of stakeholders, including tourism professionals, small business owners, natural resource experts, Chambers of Commerce, and NGOâ€™s in Mississippi culminated in the 2016 Nature-Based Tourism Plan for Coastal Mississippi developed for the six coastal counties. A successful program will benefit the ecological and economic health of South Mississippi, as well as provide a framework for development in the Mississippi Hills and Mississippi Delta National Heritage Areas.	George,Harrison,Pearl River,Jackson,Stone,Hancock	Yes	10	Yes	Yes	No	Yes	Yes	Yes	Yes		$ 10,000,000.00	$ -	
	Infrastructure	5526	12/10/2016	Magnolia Bayou Acquisition and preservation/research center	Magnolia bayou is an approximately 87 acre bayou and stream that feeds into the Bay Saint Louis bay. It sits just behind the Froogels and to the east of Dunbar street off of Highway 90. It is relatively undisturbed, with homes surrounding the boundaries of the bayou. Hancock County does not have much in the way of environmental education centers, and this would be the perfect location for it. There is a cleared tract of land that sits just off the service road that could serve as the parking lot and educational building location. The educational center will offer classes on the natural environment in Hancock county, tours of the bayou, educational outreach to local schools and groups, etc. This will help bring eco-tourism to Hancock County, start a grassroots educational program with the local youth to teach them how to be environmentally conscious from a young age, and to preserve a very important piece of Hancock County for years to come. This project is flexible, but the important part is protecting this land from any future developments and to utilize it to educate our youth. If there are any questions about this proposal please don"t hesitate to contact me! Thank you so much for indulging me in this proposal.	Hancock	Yes		Yes	Yes	No	No	Yes	Yes	Yes		$ -	$ -	Land Acquisition
	Infrastructure	5527	12/29/2016	Port of Pascagoula South Terminal Bulkhead Replacement, Rehabilitation and Extension	The Jackson County Port Authority is proposing the replacement, rehabilitation and extension of the sheet pile bulkhead of the Port of Pascagoulaâ€™s South Terminal in the Pascagoula River Harbor. The existing sheet pile bulkhead is over fifty years old and requires substantial rehabilitation. The rehabilitation of the existing bulkhead will include installation of longer sheet pilings and the existing dock being elevated five feet. The longer sheet pilings will support deeper dredging alongside the terminal. A portion of this project is to extend the existing bulkhead to areas north and south along the shoreline that do not presently have a bulkhead. The project will support significant terminal expansion possibilities in the future. The Port of Pascagoula is a deep draft commercial harbor that has been the center of trade since the early 19th century. It is the largest port in the State of Mississippi. Five other counties are adjacent to Jackson County from the Alabama state line to the Louisiana state line. These counties have historically realized economic benefit and will be affected by any further development and use of the Port. The facilities of the port are centrally and strategically located on federal ship channels that extend to the Gulf of Mexico. The federal ship channel is maintained by the U.S. Army Corps of Engineers to an authorized depth of -42 feet. The Port is located approximately nine miles south of Interstate 10 providing additional benefits to shipping firms that require relatively easy and uncongested access to the U.S. highway systems. Primary exports and imports moving through the Port of Pascagoula include forest and paper products, general cargo, project cargo, machinery, petrochemicals, crude oil, and construction aggregate. For the last decade, the Pascagoula River Harbor has averaged more than 100,000 tons of cargo per year. The Portâ€™s transportation infrastructure provides cost effective ways to transport cargo to its intended destination. Port of Pascagoula rail service connections are the CSX and Mississippi Export Railroad which connects to the Canadian National Railroad. The South Terminal is the site of the former Louis Dreyfus Corporation grain elevator. The grain elevator facility would have been best described as the single biggest impact player in the port, outside of the Chevron refinery, with regard to cargo volume throughput. It was the largest cargo terminal in the Pascagoula River Harbor and accounted for some of the largest ships calling that harbor. Upon completion of the project, the 55 acre marine terminal with truck and rail access could easily have that distinction again in the near future. When constructed in the 1950â€™s, the bulkhead sheet piling lengths were directly proportional to the depths of the water near and adjacent to the facility. However, the authorized water depths have been deepened over the last several decades. That trend is expected to continue in the future to afford larger vessels the ability of carrying more cargo in the utilization of the federal ship channels. To accommodate the projected deeper vessel operations, engineering studies have shown that modifications to this bulkhead would have to be performed. The rehabilitated bulkhead would also have a mitigating value by elevating the berth an additional five feet above sea level. The bulkhead is the key terminal interface at this location. From an infrastructure improvement perspective, the project cost effectively provides the best return on investment relative to expenditures of available resources. The replacement, rehabilitation and extension of the sheet pile bulkhead provides the greatest long term impact to the commercial life span of the facility. The replacement, rehabilitation and extension of the sheet pile bulkhead of the South Terminal would consist of several components. The project would consist of the installation of 2,575 linear feet of	Jackson	Yes	100	Yes	No	No	No	No	No	No		$ 22,500,000.00	$ -	
	Infrastructure	5528	1/20/2017	BAYOU CASOTTE INDUSTRIAL PARK REDUCTION OF ENVIRONMENTAL IMPACTS THROUGH NATURAL BARRIERS	This project proposes the restoration of the wetlands near the Bayou Casotte Industrial Parkway using plants that also act as natural noise abatement structures. By restoring the ecosystem, the community issues of dust, noise, and odor can be greatly reduced. Some of the value and benefit of wetlands include: flood control, storm buffer, and wind buffer. This project proposes increasing the value/benefit of the wetlands by carefully selecting vegetation that also serves as natural noise abatement structures. The Port of Pascagoula has two harbors: the Bayou Casotte Harbor and the Pascagoula River Harbor. The Port is zoned for industrial and special uses. The Port of Pascagoula, Bayou Casotte Harbor (Industrial Park) , is located in Jackson County, Mississippi, in the southeastern-most portion of the state in the Gulf of Mexico. It is positioned south of the juncture of Interstate-10 and Mississippi Highway 63. The community east of Bayou Casotte is surrounded by industrial activities nearshore and open water offshore. This community was one of the many communities on the Gulf Coast flooded by Hurricane Katrina. Current sources of pollution include existing industrial and shipping activities that are active year-round. In the Pascagoula Harbor, sources of those activities include the Port of Pascagoula, Signal International, Chevron, Mississippi Phosphates Corporation, VT Halter Marine, NOAA, Gulf LNG Energy, and the USCG. In January 2014, a meeting was held to begin the process of collaboration among MDEQ, local government, and local industries to resolve issues raised on numerous occasions by residents living in the â€œCherokeeâ€ community. The issues are: 1) dust (particulate matter); 2) noise; and 3) odor. The community also raised concerns/complaints about the removal of wetlands between the community and the nearest industry that prevented a percentage of the dust from reaching the community. Since 2014, MDEQ has responded to numerous complaints from the Bayou Casotte community. In the Fall of 2014, local industry from Bayou Casotte Industrial Park installed community air monitors to evaluate the community concerns about Sulfur Dioxide odors. In late 2016, the Mississippi Department of Environmental Quality (MDEQ) collected three ambient air samples in the Cherokee neighborhood located in Pascagoula, MS in response to concerns as expressed by some members of the neighborhood about possible exposure to pollutants being emitted from the neighboring industrial complex. The increased number of complaints and concerns about air pollution are in part due to the loss of the wetlands that served as a buffer between the community and the industrial park.	Jackson	Yes		No	No	No	No	No	No	Yes		$ -	$ -	
	Infrastructure	5529	2/8/2017	BSL Harbor Pier 5	The City of Bay St. Louis (BSL) proposes to construct Pier 5 inside the BSL Harbor located at 100 Jody Compretta Drive, near Downtown BSL. The project consists of permitting and coordination with regulatory agencies, design, bidding and construction of a new 10' wide timber pier with concrete piling associated water and electrical utilities and lighting. The BSL Harbor has proven to be an economic driver for Hancock County and BSL since it's opening in 2013 and boasts one of the highest occupancy rates of all harbors on the MS Coast. The proposed Pier 5 project will add approximately 18 65' wet slips and approximately 25 35'-40' wet slips. These slip sizes represent the size range in most demand, all current slips in this size range are leased to long term slip holders.	Hancock	Yes	10	Yes	Yes	Yes	No	Yes	No	No		$ 1,500,000.00	$ -	
	Infrastructure	5530	2/9/2017	Removal of Derelict Boat Houses and Piers	BSL proposes to remove the numerous derelict boat houses and damaged piers/pilings from along the water front on Beach Blvd. These structures pose a navigational danger to boaters, fisherman and recreationalists which frequent the water front.	Hancock	Yes		Yes	No	No	No	Yes	No	Yes		$ 1,000,000.00	$ -	
	Infrastructure	5531	2/14/2017	Atlantic Street Sewer Collection System	Proposed project includes the installation of low pressure sanitary sewer force mains, grinder stations, associated valves and pump stations to connect approximately 75 existing houses to a lower pressure grinder sewer system. This collection system would allow for collection and treatment of sanitary sewer in a low lying, tidally influenced area. Currently, during heavy rains and high tides, the on site treatment systems (primarily septic tanks) are discharging raw sewage to nearby drainage systems and thus contaminating the local environment and canals.	Hancock	Yes	100	Yes	No	Yes	No	Yes	No	No		$ 3,000,000.00	$ -	
	Infrastructure	5532	2/16/2017	Bay St. Louis Public Safety Complex	Public safety complex is proposed to include new city court facilities, police department facilities and shelter. The current police department is located in an existing structure near City Hall which is in need of significant repairs and the current facility can not support the growing and more technologically advanced police department equipment. The new location will be more centrally located to and adjacent to the existing fire department which was planned to serve as Emergency Operations Center for the City. The new facility will allow a severe decrease in prisoner transport since the city court will be co-located with in the police department facility and will provide a centrally located public safety complex and shelter for the Citizens of Bay St. Louis.	Hancock	Yes	15	Yes	Yes	No	No	Yes	No	No		$ 5,500,000.00	$ -	
	Infrastructure	5533	2/16/2017	Hancock County Sewer Force Main Beach Crossings	This project consists of replacing existing above grade sewer force main crossings with bored in place crossings that cross approximately 12 existing natural drainage ditches along Beach Blvd. These crossings serve to transport sanitary sewer from various areas of southern Hancock County and include major users such as The Silver Slipper Casino. The crossings constitute constant maintenance due the frequent immersion in salt water during storm or high tide conditions. They also pose an environmental threat due to the location of the crossings and close proximity to the MS sound should any leaks occur. The proposed crossing would consist of an HDPE casing pipe and HDPE carrier pipe which would be fused to the existing force main thus virtually eliminating any maintenance and likelihood of any future leaks.	Hancock	Yes	100	Yes	No	Yes	No	Yes	No	No		$ 500,000.00	$ -	

	Infrastructure	5534	2/26/2017	Coastal Infrastructure and Monitoring for the MS Coast	The Mississippi coast is vulnerable to a variety of risks, including oil/contaminant spills, harmful algal blooms (HABs) and pathogens (Vibrio), threats to water quality, hurricanes, and navigation accidents. Near real-time information on coastal ocean surface currents, waves, water quality, and beach conditions are an important element of a coastal ocean observing system necessary for mitigating these risks and for protecting public health and safety, emergency response, the coastal economy and sustainable use of coastal resources. This environmental intelligence, which can be gained through a system of coastal High-Frequency Radar (HFR) stations, water level gauges, water quality stations, and beach monitoring stations, can achieve many objectives: (1) Improve monitoring of restoration projects (sediment transport, water quality), (2) Track spilled contaminants and Harmful Algal Blooms to protect public health, water quality, and critical habitats, (3) Ensure safe commercial and recreational navigation, (4) Enhance search and rescue efforts, (5) Improve ocean and weather forecast models, including those for storm surge, (6) Enhance public beach safety through the forecasting rip currents, and (7) Enhance community preparedness for coastal land loss issues. This project includes the following elements: a. Upgrades and maintenance to one existing and one additional High Frequency Radar station monitoring surface currents and waves along the MS Coast in near real-time= $400K (1 unit upgrade @ 105K and 295K for new unit) b. Three new real-time water level stations at Lower Pearl River, Upper Bay St. Louis, and Upper Biloxi Bay = $200K (3 units @$50K and $50K for 1 year O&M); c. Six near real-time Beach Conditions Reporting System stations at MS Beaches = $30K; d. New near real-time water quality monitoring stations along the MS Coast and in the Coastal Streams basin, as included on the MS 2016 Section 303(d) List of Impaired Water Bodies = $370K; e. Project management (rolled into costs above); and f. Data management and near real-time data distribution (rolled into costs above) This project meets the RESTORE Act Plan Comprehensive Plan priorities for habitats, water resources, living coastal and marine resources, natural processes and shorelines, and science-based decisions by developing the MS component of a U.S. Gulf-coast wide network of High Frequency Radar, water level, water quality, and beach monitoring stations to provide real-time monitoring of surface currents, waves, water levels, water quality, and beach conditions in State waters. These stations are efficient, effective tools for meeting multiple public needs along the U.S. Gulf Coast. The proposal includes Project Management for the procurement, installation, and operation for these sites along the MS coast. The proposal also includes Data Management for the design and integration to assure data meets all RESTORE-Act Policies and Procedures. Real-time distribution of these data to numerical models, and agency decision makers are included.	Harrison,Jackson, Hancock	Yes	30	Yes	No	No	No	No	No	No		$ 1,000,000.00	$ -	Monitoring
	Infrastructure	5536	3/6/2017	Gulf of Mexico Citizen Scientist Initiative: Development of a Mobile App for Marine Assessment (MAMA)	Introduction Advances in mobile phone technology have made it possible for citizens to contribute valuable data for ecological monitoring and scientific investigation. Citizen Scientist initiatives harness the massive numbers of people who are sportsmen and women, amateur naturalists and even the casual observer of nature, to submit observations and data that accumulate in a paralleled database. These initiatives have broadened opportunities for public participation in science and have served to â€œdemystifyâ€ the scientific process for the average citizen. Thanks to the internet and smart phones, data can be acquired, uploaded, evaluated, and accessed with amazing rapidity. Worldwide access to these data has served to encourage public participation in biological monitoring and has provided unprecedented opportunities for collaboration among scientists. There is a long history of citizen scientist involvement in biological research. Arguably, the earliest example of this involvement is the Audubon Society Christmas Bird Count that provided information to establish bird migratory patterns in the U.S. Other more recent citizen scientist initiatives include the Great Backyard Bird Count, NestWatch, the ZomBee Project, Wildlife Health Event Reporter and MERCCURI (a bacterial diversity project). Citizen scientist volunteers are being successfully employed around the world to generate databases that would be logistically impossible and prohibitively expensive for most research project budgets. In the Gulf of Mexico Citizen Scientist Initiative (GMCSI) proposal we will recruit and train citizen scientists in the use of a mobile phone app for marine assessment (MAMA) that will be developed. MAMA will allow Gulf Coast citizens and visitors to a.) upload photos, measurements, GPS location and other data regarding specimens they have captured, observed, and identified b.) submit photos of endangered/unusual specimens of fish and other marine creatures for identification, c.) track the abundance and health of fish species of interest seasonally and regionally, d.) document invasive species in Gulf waters, and e.) monitor changes in the health of coastal ecosystems and shoreline erosional changes. The curated long-term data set would be available to researchers and resource managers for scientific management. A database of this type can be an invaluable resource for assessing changes in the health of Gulf of Mexico ecosystems. Benefits of the Gulf of Mexico Citizen Scientist Initiative 1) Long-term data acquisition: A particularly valuable aspect of citizen scientist initiatives is the potential for long-term data acquisition. Data sets longer than a few years are rare in ecology and are sorely needed, particularly in marine systems. Once the mobile phone app is developed and distributed, we envision an â€œarmadaâ€ of citizen scientists collecting data for multiple years. 2) Coastal resident (and beyond) involvement: The GMCSI will recruit coastal residents as well as any other interested parties, that may act as â€œsentinelsâ€ to document and monitor changes in coastal populations of marine organisms. We firmly believe there is an untapped wealth of volunteers in Mississippi that would be glad to assist in this regard and, in particular, many individuals retired from academia and professional careers that would love to be involved. However, all interested parties, young and old alike, would be encouraged to participate.	Hancock,Pearl River	Yes		Yes	Yes	Yes	No	Yes	No	Yes		$ 1,711,190.00	$ -	Monitoring
	Infrastructure	5537	6/1/2017	Water Filtration, Clarity and Treatment Project	The City of Gautier geographically is located along the west edge of the Pascagoula River Basin as it empties into the Mississippi Sound. The aquifers that the City utilizes for its water supply are highly enriched with iron, manganese and organics due to its geographic location. These natural elements contained within the water supply generate a brownish tinted water, which is aesthetically unpleasing and is an impediment to economic development. Although the Cityâ€™s potable water meets all of the required public health parameters and is deemed safe for consumption, the negative image greatly impacts the City in its ability to attract residents and economic development such as restaurants, hotels and tourists. After many years of research and a commitment from the Mayor and City Council, the City adopted a Clear Water Filtration Plan by utilizing new technology, an Ion Exchange Filtration System, to treat their water supply for improving water clarity. The Filtration Plan separated the City into three regions, and each region would require the installation of an Ion Exchange Filtration Station to treat the Cityâ€™s daily generated water supply of 1.6 million gallons. The City completed its first site in 2015. It is located at 3305 Gautier Vancleave Road and treats approximately 1 million gallons per day, which equals approximately 63% of the Cityâ€™s daily water usage . Although a significant portion of the Cityâ€™s water supply is being treated, water wells in the other regions are still producing the discolored water into the Cityâ€™s water distribution system. Therefore, residents and businesses in those areas still receive varying levels of discolored water. The scope of work for this project is to secure the necessary property within the remaining two regions and construct two additional Ion Exchange Filtration Systems to ensure all of the Cityâ€™s water supply is properly treated and clear in order to promote and enhance economic development of the City. The locations of the two systems should be placed in close proximity of the regionâ€™s water supply wells and water storage facilities to minimize the necessary pipeline cost to capture the discolored water for treatment prior to entering the water distribution lines. This project will improve the livability of the community, enhance sustainability and promote long-term growth. The benefits associated with this project are the overall public confidence in the Cityâ€™s water system, removal of the negative image of the discoloration of the water which will enhance the Cityâ€™s ability to expand residential and commercial growth, along with improving tourism opportunities throughout the City.	Jackson	Yes	95	Yes	No	No	Yes	Yes	Yes	No		$ 6,000,000.00	$ -	Land Acquisition
	Infrastructure	5538	6/1/2017	COMMERCE AND TECHNOLOGY CORRIDOR	With more than six miles of interstate frontage, the City of Gautier has access to only two interstate interchanges: One at I-10/Miss. 57 and one at I-10/Gautier-Vancleave Road. The City has experienced development pressure at the I-10/Highway 57 interchange, as evidenced by the following: 1) The planned widening of Highway 57 by MDOT 2) The construction of the Bienville Orthopaedics medical campus on East Lake Blvd./Allen Road and 3) Significant expansions of B&D Plastics, a manufacturing facility and 4) Sunplex Industrial Park access from this interchange. The City has recently taken out a $1 million CAP loan from the Mississippi Development Authority and expanded and upgraded a portion of Allen Road and renamed it East Lake Boulevard to accommodate the immediate development occurring in the area. The City has also received a commitment letter for $350,00 in DIP funding and $750,000 in a second CAP loan from MDA to construct a 300,000- to 400,000-gallon water tank. This water capacity expansion addresses the immediate needs of this area, but future planned expansions at Bienville Orthopaedics and other new developments will require additional water storage capacity. There is need for an additional 500,000-gallon water tank in this area. Currently, the City is utilizing 98 percent of its water capacity, so these upgrades are desperately needed. Also needed in this area are additional upgrades and widening of Allen Road/East Lake Boulevard and Dobson Road and improved geometrics with signalization at the access point from Highway 57. The City has had many inquiries regarding development within the area, which will complement and support the development that has already occurred. There are plans for a hotel, pharmacy, medical supply stores and restaurants to support the existing medical facility. The area where this development pressure is occurring was previously a rural area, annexed by the City of Gautier. As a result, the existing roadways are small roads that are hardly wide enough for two cars to pass each other, and they need to be expanded to accommodate the development. This area provides the opportunity for interstate frontage development, and the City has adopted a master plan for the smart growth of this area, which requires the installation of a water tank that the City is currently undertaking, and utilities in order to provide adequate levels of service for the anticipated growth of this commerce and technology corridor. The master plan includes new streets, expanding existing streets, drainage, lighting, a multi-use pathway, recreational amenities around the existing lake and other related improvements. Specifically, the project includes the following infrastructure improvements to accommodate development pressure and stimulate the additional economic growth that will result from the recent construction of the medical campus, which provides doctor visits, imaging services, outpatient surgery and physical therapy. A 1,000-gallon-per-minute water well, along with utility line extensions in the Highway 57 development corridor and relocation of lines and upsizing the lift station, and water quality treatment to include an additional filtration system. In order to accommodate the economic growth, the necessary infrastructure is an indispensable piece. Secondly, the project includes further improvements to Allen Road, Robinson Still Road and Dobson Road to include right-of-way acquisition, permitting, construction, drainage and lighting. This project will improve the livability of the community, enhance sustainability and promote long-term economic growth. The benefits associated with this project are long term economic growth, workforce development and job creation, infrastructure benefiting the economic resources of the area, and enhancement of public health and safety for the citizens.	Jackson	Yes	90	Yes	No	No	Yes	Yes	Yes	No		$ 11,000,000.00	$ -	
	Infrastructure	5539	6/1/2017	Southeast Gautier Sewer and Storm Sewer Infrastructure Upgrade	The southeast portion of the City of Gautier has experienced repetitive flooding and sewer back up. To address this ongoing problem, the City is proposing to upgrade its sewer and storm sewer systems. The overall improvement plan is to upsize the gravity sewer lines, slip line all manholes/laterals and upgrade all existing sewer pump stations serving this area. The City also is proposing to replace deteriorated and undersized drainage pipe, clear and construct profiled channel ditches to expand the capacity of the drainage flow and to construct a sediment retention basin north of U.S. 90 to retain a percentage of water from entering the drainage system through this area during rain events. The benefits of this project is improving the quality of life for the residents who experienced repetitive flood loss over the years. Eliminating the sewer back up into the storm sewer system, increasing the capacity of storm water run-off where acceptable and to retain storm water at strategic locations will improve the water quality of the Cityâ€™s bayous and the Mississippi Sound.	Jackson	Yes	95	Yes	No	Yes	Yes	Yes	Yes	No		$ 10,000,000.00	$ -	

	Infrastructure	5S40	6/1/2017	Tourism Marketing Strategies	This projectâ€™s scope would be to develop a tourism marketing strategy that would include the creation of an interactive website and attractive brochure/other marketing materials for placement at key locations to highlight the Cityâ€™s unique tourist attractions, lodging opportunities, retail areas, restaurants and other amenities. This informational packet would include a map showing directions to each location. It is anticipated that kiosks could be strategically placed that would aid tourists in finding their desired destinations and to inform of other points of interest. The City does not have a chamber of commerce to help with such items.	Jackson	Yes	25	Yes	Yes	No	Yes	Yes	Yes	Yes		$ 100,000.00	$ -	
	Infrastructure	5S41	6/1/2017	Shepard State Park Recreational and Ecological Enhancement	The City of Gautier has assumed the daily operations and management of this 395-acre park, which is located south of U.S. 90 along Graveline Road. Currently, the park consists of eight miles of trails, with a mix of developed and primitive camp sites throughout. In addition, the park has disc golf and a premier outdoor archery range with 28 lanes. The City has increased the utilization of the park by the addition of these amenities and has hosted national archery tournaments, bringing tourists from all over the United States to participate, as well as state high school archery teams and Senior Olympics tournaments. SEC college archery has also expressed interest in using the facility for its conference championship. The facility is one of few within the state of Mississippi and is unique to the state due to its surroundings. The City is already home to the Mississippi Sandhill Crane National Wildlife Refuge and offers birding and wildlife eco-tours of its swamps and bayous, resulting in eco-tourism visitors from all 50 states and numerous other countries each year. The City seeks to add amenities and upgrades as set forth below to Shepard State Park to further enhance, capitalize on and increase the number of tourists for its eco-tourism attractions. The City plans to expand the recreational opportunities available at Shepard State Park to assist in developing this pristine park into one of the southâ€™s premier nature destinations. Expansion of the existing nature trails will be implemented to reach additional areas of the park. Shepard State Park is home to a variety of wildlife native to the coastal area, such as great white egrets, pelicans, eagles and osprey. Additionally, other woodland creatures reside in the area, including deer, wild rabbits, opossums, foxes, raccoons and more. In the surrounding bayous, visitors can see turtles, alligators, wild geese, and a wide variety of fish. Strategically placed resting areas and observation decks will be constructed for creating an environment for optimal opportunities to monitor the wildlife and bird watch, as the park is listed on the Mississippi Coastal Birding Trail. The existing road network throughout the park is in need of repairs. The City is proposing to complete such repairs, clear underbrush and remove invasive species of vegetation. Furthermore, new water and sewer lines will be placed to upgrade and expand sites within the park with such amenities to support additional restrooms, pavilions and playground areas. Power lines and park friendly lighting will be installed to delineate the appropriate pathways for visitors throughout. Due to the age of the park, many upgrades are needed, and this project would include walking trail upgrades, including new foot bridges in low-lying areas prone to flooding, trail clearing, a rehabilitated small boat launch and fishing pier, updated and repaired grills, fire pits and picnic tables at RV sites, an amenities building with laundry facilities and recreational game tables, educational plaques for the trails, fire pits, an outdoor classroom, a natural playground, traditional playground equipment, kayak launches, a lodge to accommodate guests and overnight studies in conjunction with the outdoor classroom, a new bathhouse and bathroom renovations. The City envisions that the lodge will be utilized by educational institutions, including the Mississippi Gulf Coast Community Collegeâ€™s Jackson County campus located within the City, and other educational institutions utilizing the premier archery range as part of their sports curriculum. Mississippi Wildlife Rescue has also expressed interest in utilizing Shepard State Park as a research and rehabilitation site. Additionally, the City has recently acquired a historic two-story log cabin, The Wilson House, and is relocating the house to the entrance of Shepard State Park to serve as a welcome center, visitorâ€™s center and general store for park visitors/campers. That project is currently underway. The park also has another large home on adjacent land that is in need of repair. The City has plans to upgrade this house for community meetings and small events. The City plans to leverage Tidelands, Recreational Trail Program and Land Trust for the Mississippi Coastal Plain funds and other available funding opportunities to complete some of the amenities in its long-term plan stated above. This project would promote long-term economic growth and increase economic development through eco-tourism and recreational opportunities that are unique to the coastal area. The City already has an established eco-tourism base, and these additions would encourage these tourists from all over the United States and other countries to stay and play in the Coastal region of our state, particularly in Gautier, Mississippi. Gautier is unique to have an almost 400-acre park within its City limits.	Jackson	Yes	50	Yes	Yes	Yes	Yes	Yes	Yes	Yes		$ 9,000,000.00	$ -	
	Infrastructure	5S42	6/1/2017	Gautier Town Center (The Commons Park)	The City of Gautierâ€™s Town Center is located in the Central Business district, and plans are currently being developed for revitalizing the property of the old Singing River Mall into a major retail development for the City, Jackson County and the outlying areas. The proposed development being considered would include an open air mall, box stores and national tenants to attract interstate commerce. Jackson County does not contain a mall; however, there was one within the City of Gautier prior to the BP oil spill. It has since been torn down and suffered greatly as a result of the oil spill. The Gautier Town Center Project is located in Gautierâ€™s central business district. The Town Center is anchored by municipal buildings, commercial strip centers, MGCCC, and the mall project. Due to Gautier being situated along Highway 90 and being a â€œyoungâ€ city, it has no downtown area. Furthermore, Gautier is home to a Waste Pro home office, and a transfer station is proposed along Beasley Road, which is a dead end road that currently provides the only ingress/egress for a landfill, Waste Pro, municipal buildings, residential neighborhoods and heavy commercial uses. Therefore, the Town Center Project includes a network of roadways to facilitate the new town center commercial development and provide a connector from Gautier-Vancleave Road to Beasley Road. The Gautier Town Center Project incorporates 0.5 miles of roadway and 1 mile of multi-use pathway to link together retail, residential and recreational areas. It will also provide the transportation infrastructure necessary to accommodate the industrial type development nearby. The City has approximately 33 acres of property immediately north of the Town Center. The City has leveraged funds from both Tidelands and the Coastal Impact Assistance Program to acquire the property necessary for the Commons Park and to provide initial transportation infrastructure, lighting, sidewalks and streetscape improvements for the planned project. The City is proposing to develop a large recreational area and public park in conjunction with the Commons Development. A great portion of the property consists of wetlands. Throughout these areas, nature trails will be constructed to permit public access throughout this pristine ecological area. Small pavilions and tree houses will be placed along these trails to provide resting areas and opportunities to view the wildlife. Educational plaques depicting the wildlife and various species of plant life will be strategically placed throughout the nature trails explaining the wildlife habitat and ecological area. The center portion of the park will consist of a Great Lawn and festival grounds that will be a focal point for large crowd gatherings. The City of Gautier has an annual Mullet and Music Festival, which is held in conjunction with Cruisinâ€™ the Coast. The City of Gautier anticipates becoming an official stop for Cruisinâ€™ the Coast in the near future and is already an event destination. The Mullet and Music festival and Cruisinâ€™ the Coast brings thousands of people from throughout the country to the coastal area, resulting in substantial revenue for the coast region and the state as a whole. These annual events are unique to the Mississippi Gulf Coast and Gautier. To the west end of the lawn, there will be a large open pavilion that will be designated for special events such as festivals, family reunions, and so on. An amphitheater is proposed for the east end of the lawn and would be utilized as an outdoor entertainment venue. Positioned along the south edge of the lawn, there will be a multiuse football/soccer field, restrooms, pickleball courts, and a musical playground area. The multiuse football/soccer field would also be utilized as a vendorâ€™s site and festival grounds to support special events. In addition, the property currently has a small lake, which will be expanded and enhanced. The Great Lawn and a portion of roadway and trails are strategically positioned as such to provide immediate access to the small lake. Enhancements for the lake would include adding benches and a musical water feature to create a serene recreational area for visitors. Along the coast from Louisiana to Florida, there are songwriters festivals held that attract tourists from all over the United States. Jackson County currently hosts the Mississippi Songwriters Festival,	Jackson	Yes	80	Yes	Yes	No	Yes	Yes	Yes	Yes		$ 15,000,000.00	$ -	
	Infrastructure	5S43	6/1/2017	Graveline Bayou Inlet Restoration	Graveline Bayou is relatively an undisturbed estuary in South Mississippi that supports salt and brackish marsh areas, along with several oyster beds throughout this estuarine bay and bayou. Furthermore, it supports an abundance of wildlife that makes this area an excellent location for fishing and birdwatching. As development materialized further inland, erosion has attributed to much loss of wetlands, other native vegetation along the shoreline and muddy/sand beach areas at the inlet. This narrowed inlet aided in a full self-scour of the channel alignment of the near shore waters and permitted ease of navigation. With the ongoing erosion of this inlet, water velocities are diminished and it is not able to adequately keep the navigational channel cleared of sediment, thus resulting a change of course, degrading coastal habitat and the need for more maintenance dredging to support marine use of waterway. The scope of this project would be restore the inlet to a prior year boundary that would be conducive to achieving similar ecological benefits once met prior to the inlet eroding. It would be the intent to establish a protective jetty around the designed boundary of both sides of the inlet to re-establish the original width. The jetty, which would be comprised of local material dredged from the near shore or inland areas of this Bayou. The jetty would incorporate native vegetation and, if necessary, a portion would be hardened to ensure stability of structure to withstand the regular impact from tidal flows and storm surge. Once the jetty was constructed and fortified, the interior area of the re-established boundary would be utilized as a Beneficial Use Disposal Site for placement of suitable dredge spoils for the purpose of replacing this eroded shoreline. Ideally, as continued maintenance dredge materializes within the area, said dredge spoils if deemed suitable could be placed within this Beneficial Use Site. Such action would yield lower dredge costs due to proximity of dredge disposal site and would permit government agencies more opportunities to dredge needed bayous for the purpose of flood minimization and enhanced recreational access. Upon completion of the proposed Beneficial Use Site, native vegetation would be planted to establish the ecological environment which once existed for expanding the native wildlifeâ€™s habitat. The project benefit would be to restore this pristine estuary and bay back into a sound ecological state, re-establish the lost habitat area and to minimize the required maintenance dredging in the near shore waters which is vital to support the discharge of this watershed and navigable access.	Jackson	Yes		Yes	No	Yes	No	Yes	No	Yes		$ 6,000,000.00	$ -	
	Infrastructure	5S45	3/10/2017	Hwy 90 Business Corridor enhancement	Hwy 90 through Waveland is the main business corridor. Enhancing this corridor will attract more visitors to this area which will in turn create more sales tax for the State of Mississippi. The current corridor consists of a mixture of older and new businesses combined with blighted buildings and empty lots with slabs. This enhancement would include updated facades and parking lot entrances and the mediums and shoulders will be enhanced as well to have plantings and bushes, shrubs and flower beds. also included in this project is wayfinding sinage to direct visitors to the Waveland Beach and adjoining amenities such as casinos and downtown shopping areas.	hancock	Yes		Yes	No	No	Yes	No	No	No		$ -	$ -	
	Infrastructure	5S46	3/10/2017	Waveland downtown elevated Boardwalk/Marina/Boatlaunch	Coleman Ave in Waveland is the historic Downtown area of Waveland and is where City Hall was located prior to Hurricane Katrina and has been rebuilt at the very same location. Since adopting the FEMA Digital Flood Rate Maps in Oct 2009, The flood elevations has drastically changed with the new elevations requiring businesses to elevate businesses up to 21 feet above ground. these requirements have caused businesses not to rebuild and development is at an standstill and has been since 2005. The concept of a boardwalk would alleviate the elevation issues by elevating the businesses on the boardwalk with a walkable space and seating as well as taking care of the ADA issues at same time and creating a destination spot in Waveland.	hancock	Yes	5	Yes	No	No	Yes	Yes	No	Yes		$ 10,000,000.00	$ -	
	Infrastructure	5S48	4/12/2017	The SBCF New Wave Center for Innovation and Technology	Small Business Capital Fund of MS, Inc., (SBCF) is a 501c3 US Department of the Treasury Community Development Financial Institution (CDFI) that specializes in finance programs and technical assistance for MS businesses and has done so since 1994. As an administrator of several MDA small business assistance programs since the 1990â€™s, SBCF is uniquely qualified to address at least five of the eight key areas of focus of the GoCoast 2020 goals as set forth by Governor Phil Bryant in 2012. SBCF is most fortunate, as well, to have the full support and endorsement of Governor Bryant and his office with the submission of this request, and thereafter, if selected. The key areas that SBCF would address include: Workforce and Economic Development, Small Business Assistance, Research and Education and Infrastructure. If afforded this opportunity, SBCF would collectively address these areas by designing/building and operating a facility that would provide both incubator and accelerator services to coastal area start-up and existing businesses. Through an expansive technical assistance platform, SBCF would provide entrepreneurs and business owners with innovation tools and strategies, targeted access and approaches to research and resources, access to certain industry specific training and certification programs such as the ISO/IEC 27000 family of standards for cyber security to protect their IT environment as well as ISO 9000 training and certification to help organizations to most effectively and efficiently fulfill the needs of both their internal and external audiences while meeting statutory and regulatory requirements. SBCF would also work with large employers by facilitating personal development, guided self-help, programs for their employees such as, â€œYour fiscal self affects your physical self. Learn how, why and what to do about it.â€ Though designed to assist employees with tools and information to address and correct credit and financial issues, the employer ultimately benefits as it eliminates use of company time and distractions handling personal matters resulting in increased productivity, bottom line and overall company morale. As the majority of efforts would be centered on infrastructure, SBCF would enhance its offerings to prime and subcontractors, public and private agencies and organizations in construction and transportation-related industries as well as provide access to complementary or peripheral services such as bonding agents and professional service providers that cater to those industries. It is SBCFâ€™s desire to assist with rejuvenating the MS Gulf by providing a space that will make way for the next wave of business leaders, startups, entrepreneurs and forward-thinking companies to excel by linking the knowledge and experience of the past with the innovation and technology of the future. In short, our project is Gulf coast eco-gardening at its best!	Harrison,Jackson	Yes	60	Yes	Yes	No	Yes	No	Yes	No		$ 7,500,000.00	$ 250,000.00	

	Infrastructure	SS49	5/1/2017	Old St Martin Wastewater System Rehabilitation and Replacement Project	Construct a new 70,000 LF gravity sewer collection and 60,000 LF of cured in place gravity sewer system to replace old dilapidated sewer system of clay sewer pipe, brick manholes and unreliable pressurized residential grinder system (600 units). New collection system will be highly reliable system of modern materials of construction with fail-safe systems to prevent sanitary sewer overflows at old collection manholes and at unreliable residential grinder stations subjected to clogging and failure of numerous electrical components. Sanitary sewer overflows in the Old St Martin area can inject harmful bacteria and viruses that damage the coastal environment including oyster bed reefs, fish and other marine life. These bacteria and viruses can also find their way back into humans by ingestion. Fears of virus mutation in marine life and potential for transmission back to humans.	Jackson	Yes	100	Yes	No	Yes	Yes	Yes	No	Yes		$ 10,000,000.00	$ 1,000,000.00	
	Infrastructure	SS51	5/3/2017	Pollinator Health for Food, Wildlife and People- Public and Private Lands Environmental Education	Pollinator Health in Urban and Rural Communities Pollinator health is about our social and economic impacts and how all citizens can play a role in its success. Many times research on environmental projects do not have the opportunity to be applied on the ground in a variety of venues with nontraditional audiences. So, if research does impact citizens of all walks, it can result in a greater success rate for the mission and when data and knowledge is disseminated in a unique way it supports fulfilling its true potential or establish greater span of those impacted by the benefits. This project puts research, education, BMPs, technology and education in the hands of local citizens and community leaders that can make a difference on their properties, their community public lands and specialty crop farmers. Most local citizens do not have a clue how pollinator health impacts the quality and production of their food. The MUFC network provides a very hands-on opportunity to determine if citizens in these audiences can gain a better understanding of the role they play in pollinator health, the practices they can implement and why itâ€™s important. MUFC has many years of using research data and applying it to our cities and towns and the citizens living in and near these communities. The ultimate challenge of any research is applying that research on the ground, providing sound technology transfer, demonstrating best management practices and supporting the mission through creative partnership and collaborations. We will work through our municipal partners to conduct the workshops and implement the pollinator sites. Currently, MUFC has 97 communities in our Bloom Town Mississippi program with every community on the coast included. All of these are willing to host a pollinator health sites. Other local partners will include local community leaders, civic groups and private producers and land owners to install 12 demonstration sites and provide a series of outreach and education venues. Through this project we will partner with the groups we currently in our network and even new collaborators to include: workshops, hands on implementation of planting, social networking, local press, newsletters, web site, and large data base contacts. Contacts in the project include industry partners, mayors, city leaders, civic groups, chambers, parks and recreation professional, arborist, forester, landscape architects and citizens. Proposed metrics include multiple sources of information as outline in detail in the pre-proposal. Any data, surveys, charts, photo journal or other information generated as a result of this project will be public information and available for FAR or other research to use as needed.	George,Harrison,Washington,Perry,Forrest,Pearl River,Jackson,Mobile,St Tammany,Stone,Hancock	Yes		Yes	Yes	No	No	Yes	Yes	Yes		$ 110,000.00	$ 75,000.00	
	Infrastructure	SS54	5/15/2017	Sewer Manhole Rehab Project	Diamondhead Water and Sewer District is located in Hancock County Mississippi within the City of Diamondhead. We provide water and sewer service to approximately 4300 customers and a population of 9100. The Districtâ€™s certificated area is located within watershed areas that drain with open ditches and nominal amounts of subsurface drainage. The discharge points for these watershed areas are tidally influenced due to the geographical location of the Districtâ€™s certificated area. Located along the Southern Certificated Area Boundary is the Northern Shoreline of the Bay of St Louis, the Western Certificated Area Boundary is the East Shoreline of Rotten Bayou and the Northern Certificated Boundary is the Southern Shoreline of Rotten Bayou and Bayou LaSalle. In moderate to heavy rain events, street flooding is common and the Districtâ€™s sewer manholes act as catch basins for the flood waters to enter and then be transported to the Districtâ€™s wastewater treatment plant. As a result of the sewer infrastructure is being inundated with flood waters and unnecessary funds are being spent to treat the flood waters. Overflows of sewage are also a result of the excess amount of flood waters entering the sewer infrastructure resulting in costly cleanup and potential hazards to the environment. The scope of work for this project is to install stainless steel inserts in the tops of all sewer manholes located within the Districtâ€™s sewer infrastructure. A total of 1422 inserts will be installed in the tops of the sewer manholes to block flood waters from entering the sewer manholes. In addition to the inserts, repairs will be performed to properly grout and realign manhole tops, repair pipe seals, raise tops of manholes, replace manhole frames and lids, repair manhole inverts and bottoms, repair surface and coat interior of manholes. The benefit of this project is to significantly reduce flood waters from entering the sewer infrastructure reducing treatment cost and sewage overflows hence restoring water quality; replenishing and protecting living coastal and marine resources; restoring and conserving habitat and enhancing community resiliency.	Hancock	Yes	80	Yes	No	No	No	No	No	Yes		$ 450,000.00	$ -	
	Infrastructure	SS55	5/15/2017	Sewer Infrastructure Rehab Project	Diamondhead Water and Sewer District is located in Hancock County Mississippi within the City of Diamondhead. We provide water and sewer service to approximately 4300 customers and a population of 9100. The Districtâ€™s certificated area is located within watershed areas that drain with open ditches and nominal amounts of subsurface drainage. The discharge points for these watershed areas are tidally influenced due to the geographical location of the Districtâ€™s certificated area. Located along the Southern Certificated Area Boundary is the Northern Shoreline of the Bay of St Louis, the Western Certificated Area Boundary is the East Shoreline of Rotten Bayou and the Northern Certificated Boundary is the Southern Shoreline of Rotten Bayou and Bayou LaSalle. Forty years ago the clay sewer mains were installed in the Districtâ€™s certificated area at the primary material for sewer mains. At the time of installation, pipe bedding standards were not as widely understood as they are today. The rigid nature of clay makes it very brittle and when unstable soil conditions are introduced, cracking will occur. Once a clay sewer pipe cracks and starts to leak the surrounding soil enters the pipe with any flow creating voids and uneven loads and eventually the pipe will collapse. The District is currently experiencing large amounts of inflow and infiltration as a result of a large portion of our infrastructure consisting of cracked and leaking 40 year old clay pipe that needs rehabilitation. The increase in I&I causes excess amounts of water into the sewer infrastructure resulting in sewage overflows, costly cleanup and potential hazards to the environment The scope of work for this project is to rehabilitate 174,250 lineal feet of cracked, broken and failed clay sewer mains, point repair mains and remove roots. The rehabilitation of the clay sewer mains will consist of cured-in-place pipe (CIPP) and CCTV of all mains after rehabilitation. The Districtâ€™s CCTV software will need to be updated in order to complete reports necessary reports and proper documentation of the rehab improvements. The benefit of this project is to restore and conserve habitat; restore water quality; replenish and protect living coastal and marine resources and enhance community resiliency.	Hancock,Harrison	Yes	80	Yes	No	No	Yes	No	Yes	Yes		$ 6,732,000.00	$ -	
	Infrastructure	SS56	5/16/2017	Ocean Springs Road Improvements	This project will consist of widening Ocean Springs Road from Highway 57 to Highway 90, a distance of 4.5 miles, to add capacity to this existing thoroughfare. Improvements to this roadway will provide for direct access from Interstate-10 into Ocean Springs, increasing commercial transportation. Conversely, in the event of an evacuation order due to the threat of a hurricane, this route will also serve to alleviate congestion on other north bound arteries. Jackson County is currently in the planning stages of this project and has received funding from MDOT and the Gulf Regional Planning Commission to prepare a planning study along the route in the amount of $100,000.00. New roads and road improvements boost the economy of a community by improving transportation networks that provide economic benefits to adjacent properties. A reduction in travel time equates to reduced fuel costs for people in local communities. Theoretically these cost savings increase local property values through the buildup of the surrounding infrastructure. Generally speaking, transportation projects that improve overall accessibility and reduce shipping and moving costs, tend to increase economic productivity and development. The upgrades to this road will also allow for it to serve more efficiently as an evacuation route during the threat of a land falling hurricane or for any coastal emergency that may arise. As the population along the coastal counties continues to increase, it is of the utmost importance to continue to evaluate and make the necessary upgrades to existing North/South connector roads as well as to invest in additional evacuation routes.	Jackson	Yes	100	Yes	No	No	No	No	No	No		$ 25,000,000.00	$ 100,000.00	
	Infrastructure	SS57	5/16/2017	Multi-Use Path - Ocean Springs to Gautier	A growing trend has been for more pedestrian and transit-oriented development in cities. Only minutes from downtown Ocean Springs and Gautier, and with quick and easy access to recreational amenities along Highway 90 and beaches to the south, this seven mile path is uniquely positioned to attract innovative recreational activities as well as restaurants, hotels and distinctive shops, making for an eclectic shopping experience. This project will provide a 10 foot wide multi-use path along the Highway 90 corridor from City Hall in Gautier to the Hospital in Ocean Springs. The seven mile route will include safe access to local amenities and provide recreational opportunities to residents and visitors. MDOT is currently in the design stages for the widening of US Highway 90 from Vermont Avenue in Ocean Springs to Dolphin Road in Gautier. The addition of the multi-use path will provide both safe and efficient access for pedestrian and cyclists to this newly reconstructed corridor. Walking and biking trails are a nice quality of life enhancement, but there are also substantial economic benefits to be gained from this type of infrastructure investment. Recent studies indicate that walkable suburbs have a greater economic output and higher incomes, attract more highly educated people and more high-tech industries. It has also been reported that residential real estate prices increase in communities that are welcoming to bicyclists and pedestrians. According to research by the Urban Land Institute, shoppers in walking friendly retail environments tend to visit more frequently, stay longer and consequently spend more money. Besides the positive economic impact, the County, surrounding cities and State could also realize savings in lower health care costs and less pollution and traffic, further enhancing the overall benefits for this investment. The modern economy thrives on accessibility, creativity and networking. Walkable town areas or pedestrian corridors with a mix of restaurants, offices and housing promote physical interactions with the dynamic elements of an information driven, service-oriented economy. While improving the pedestrian environment throughout the County is a long term goal, we have identified this area as a priority and expect that by investing in pedestrian infrastructure and promoting commercial development, we will produce the greatest dividends through increased property revenue.	Jackson	Yes	80	Yes	No	No	Yes	Yes	No	No		$ 5,000,000.00	$ -	
	Infrastructure	SS58	5/16/2017	Old Fort Bayou Road at I-10 Interchange	The Jackson County Board of Supervisors is proposing the construction of a new Interstate 10 interchange with Old Fort Bayou Road. The right-ofâ€™way is available for immediate consideration for construction and would strategically position a new access point for entry into Jackson County from Interstate-10. Centrally located approximately four miles east of the Washington Avenue/Highway 609 exit and approximately four miles west of the Highway 57 exit, this interchange would provide much needed relief from traffic congestion in this heavily traveled area of the I-10 corridor. The Washington Avenue/Highway 609 area has experienced tremendous growth in the last few years as the population tends to migrate to the north, and this interchange would help to alleviate the substantial traffic burden in that area in addition to providing easy access to prime developable property adjacent to Interstate 10. Not only would this interchange serve to improve the lives of the local community, but it also provides opportunities for the establishment of new service industries such as gas stations, hotels and restaurants to attract travelers. Safe, modern, and easily accessible transportation routes are key to promoting and sustaining long term economic growth. Because the I-10 corridor is a heavily traveled interstate highway, and this area continues to see growth, a new interchange point would greatly enhance the desirability for development. The short term economic impacts would be felt immediately throughout the community. From the creation of construction jobs, the demand for materials, services and equipment to the need for food, housing and other goods, this project would help to stimulate the local economy. The Old Fort Bayou Road and the I-10 interchange is the next logical step in promoting growth in this area. In addition to other proposed road improvements, this interchange will greatly enhance the profitability and livability in this area for years to come.	Jackson	Yes	100	Yes	No	No	No	Yes	Yes	No		$ 30,000,000.00	$ -	

	Infrastructure	5559	5/16/2017	McCann Road Overpass	This project consists of construction of a new overpass at McCann Road and Interstate 10 in the St. Martin Community. This new overpass will provide a direct connection from the Commercial Business District along Lemoyne Blvd. to the new Commercial Business District along the I-10 Connector road, thereby increasing access and opportunity for new growth in this area. The addition of this strategic access linking two commercial business districts will maximize the growth potential for both areas. The short term direct economic stimulus will be immediately felt throughout the community in the form of employment and income for the construction industry and indirectly by many others who are employed by companies that provide materials, equipment, and services that are required to support the project. Workers for whom jobs are created by this project have new income to spend on consumer goods and services, which in turn creates new jobs in retail, manufacturing of consumer goods, food processing and personal services. A vision for the future, neighborhood support, and infrastructure are key elements to attracting developers to invest in existing communities. The implementation of several major access routes along the two developing business corridors provides for multiple transportation routes for businesses and consumers, thereby strengthening the potential for continued growth. The overall economic benefits will be realized initially as a financial stimulus for the area based on construction activities, and subsequently the functional integration of the structure will benefit the expansion of the community for many years. Growth in this area is sustained by the local community, bolstered by a growing population, and positively impacted by consumers that choose to travel to this increasingly popular shopping destination across county and state boundaries.	Jackson	Yes	100	Yes	No	No	Yes	Yes	Yes	No		$ 10,000,000.00	$ -	
	Infrastructure	5560	5/16/2017	Pascagoula River Scenic Trail	Water trails are marked routes on navigable waterways such as rivers, typically for people using small non-motorized boats, such as kayaks and canoes. Originally created by environmentalists and conversationalists to encourage environmental awareness, they have evolved to be recreational routes on waterways with a network of access points. The Pascagoula River is the largest by volume unimpeded river in the contiguous 48 states. This project will develop ecotourism opportunities by establishing and developing a scenic water trail along the Pascagoula River. This scenic water trail will bring sustainable rural development to communities along the river in Jackson County. As the Stateâ€™s first water trail, it will serve to strengthen and extend recreational opportunities for residents and visitors. Trailheads will be constructed in four strategic locations along the river. Each trailhead will provide amenities such as public boat and kayak launch, pavilions, parking for visitors, and a kiosk with a map of the area. Although new to the State of MS, water trails have been implemented in other states and studies have been conducted to measure their economic impacts. While dissimilar in their measurements and time frames for data collection, each report shows that water trails can increase paddle sports tourism and bring new money into local economies. The studies also explored social benefits to a community and found that water trail communities experienced lower poverty rates and higher education and health levels than communities that do not provide recreational activities. Increased tourism around water trails will bring additional tourism dollars to the community. The Pascagoula Water Trail will create tourism travel to Mississippi by being the first Water Trail in the state, strengthen Jackson Countyâ€™s tourism economy through travel on nearby waterways, grow recreational opportunities with promotion of the Pascagoula River and highlight the historic significance of the waterway. The proposed locations for the trailheads are as follows: â€¢Northern Trailhead â€“ Cedar Creek area â€¢Roy Cumbest Trailhead â€“ Wade Vancleave Road â€¢Hickory Hills Trailhead â€“ Near Hickory Hills Golf Course â€¢South Trailhead â€“ Located near Gautier at U.S. Highway 90	Jackson	Yes	70	Yes	Yes	No	Yes	Yes	Yes	No		$ 3,000,000.00	$ -	
	Infrastructure	5561	5/16/2017	Radio Read Water Meter Project	Diamondhead Water and Sewer District is located in Hancock County Mississippi within the City of Diamondhead. We provide water and sewer service to approximately 4300 customers and a population of 9100. The District has 4,295 aging water meters, over 54 percent of the meters are older than 10 years and of the 54 percent, 73 percent are over 15 years. Due to the age of the Districtâ€™s meters, the District is losing revenues and unaccountable water loss. Aging water meters, experience a breakdown of accuracy over time. The breakdown results is less accurate water meters that leads to lost revenue because the consumption of water is not completely recorded. In an article published in Water and Waste Digest, (Dr. Hans D. Allender, 2000) test results consistently proved that water meterâ€™s recording capability diminishes over time. The article reported the results of an analysis that included sampling of a number of meters in one zone based on age and flow; low, intermediate and fast. After the accuracy of the meters were calculated, the gallons of water going through the meters without being recorded were calculated by subtracting the average consumption from the result of the multiplication of the RAM (the Real Accuracy of Meters). An average consumption of 9,000 gallons was used in this analysis based on a typical household and historical data considering the summer peak consumption. The recorded results were as follows: Meters 15 Years Old 9,000 Gallons - (9,000)(0.994) = 54 Gallons per month Meters 20 Years Old 9,000 Gallons - (9,000)(0.990) = 90 Gallons per month Meters 25 Years Old 9,000 Gallons - (9,000)(0.958) = 378 Gallons per month Meters 30 Years Old 9,000 Gallons - (9,000)(0.816) = 1,656 Gallons per month Based on the data from this report and the age of the Districtâ€™s meters, the District is losing approximately 279,108 gallons per month and monthly water/wastewater revenue of $ 1384.38, yearly $16,612.56.	Hancock	Yes	85	Yes	No	No	Yes	No	Yes	Yes		$ 750,000.00	$ -	
	Infrastructure	5562	5/17/2017	Master Sewer System Study	Diamondhead Water and Sewer District is located in Hancock County Mississippi within the City of Diamondhead. We provide water and sewer service to approximately 4300 customers and a population of 9100. The District has significant amounts of inflow and infiltration, aging sewer mains of which 47% are 30 plus year old sewer clay pipe, lift stations and discharge force mains that need all need to be reviewed for current and future service needs. The district needs a Master Sewer System Study conducted for the sewer collection system to: evaluate inflow and infiltration, lift stations and discharge force mains; to serve as a logical, cost-effective framework for making organizational changes; to assist with meeting new environmental regulations and for environmental impact. The scope of work for this project will consist of advertising for RFQâ€™s, selecting a firm to complete the Master Sewer System Study and completion of the Study. The benefit of this project is to evaluate the Sewer System hence creating a tool that will assist with significantly reducing flood waters from entering the sewer infrastructure, reducing sewage overflows hence restoring water quality; replenishing and protecting living coastal and marine resources; restoring and conserving habitat and enhancing community resiliency and to assist with meeting new environmental regulations and for environmental impact.	Hancock	Yes		Yes	No	Yes	Yes	Yes	Yes	No		$ 100,000.00	$ -	
	Infrastructure	5591	6/23/2017	Centralized Database for Marine Turtle Flipper and PIT Tags	NOAA Project ID#13055: Objectives: â€¢ Maintain the Cooperative Marine Turtle Tagging Program (CMTTP) â€¢ Initiate and maintain an online comprehensive inventory of PIT tags Many programs supporting the management and conservation of sea turtle populations in the Gulf of Mexico and northwest Atlantic waters rely on tagging sea turtles with flipper tags and/or PIT (passive integrated transponder) tags. These tagging efforts are worthless if recovered tags cannot be matched with data from the original tagger. Almost all flipper tags in the Gulf of Mexico and northwest Atlantic waters are issued through the Cooperative Marine Turtle Tagging Program (CMTTP), which was established by the National Marine Fisheries Service (NMFS) to provide a centralized tag database for management purposes (NMFS reserves the right to access the CMTTP database) and to prevent loss of data and duplication of identification codes. In April 1999, the management of the CMTTP was transferred from the Miami Laboratory of the Southeast Fisheries Science Center to the Archie Carr Center for Sea Turtle Research (ACCSTR) at the University of Florida. In recent years, 127 organizations have received flipper tags from the CMTTP. About 10,000 tags are distributed each year. For example, 13,750 flipper tags and 82 tag applicators were distributed in 2016. All flipper tags have a University of Florida return address. The centralized flipper tag database now has 139,680 entries. The use of PIT tags is increasing because of their extremely low loss rate (approaching zero) compared with loss of flipper tags. However, coordinating data from PIT tags is a greater challenge than flipper tags because PIT tags, unlike flipper tags, do not carry a return address and are not distributed in numerical sequence. An online comprehensive inventory of PIT tags is needed so that if a turtle with a PIT tag is found, the group that tagged the turtle can be identified and data exchanged. When PIT tag data are submitted to the CMTTP, they are entered into a PIT tag database. That database now has 55,640 entries, but this is a fraction of the PIT tags inserted into turtles. There is still a need for a PIT tag database that lists all PIT tag codes with the contact information for the tag originators. The CMTTP is the contact for unscrambling encrypted PIT tags within NMFS. We are submitting this idea proposal to maintain the Cooperative Marine Turtle Tagging program and to initiate and maintain an online comprehensive inventory of PIT tags. We have submitted a 3 year estimated budget. Date Entered: May 10, 2017		Yes		No	Yes	No	No	No	No	Yes		$ 624,030.00	$ 51,000.00	
	Infrastructure	5594	6/23/2017	Montioring Brydeâ€™s whales in near real time from autonomous platforms to reduce anthropogenic threats	NOAA Project ID#13063: The Gulf of Mexico is home to a resident population of Brydeâ€™s whales that currently numbers less than 40 individuals and is being considered for listing as an endangered species. Gulf of Mexico Brydeâ€™s whales are subject to a number of anthropogenic threats, including ship strikes and the adverse effects of oil and oil dispersant exposure during oil spills. Effective mitigation of these threats will require a better understanding of their distribution in the northeastern Gulf of Mexico, and a means to assess their occurrence in near real time. The Woods Hole Oceanographic Institution (WHOI) has developed technology to detect, classify, and report the sounds of marine mammals in near real time from a variety of autonomous platforms, including Slocum gliders, wave gliders, and moored buoys (Baumgartner and Mussoline 2011, Baumgartner et al. 2013, Baumgartner et al. 2014). Since 2012, this technology has been used extensively on the U.S. and Canadian east coasts and in the U.S. Arctic to monitor and study marine mammals. Recent evaluations suggest that analyst-verified detections from this system are nearly 100% correct when estimating the presence of baleen whales in near real time. Detection data are immediately available on the publically accessible robots4whales.whoi.edu website, as well as by text, email, and tweet (@Robots4Whales). WHOI and NOAA are working closely with the U.S. Coast Guard to distribute these data via the Whale Alert app (www.whalealert.org), Coast Guard CG1View software, and AIS so that mariners have access to whale presence information. The objectives of the proposed project are to (1) demonstrate and evaluate near real-time detection of Brydeâ€™s whales from mobile autonomous platforms and (2) characterize the distribution and habitat of Gulf of Mexico Brydeâ€™s whales using acoustic detections from these platforms. The project seeks to use Slocum and/or wave gliders equipped with the WHOI-built near real-time acoustic monitoring system to survey the outer shelf and continental slope (100-2000 m) of the northeastern Gulf of Mexico during 2018-2019. Two surveys will be conducted per year, with each survey lasting 3-4 months. In addition to detecting Brydeâ€™s whales in near real-time, broadband audio will be recorded continuously from the vehicles to facilitate detection of other species after platform recovery. Detection data will be manually verified in near real time and distributed to the public and numerous stakeholders (including scientists, federal and state protected resource managers, Coast Guard, and the shipping industry) via robots4whales.whoi.edu, text, email, Twitter, and the Whale Alert app. After recovery of a vehicle, the recorded audio will be manually reviewed for Brydeâ€™s whale calls, and the results of this review will be compared to the detections made in near real time to determine the accuracy of the near real-time occurrence estimates. Additionally, associations between Brydeâ€™s whale acoustic detections and observations of remotely sensed sea surface temperature, surface chlorophyll, depth, and depth gradient will be statistically examined to characterize the speciesâ€™ habitat in the northeastern Gulf of Mexico. If of interest, the WHOI system can be expanded to include near real-time detection of endangered sperm whales with modest development funding. References: Baumgartner, M.F. and S.E. Mussoline. 2011. A generalized baleen whale call detection and classification system. Journal of the Acoustical Society of America 129:2889-2902. Baumgartner, M.F., D.M. Fratantoni, T.P. Hurst, M.W. Brown, T.V.N. Cole, S.M. Van Parijs, and M. Johnson. 2013. Real-time reporting of baleen whale passive acoustic detections from ocean gliders. Journal of the Acoustical Society of America 134:1814-1823. Baumgartner, M.F., K.M. Stafford, P. Winsor, H. Statscewich, and D.M. Fratantoni. 2014. Glider-based passive acoustic monitoring in the Arctic. Marine Technology Society Journal 40(5):40-51. Date Entered May 10, 2017		Yes		No	Yes	No	No	No	No	Yes		$ 750,000.00	$ -	

	Infrastructure	5596	6/23/2017	Unified Gulf of Mexico Benthic Habitat Map	NOAA Project ID#13073: Habitat maps of varying quality and coverage exist in different federal, state, industry, and academic repositories, yet habitat mapping coverage in the Gulf of Mexico â€“ particularly of deepwater areas â€“ is far from complete. Traditional acoustic mapping techniques (e.g., multibeam and sidescan sonar, LIDAR, other remote sensing), groundtruthing, and other direct benthic data collection and processing methods have been deployed sporadically and opportunistically in the Gulf of Mexico, due in large part to their high cost. DWH injury assessment and restoration have created a new urgency for, and new partnerships around habitat mapping. This project will bring together an inventory of existing data, and establish a community through which we can share, reprocess, digitize and modernize this information in support of a single baseline map to serve as source information for activities to come (including a collaborative partnership or community of practice for data sharing and prioritization of future habitat mapping efforts). Date Entered: May 11, 2017		Yes		No	No	No	No	No	No	Yes		$ 500,000.00	$ -	
	Infrastructure	5597	6/23/2017	The complete picture using high resolution digital imagery	NOAA Project ID#13084: High resolution digital Imagery has the ability to fill data gaps and research needs in a wide variety of subject areas in a very quick and efficient way. In the past 9 months, 3 surveys have been carried out in the New York offshore planning area, an area covering 43,000 km2. Two of those surveys have complete datasets georeferenced and partially available to view through a publicly available web portal (https://remote.normandeau.com/nys_public_data.php). Information in the public view includes locations of over 15,000 birds, their flight height and direction of travel when flying, and locations and direction of travel of over 2000 marine mammals, 600 turtles, 1000 large bony fish, 900 cartilaginous fish, and nearly 7000 fish shoals. All are mapped and information is available to be filtered by species, making it possible to associate species presence with sea depth and other important covariates. Jelly fish are visible in the imagery, and also collected and mapped are images of boating traffic. In the fall survey, active gill net, trawler, commercial shell fishing, and recreational vessels were identified and mapped. Although these are not available in the public view, they contribute a key piece of the puzzle of what is where and why. These kinds of data are exactly what are needed in the Gulf of Mexico, to form a complete picture of how the Gulf is being used. Data collected now can be used to monitor the future success or failure of the many projects that are currently targeted to improve the overall health of the ecosystem and maintain and increase the diversity and density of animals using the Gulf of Mexico. This is the basis of this project idea. A BOEM study completed in 2013 (https://www.boem.gov/ESPIS/5/5272.pdf) found that turtle densities were under-recorded by between 4x and 10x when data were collected by visual methods using low altitude aircraft or boats. Primary reasons for this were repulsion from the survey vessel (i.e. the animals dived), and opacity of the water column from an oblique view (boat observers canâ€™t see down). The behavior of marine mammals is also influenced by vessel traffic. The same study found that estimated densities of dolphins were potentially inflated by attraction to the boat survey vessel. The camera technology available today provides massive megapixel sensors and allows for ultra high resolution, revolutionizing imagery as an efficient data collection method. The recent New York study is identifying over 90% of birds to species, and even finding flight heights for around 70% of flying birds (https://remote.normandeau.com/docs/NYSERDA%20Fall%202016_Taxonomic%20Analysis%20Summary%20Report.pdf). Marine mammal and turtle identifications are also high, with success influenced primarily by subsurface depth obscuring important diagnostic features of similar species (i.e. beaked whales). It takes 9 days to collect data across the New York offshore planning area (https://remote.normandeau.com/nys_overview.php). Vast areas of the Gulf of Mexico could have essential, very detailed data collected very quickly and efficiently. The use of high altitude (1360 feet) and high resolution (1.5 cm or better) allows detailed surveys to be provided across state and federal borders, with results highlighting patterns across the entire Gulf of Mexico. Using zigzag transect design and stopping at strategic coastal airport locations en route, the entire area from Florida to Texas could be relatively easily and quickly surveyed depending on the percent coverage deemed appropriate. Multiple seasonal surveys in a year would allow observation of variations in interseasonal and interannual density, diversity and distribution as well as identifying hotspots of foraging activity, prey locations, and anthropogenic use. The method would provide much needed data in places where data are not only sparse but frequently absent. Date Entered May 11, 2017		Yes		No	Yes	No	No	No	No	Yes		$ 5,000,000.00	$ -	
	Infrastructure	5604	6/23/2017	Microscale landers on mesophotic reefs	NOAA Project ID#13123: Documenting fish and invertebrate communities on mespohotic reefs using traditional oceanographic ROVâ€™s and research vessels, while successful, is an expensive undertaking. Doing so using deep diving techniques adds a large degree of personnel risk. There may, however, be a faster, cheaper, smaller methodology that may yield comparable results with much lower cost and less risk. Several recent convergences in technology have created the possibility of creating small, easily deployable mini-observatories that would detect telemetered marine life, while recording visual, audio, and physical data over a period of time before being recovered, at a relatively low cost. Vemco Amarix builds an acoustic telemetry receiver with a built in acoustic release (VR2AR). Meanwhile, multiple sources, such as the the Rasberry Pi Foundation, produce minicomputers which would be adaptable to the requirements of an ocean observatory. Mated together (embedding a cased Rasberry Pi, cameras, and sensors into a float around the VR2AR), would create a miniaturized, highly flexible, reusable ocean observatory capable of 500 m deployment, able to be hand launched and recovered from small craft, at a cost of around $6000 each. By keeping the cost low, it would be possible to deploy landers in an array, greatly increasing the amount of data collected and increasing redundancy. Sport fishing charter boats are now capable of handling most wave conditions at speeds over 60 knots. By utilizing fast, stable charter boats, micro-rovs, and hand-launchable and recoverable micro-observatories, researchers could instrument many more mesophotic reefs at much lower costs. By designing the micro-landers around an open-source architecture system, incorporating a standard power package, open-source software, and easily sourced hardware, individual researchers could add whatever sensors they needed to their landers. Working in conjunction with the University of Florida Department of Computer and Electrical En gineering MIST Center, USGS would design, create and test a basic observatory system, with add-on potential for use by other researchers. By deploying many small mulit-sensor landers on mesophotic reefs, we would be able to monitor recovery at longer time scales over larger areas than can be accomplished via ROV missions, at lower cost and with more flexibility. Date Entered: May 12, 2017		Yes		No	No	No	No	No	No	Yes		$ 2,250,000.00	$ -	
	Infrastructure	5606	6/23/2017	Acoustic telemetry array to suport tracking of Gulf sturgeon, sea turtles, marine mammels, and fish species in the Northeast Gulf of Mexico	NOAA Project ID#13105: Multiple researchers and agencies are conducting acoustic telemetry studies on Gulf sturgeon. Within the framework of the Gulf Sturgeon Working Group, researchers have standardized telemetry equipment, and established a coordinated set of passive receivers that monitor entry and exit from natal rivers. Concurrently, there is a Gulf-wide collaborative multi-species telemetry group (iTAG) to share acoustic receiver data, and encourage collaboration in receiver array distribution and deployment. Several areas across the Southeastern Gulf have established receiver arrays, and more arrays are being established over time. However, across the Northeastern Gulf, there is a large gap in offshore coverage between the Tampa Bay region and Lake Pontchartrain. We propose to work with state, university, and federal agencies and researchers to increase and augment acoustic receiver coverage until there is a seamless series of receiver arrays from the Dry Tortugas to the Mississippi River. Such an array would be valuable not only for Gulf sturgeon researchers, but also sea turtle, sharks, marine mammals, and fish researchers. Large-scale acoustic receiver arrays exist along the Atlantic and Pacific coasts of North America from the US through Canada, and around Australia. NRDA funding created a dispersed array from Louisiana to Cedar key, FL in 2010 and 2011, so there is empirical knowledge as to field-tested deployment methods and results in this region.These large-scale arrays and collaborative networks have enabled new discoveries about movements of marine animals. By working within the established collaboratie group, and with the existing arrays, we would facilitate communication of data, and interactive planning of projects. By working with many researchers across large areas, we would facilitate multi-species spatial analysis, examing animals habitat use across a wide range of temporal and environmental variation. Large-scale data acoustic tracking data would be able to info rm the scale and suscess of restoration planning and design efforts from Louisiana to Florida. Date Entered: May 12, 2017		Yes		No	No	No	No	No	No	Yes		$ 1,500,000.00	$ -	
	Infrastructure	5615	6/23/2017	Unmanned Underwater Vehicles - U.S. Navy / NOAA Collaboration	NOAA Project ID#13128: Restoration efforts for mesophotic and deep benthic communities will rely on accurate maps of deep coral sites. Due to the depths involved, acoustic bathymetric mapping from surface vessels is not possible at a resolution sufficient to confirm coral presence. The use of Unmanned Underwater Vehicles (UUVs) is needed to obtain the sub-meter resolution required. Many projects in the mesophotic and deep benthic sector will employ UUVs explicitly for the purpose of high resolution mapping of known and suspected coral sites. Creating a centralized pool of multiple UUV assets with supporting infrastructure and expertise will provide; (1) an economy of scale to reduce costs and (2) standardization of data resolution, mapping and processing protocols, and gear configurations which will allow significantly more effective coordination between projects. The National Unmanned Systems Shared Resource Center (NUSSRC) is located in Panama City, FL. The NUSSRC operates a fleet of 13 vehicles with depth capabilities to 600m and through Memoranda of Agreement/Understanding (MOAs/MOUs) has unrestricted access to vehicles with depth capabilities to 6000m. Available sensor packages include sidescan sonar (SSS), multibeam sonar (MBES), synthetic aperture sonar (SAS), visual and oceanograhic. Existing contracts and relationships with vendors allow rapid acquisition of sensors and/or vehicles to meet nearly all demands foreseeable in mesophotic and deep benthic community research and restoration. NUSSRC offers a completely turn-key solution to the need for high resolution mapping of deep coral systems; equipment, operators, pre-mission planning, post-mission data processing and field and laboratory infrastructure is available from this single source. Section 5.5.13 of the PDARP clearly describes desired restoration activities; nearly all of which will require or greatly benefit from UUV operations producing extremely high resolution bathymetric maps. The leading edge technology ex isting and under development at NUSSRC will allow many of the PDARP goals to be achieved. Certain capabilities may not even be known to scientists proposing research activities. For example, cm-scale resolution SAS mapping could allow monitoring of coral growth rates on restoration models thus obviating the need for expensive ROV surveys. The use of NUSSRC assets will be offered to all NRDA-funded mesophotic and deep benthic projects. NUSSRCâ€™s location in a coastal city on the central Gulf of Mexico will enable rapid and economical deployment to any Gulf Coast port deploying NRDA missions. It is anticipated many NRDA-funded restoration activities will have similar deep water mapping requirements. The most logical and parsimonious solution to these needs is a centralized asset pool. The economy of scale, standardization of mapping and turn-key synchronicity of all operational and analytical functions provided by NUSSRC makes it an excellent choice for this asset pool. This project idea is based upon NUSSRC providing 100 days at sea per year with 100m, 600m or 1000m depth-rated vehicles, 10 days at sea per year with 6000m depth-rated vehicles, launch and recovery equipment, and sufficient fully qualified personnel to provide 24 hour operations. NUSSRC will also provide at-sea first order data processing (of sufficient quality to select next day ROV dive sites) and shore-based final data processing. Clear deliverables and performance metrics are easily described for this project. Fully processed maps and imagery will be the primary deliverables. Performance metrics will be the area mapped (total area and area per unit time), the number of missions conducted annually, and the response rate to eligible mapping requests. Date Entered: May 12, 2017 Date Edited: May 15, 2017		Yes		No	No	No	No	No	No	Yes		$ 9,320,000.00	$ -	Mapping
	Infrastructure	5617	6/23/2017	A multi-tiered approach to restoring Gulf Sturgeon and anadromous open ocean fishes	NOAA Project ID#13222: Successful restoration of Gulf Sturgeon populations requires knowing more about the movements and habitat use of juvenile sturgeon to make sure the right habitats are selected for conservation and restoration activities. Juvenile sturgeon are especially important for increasing populations because mortality during this portion of life can be very high, thus increasing survival is the most direct strategy for rapid population recovery. We propose to direct restoration activities on Gulf Sturgeon through addressing three research questions: 1) How, when, and where do juvenile Gulf Sturgeon move? 2) What limits Gulf Sturgeon populations, particularly juveniles? and 3) What conservation and restoration actions can be done to increase Gulf Sturgeon populations? Question 1: How, when, and where do juvenile Gulf Sturgeon move? Juvenile sturgeon are notoriously difficult to track and catch through traditional fisheries techniques because of their small size and cryptic habitat use. However, through using state-of-the-art trace element chemistry, we can determine the kinds of habitats juvenile sturgeon use through collecting fin samples from juveniles to adults, without harming fish. Sturgeon fins are analogous to the â€œblack boxâ€ in an airplane by recording the water chemistry of the surrounding water as fish grow. Moreover, sturgeon fins form rings on them, like rings of a tree, that let us determine their age. In combining the rings in the fins with the chemistry information, we can figure out where a fish lived and moved at any age. Because juvenile fish grow more than adults, these techniques are especially useful for reconstructing movement and habitat information for juveniles when relatively large amounts of fin tissue are grown quickly. Preliminary studies have shown that the water chemistry is different within the Pearl River System and likely between river systems. Further, studies in our laboratories have shown the usefulness of this technique in Gulf Sturgeon. Therefore, determining fin chemistry is useful for assessing movements and habitat selection. We will use new and archived sturgeon fins collected in these rivers in collaboration with the US Fish and Wildlife Service, University of Southern Mississippi Gulf Coast Research Laboratory, and the US Army Corps of Engineers to determine how, when, and where juvenile sturgeon move. Question 2: What limits Gulf Sturgeon populations, particularly juveniles? Sometimes good habitats for Gulf Sturgeon are blocked by dams or other barriers creating limited access to places that could help juvenile sturgeon thrive. Through identifying these habitats through a suite of physical conditions in the rivers such as water salinity, substrate type, and water flow, we can pinpoint actual locations where juvenile Gulf Sturgeon could be, and potentially are, living. We will use a combination of physiological tolerance experiments, habitat measurements from known points of juvenile Gulf Sturgeon presence, and hydrologic and species distribution modelling to determine where in the Pearl and Pascagoula rivers juvenile Gulf Sturgeon may be living. This information can be used to prioritize efforts to protect and conserve Gulf Sturgeon critical habitat and identify important conditions for restoration. Question 3: What conservation and restoration actions can be done to increase Gulf Sturgeon populations? Juvenile Gulf Sturgeon may not be found at all locations meeting their habitat requirements. This can happen for a variety of reasons including watershed alterations or barriers to movement that make a site less desirable or inaccessible. We will use information generated in addressing questions 1 and 2 to come up with a prioritized list of restoration actions including mapped locations where possible, that can be used for determining future resource allocations. We will also use data generated in this project to help generate and test hypotheses as part of an adaptive management plan. Date Entered: May 15, 2017	Marion County,Greene County,Perry County,Washington Parish	Yes		No	No	No	No	No	No	Yes		$ 1,000,000.00	$ 60,000.00	

	Infrastructure	5621	7/3/2017	Long term acoustic monitoring of colonial waterbirds and shorebirds	NOAA Project ID#13225: Colonial waterbirds, including several listed species and species of local and regional concern, nest in large colonies along the shorelines and islands of the entire Gulf coast. These colonies are typically established within proximity to good foraging sites in suitable nesting substrate (trees, shrubs, ground) that are not excessively disturbed and provide protection from, or absence of, predators. Threats to these colonies include human disturbance, overcrowding, nesting habitat degradation, and depredation. Changes in water levels and water chemistry due to climate change presents and additional consideration when managing and protecting colonies. Colony collapse can occur if foraging sites collapse which is often tied directly to water levels at critical rearing stages. Water levels can also affect colony access by humans and by predators. Typical surveys are expensive due to the human resource needs and aerial survey needs. While these surveys are necessary, they provide snapshots of colony activity and do not provide accurate timing of events over long (decades) monitoring periods. Particularly in light of climate change, slight changes in the timing of nesting and fledgling could have profound population effects over the long term. Acoustic monitoring of colonies provides a cost-effective, continuous (24 h) record of all colony activities. Acoustic cues can pinpoint episodic events such as colony predators (not all of which occur during observable, daylight hours) and natural or human disturbance; or it can provide timing information on arrival, colony establishment, chick feeding, and abandonment. Additionally, there have been several studies that have demonstrated that colony abundance can be correlated to acoustic activity. We recommend establishing a long term acoustic monitoring program in each of the Gulf states that will supplement ongoing surveys to better establish strong correlations between traditional survey methods and acoustic methods. The program can be modified as necessary to include additional colonies, areas that are under-surveyed, or areas that are part of a restoration program. A minimum of four colonies (two tree/shrub nesting and two ground nesting) in each Gulf state will be instrumented with 1 to 3 (depending on colony size) autonomous acoustic recorders prior to nesting season. Recording will be continuous until collection after nesting season. At least four sites will be equipped with ÍPAMâ„¢ software such that near real-time data will be sent to a web-based user portal where events can be monitored. Acoustic data will be processed for ambient sound levels, spectral content, episodic acoustic events over the average ambient levels and vocal behavior. Environmental data, survey data, and acoustic data will be analyzed for correlations specific to nesting success or failure at each site and as a whole along the Gulf Coast. We propose an initial 5-year, 5-state, 20-site program. This long term approach provides for continuous monitoring and increases sampling effort during nesting seasons throughout the Gulf Coast. Date Entered: may 15, 2017	Escambia, Hillsborough, Charlotte, Lee, Collier, Monroe, Mobile, Baldwin, Hancock, Harrison, Jackson, Cameron, Terrebonne, Lafourche, Plaquemines, Kenedy, San Patricio, Aransas, Calhoune, Refugio, Chambers, Jefferson	Yes		No	Yes	No	No	No	No	Yes		$ 580,000.00	$ -	
	Infrastructure	5622	7/3/2017	Acoustic diversity assessment of offshore sand shoal habitat utilization by fishes and invertebrates and the consequences of its use in nearshore restoration using sand placement	NOAA Project ID# 13232: Much of the sand used for projects are sourced from finite, natural sand shoals in the OCS. Sand shoal habitat has been identified as potentially important fish and invertebrate habitat, and as such, BOEM and other federal agencies have invested in extensive baseline ecological studies of several sand shoal sources. Acoustic tagging, trawling, camera surveys and other traditional survey methods, while highly valuable, provide only periodic or episodic information on the species or habitat (Harris et al. 2016). Passive acoustic monitoring has proven to be a successful, cost-effective method of monitoring vocal species and enhancing the long-term understanding of species and habitat use (Roundtree 2006; Zimmer 2011). However, acoustic surveys and acoustic habitat characterization have focused on species presence/absence and ambient sound level characterization rather than the assessment of the ecosystem as whole (Pijanowski et al. 2011). Through this more holistic perspective, ecologists can assess how ecosystems, and their concomitant acoustic signatures, change due to disturbance. Objectives: This study seeks to further develop and apply acoustic diversity indices as a tool to monitor the long-term baseline and recovery of offshore sand sources where acoustic activity and variability can be correlatedâ€"at a statistically significant levelâ€"with marine ecosystem health. Therefore, a logical next step in developing goals in soundscape management is to adapt and apply novel tools for assessing acoustic biodiversity within existing data collection initiatives. This proposed study will deliver novel, adapted analytical tools that provide an assessment of acoustic diversity in local and regional soundscapes to enhance the ability to detect changes in marine sand shoal ecosystems. Methods: Data will be collected through the deployment of sensor arrays across selected sand shoal ecosystems, specifically along human-disturbance gradients. To establish how shoal soundsca pes vary across space, time, and disturbance, a suite of over three-dozen soundscape metrics will be applied to the acoustic dataset. The utility of each of these metrics and the determination of optimal monitoring schemes will be established by validating the results with traditional metrics, and through several short-term deployments with a progressive assessment of acoustic parameters, timing and level of detail from metrics, for identifying the key indices in that ecosystem. The strongest metrics will provide researchers and natural resource managers with critical information about animal activity, ecosystem dynamics, and disturbance impacts. Development of these monitoring regimes for selected ecosystems will provide a standardized assessment method and monitoring tool that can be applicable across BOEM MMP regions. This is a critical consideration because marine-based projects often suffer from comparatively high access costs. Date Entered: May 15, 2017	Harrison, Jackson	Yes		No	Yes	No	No	No	No	Yes		$ 1,500,000.00	$ -	
	Infrastructure	5634	7/7/2017	Gulf-wide restoration of fish and invertebrate populations through enhanced monitoring and assessment	NOAA Project ID#13265: The overarching restoration goal of this 15-year project is to facilitate the sustainability and protection of Gulf of Mexico fish and invertebrate populations through improved data collection, stock and ecosystem assessments, and management by filling data gaps that limit our ability for ecosystem restoration. Only a handful of impacted fish and invertebrate populations can be restored by reducing fishing and bycatch mortality. A more comprehensive approach is required to facilitate ecosystem-scale recovery. Accordingly, this project involves a dramatic increase in the quantity and quality of fishery independent data for managed fish and invertebrate populations, their potential prey, and associated habitat quality and abundance throughout the Gulf of Mexico. Through collaborative expansion of the long-running Southeast Area Monitoring and Assessment Program (SEAMAP), a formalized partnership among the five Gulf States, NOAA Fisheries, and the Gulf States Marine Fisheries Commission, existing SEAMAP surveys will be expanded, sampling intensity will be increased, and survey design and sampling methods will be optimized. Concomitantly, the collection and processing of life history data (e.g., age and growth, reproduction, genetics, trophodynamics) will be expanded significantly. In the short term, this project will increase the accuracy and reduce the variability of estimates of key population parameters that are critical for single-species stock assessment. Accordingly, data from this project will contribute to more accurate and timely assessments and implementation of management measures when required, ultimately resulting in restoration of stocks. In the long term, these data will facilitate the transition from single-species management to more holistic ecosystem-level approaches to management, while also enhancing our ability to detect population changes and impacts of restoration efforts at varying spatial scales. To address the most critical needs for assessm ent and management, proposed project efforts will include enhanced habitat mapping efforts, expanded monitoring of reef fish and their associated habitats, expanded monitoring of groundfish populations, expanded monitoring of plankton, expanded monitoring of large demersal and pelagic fishes, incorporation of fisheries acoustics into ongoing surveys, directed sampling and analysis of life history data, and comprehensive statistical and modeling analyses of single-species and multispecies data. Date Entered: May 15,2017		Yes		No	No	No	No	No	No	Yes		$ 200,000,000.00	$ -	
	Infrastructure	5641	7/12/2017	Marine Mammal Photo-Identification and Research	NOAA Project ID#13288: Photo-identification studies are a type of capture-mark-recapture study used to detect known (marked) and unknown individuals over time to estimate population size and vital rates. They are also used to provide information on distribution, seasonal movements, habitat use, behavior, and body condition and health of individuals. Centralized large-scale, collaborative photo-identification catalogs for bottlenose dolphins and other species have been established (e.g., the Gulf of Mexico Dolphin Identification System, or GoMDIS), providing a basis for tracking movements of individual animals beyond project study sites and detecting range shifts in response to environmental changes. Existing data systems need to be assessed, refined, and expanded to facilitate upload and analysis of a large number images and to improve data access and sharing by a diverse group of field researchers and partner organizations. Periodic workshops are needed to ensure standardized methods for image acquisition and processing are being used and revised as necessary. Multi-year studies need to be expanded to include additional study areas across the Gulf, particularly coastal and offshore areas affected by the oil spill. Further research is needed on: (1) the development of software to enable more effective and timely analysis and comparison of still and video images, (2) the potential for high-resolution aerial imaging systems to augment or replace traditional aerial and/or vessel surveys, and (3) the use of unoccupied aircraft systems (UASs) or drones to collect images of marine mammals independently or during traditional vessel surveys or other surveillance operations. Date Entered: May 15, 2017		Yes		No	No	No	No	No	No	Yes		$ -	$ -	
	Infrastructure	5649	7/14/2017	Restoration through education: raising awareness about the largest habitats of the Gulf of Mexico - the deep-sea	NOAA Project ID#13259: The deep sea (>200 m) represents by far the largest habitat of the Gulf of Mexico, yet it is often overlooked by resource managers, scientists and the general public, who are often unaware that rich and diverse ecosystems can thrive in deep-water environments under the right conditions. While deep-sea ecosystems are out of sight and out of mind to most people, they are not immune to anthropogenic impacts, as they are threatened by oil and gas exploration, deep-sea trawling and ocean acidification much more than their shallow-water counterparts. Improving the management, conservation and protection of the Gulf of Mexico, will ultimately require an increased appreciation for the value of its ecosystems by diverse stakeholders, and education and outreach are integral to this effort. We therefore propose to conduct a coordinated outreach and education campaign to raise awareness about deep-sea ecosystems of the Gulf of Mexico. The campaign will target both informal, as well as formal educators at the K-12 level, via the development of educational films, curricula, lesson plans and seminars. Through this targeted campaign we seek to bring the deep-sea of the Gulf of Mexico into classrooms nationwide, and thereby help restore the largest ecosystems of the Gulf. Date Entered: May 15, 2017		Yes		No	Yes	No	No	No	No	No		$ 1,000,000.00	$ -	
	Infrastructure	5655	7/18/2017	Maximizing restoration impacts using full annual cycle models for migratory bird populations injured in the Deepwater Horizon oil spill	NOAA Project ID#13388: Nearly 300 species of birds rely on the abundant coastal forests, barrier islands, beaches, marshes, and open water of the Gulf of Mexico (GOM) for all or a part of the year. The 2010 Deepwater Horizon (DWH) oil spill caused unprecedented large-scale destruction and degradation of GOM ecosystems, including extensive and pervasive harm to numerous bird species. The Open Ocean Restoration Area addresses the repair of harm to migratory populations that spend part of their lives in the GOM, including implementation of restoration activities outside of the GOM. This mission implies that restoration activities implemented outside of the GOM, but within the geographic range of the migratory species, may be the most efficient means to repair harm done to GOM populations. Yet, prioritizing restoration actions for migratory birds that can move thousands of miles between wintering areas in the GOM and breeding areas throughout North America, is challenging for two primarily two reasons. First, understanding how wintering populations are connected to breeding areas, migratory connectivity, is an essential first step toward identifying where to implement restoration actions. Second, understanding how changes or events during one season can affect populations of migratory species is challenging because processes often interact in such a manner that no single period can be understood outside the context of the entire cycle. Therefore, we propose to address this relevant data gap to inform restoration by developing full annual cycle models to understand how and why GOM population abundances change over time and space. Specifically, these approaches can identify which seasonal vital rates contribute to population growth and this information can be used to maximize the effectiveness of restoration efforts. Given that migratory birds face seasonally and geographically specific threats, population models are a tool to identify the drivers of population dynamics and determine effectiv e management opportunities. Integrated population models (IPMs) are a powerful framework for combining multiple data sources to improve estimation of vital rates and their contribution to population growth. Until recently, IPMs for migratory species have focused solely on population dynamics during a single stage of the annual cycle. Members of our research group recently developed a novel full annual cycle IPM that integrates seasonal demographic and environmental processes to elucidate the factors that limit and regulate migratory bird populations across the annual cycle. By integrating data collected across seasons for linked populations, this framework is able to examine the contribution of seasonal demographic processes to variation in population growth rate. We are proposing to apply this full annual cycle IPM framework to four GOM migratory bird species injured by the DWH oil spill. The results from these models can be directly applied toward prioritizing which alternative management actions during breeding, wintering, or migratory seasons are most likely to have a positive influence on population growth of migratory bird populations injured by the DWH oil spill as outlined in the PDARP/PEIS. Here, we propose a two-year proof-of-concept for four species injured by the the DWH oil spill for which the necessary data is available or is currently being collected, American White Pelican, Northern Gannet, Common Loon and Piping Plover. We propose to collaborate with The Gulf of Mexico Marine Assessment Program for Protected Species to incorporate aerial and vessel winter survey data into our IPMs. Piping Plover are not likely to be detected on these marine surveys, but their over-winter survival and abundance has been studied for the U.S. Gulf coast. Where applicable, we would seek collaboration with groups studying these species regionally to make use of unpublished data. Date Entered: May 15, 2017		Yes	50	No	No	No	No	No	No	Yes		$ 611,689.00	$ -	

	Infrastructure	5656	7/18/2017	Institution of a Laboratory Information Management System	NOAA Project ID#13395: This project, instituting a biorepository Laboratory Information Management System (LIMS), addresses restoration Monitoring and Adaptive Management needs by providing infrastructure for efficiently cataloging project samples. This technologic tool provides support to restoration projects, assuring quantitative and qualitative sample inventory details necessary for compliance with laboratory Quality Control and Assurance needs. A biorepository LIMS is an enterprise solution that can provide real-time inventory data to maximize agency efficiency of sample management, facilitating intra- and interagency collaboration and determining geographic gap analysis across multiple taxa (marine mammals, sea turtles, fish, corals, etc.). Simply, LIMS is a database specifically designed to manage samples in a field and laboratory setting, assigning barcoded labels that facilitate automation, tracking, database updates, queries, and reducing labeling errors, improving accuracy and longevity of samples for analyses and use in reference collections. While the launch of a LIMS would begin in the southeast region, it is configurable and web-based with the flexibility to be expanded to other regions and customized to program requirements and needs. There is a great likelihood of success in the implementation of a LIMS product; for example its current use in NOAA line offices including PIFSC and NIST Marine Environmental Specimen Bank as well as other federal agencies (e.g., USDOJ-DEA, CDC, US Military HIV research program) to successfully manage sample inventory and data analysis. As an agency enterprise solution, LIMS would replace a diverse mix of inefficient in-house desktop or antiquated solutions of databases, spreadsheets or log books, which compromise service continuity and viability of institutional reference collections. A deficiency was made apparent during the Deepwater Horizon injury investigation as a lesson learned in the management of greater than 40,000 samples tracked including associated, chain of custody, and results. Deficiencies including but not limited to restricted system capacity limits and problematic sample queries encumbered a system not designed to manage the requirements associated with physical and chronological laboratory sample tracking to assure sample integrity and best practices. The institution of LIMS in support of restoration projects that have a sample management need will greatly that enhance the success of the projects. Date Entered: May 15, 2017		Yes	75	No	No	No	No	No	No	Yes		$ 400,000.00	$ -	
	Infrastructure	5657	7/18/2017	Establishment of a Gulf Sperm Whale (pelagic ecosystem) Nation Marine Sanctuary, Sperm Whale and Pelagic Ecosystem Interpretive Center, Gulf Sperm Whale and Pelagic Ecosystem Research vessel	NOAA Project ID#13393: A.Establishment of a Gulf Sperm Whale/Pelagic Ecosystem National Marine Sanctuary of significant size This sanctuary will serve as a truly pelagic sanctuary for the remaining estimated 700 resident sperm whales in the Gulf of Mexico, providing safe haven for the Gulfâ€™s largest and most endangered marine mammal species, which is the most dependent on the full spectrum of depths and habitats in the offshore water column. Sperm whales rest at the surface, dive to and feed in depths over one mile, and are most frequently found associated with the interface between cold-core and warm-core eddies along the 1,000m isobath. B. The creation of the Sperm Whale and Pelagic Ecosystem Interpretive Center on-shore A specialized, high tech facility provided for the interpretation to the public of sperm whale life histories and population dynamics, and of the pelagic environment generally, creates the capacity to educate the American public about the complex pelagic environment that very few people are ever able to directly witness. The offshore Gulf has fueled the economy through fisheries (tuna to anchovies), shipping, and oil and gas. People need to understand why, as well as what animals live there and how humans impact them. The depths of the Gulf are generally unknown to the public. The lives of sperms whales are extreme by any measure of comparison to other animals on earth and in the ocean. C. Design, development, and commissioning of the Gulf Sperm Whale and Pelagic Ecosystem research vessel, an offshore vessel dedicated to studying marine mammal population growth in the pelagic environment. The study of the pelagic environment takes specialized talents and technologies, and is truly multidisciplinary. With the establishment of the Gulf Sperm Whale National Marine Sanctuary there must be a mechanism for the natural resource managers, researchers, and others to access the sanctuary and the pelagic environment of the northern Gulf. It will be necessary to invest substantial time in assessing the growth or decline of populations, health of the marine mammals (fecundity and mortality and dispersion), and learn further about the life histories of the sperm whales and other marine mammals in the Gulf. D. Review of the proposed monetary allocation by the NRDA of $144 million for the restoration of marine mammals. This allocation should be adjusted by adding an allocation of $70 million for the sole purpose of establishing and managing the Gulf Sperm Whale National Marine Sanctuary, and adding a $100 million endowment dedicated to sustained research, restoration, and adaptive management in the Gulf Sperm Whale National Marine Sanctuary, lasting at least the life time of an average sperm whale, bringing the total to $314 million in funds to restore the marine mammals of the northern Gulf. Date Entered: May 15, 2017	All	Yes	5	No	No	No	No	No	No	Yes		$ 70,000,000.00	$ 144,000,000.00	
	Infrastructure	5659	7/19/2017	High Resolution Mapping of mesophotic Reefs in the Gulf of Mexico	NOAA Project ID#13330: Understanding the detailed quality, quantity and spatial distribution of marine habitats enhances our ability to manage human and natural resource activities to support sustainability, conduct restoration and maintain system function. Maps have a wide range of applications in management, planning, policy, research and restoration. Prior to DWH, map products, such as high resolution bathymetry and habitats were top priority for all Gulf of Mexico natural resource agencies in the Gulf of Mexico. This remains top priority after DWH. NOAA, led by NCCOS, and other federal and state partners will establish a habitat mapping prioritization and implementation plan. This proposal will fully leverage with the NOAA/USGS led Habitat and Water Quality monitoring network currently funded by the RESTORE Council. The plan involves three tiers: 1) develop a prioritization tool to target unmapped or poorly mapped areas in the Gulf of Mexico, 2) develop a standardized approach to map the identified targets and 3) implement mapping activities. Gaps in habitat data collection will be strategically identified and coordinated with regional state and federal mapping policies and master plans. Processes will be developed for mapping, assessment, and monitoring of numerous parameters describing the seafloor (e.g., depth, topography, and geomorphology), upstream, estuarine/coastal habitats, and associated benthic communities. While habitat mapping is a valuable stand-alone product, it is also a foundational platform upon which other research and management programs can be built. Additionally, it is expected that the oil and gas industry will significantly increase deep water exploration and the location and status of biological communities are poorly understood. Data tools and portals, such as NRDA DIVER and ERMA, developed in response to DWH are potentially being used for the phase 1 habitat/mapping synthesis. It is intended that the prioritization tool and new data will be used for st orage, query, dissemination and visualization. Additional tools will be customized for Deep Sea Coral habitat restoration, mitigation, and protected area siting. Date Entered: May 15, 2017		Yes		No	Yes	No	No	No	No	No		$ 5,000,000.00	$ 2,000,000.00	
	Infrastructure	5660	7/19/2017	Research to Determine Gulf of Mexico Soundscape and Effects of Sound on Marine Mammals	NOAA Project ID#13323: The Gulf is one of the most heavily industrialized bodies of water in the world, with numerous sound-producing human activities, including commercial shipping, oil and gas development (including seismic studies), platform removals (including the use of explosives), coastal construction (including pile driving), and military operations and training. Excessive sound can cause disruption of important marine mammal behaviors, andâ€”at close rangeâ€”physiological injury. Excessive sound can also mask biologically important sounds, including communication calls between individuals of the same species. Research is needed to determine: â€¢ The Gulf of Mexico "soundscape" - sources of sound in the Gulf and associated sound levels and how they vary spatially and temporally. â€¢ The effects of bathymetry, temperature, and other oceanographic features on sound propagation. â€¢ The direct, indirect, and cumulative effects of human-caused sound on marine mammals and their prey species. Date Entered: May 15, 2017		Yes		No	Yes	No	No	No	No	Yes		$ -	$ -	
	Infrastructure	5661	7/19/2017	Minimizing Effect of Human Sources of Sound on Gulf of Mexico Marine Mammals	NOAA Project ID#13340: Excess sound levels have the potential to prevent the recovery and restoration of marine mammal populations that have been reduced as a result of the Deepwater Horizon oil spill, particularly sperm whales, Bryde's whales, and bottlenose dolphins. Measures have been identified for mitigating the effects of anthropogenic sources of sound from coastal construction (pile driving), oil and gas exploration and decommissioning (seismic airguns and explosives for platform removals), and military training activities (sonar and explosives), but the effectiveness of those measures has not been fully tested and verified. Research and testing is needed to develop effective and reliable mitigation measures for activities that are particularly harmful or for which no measures currently exist. Mitigation should be tested for the different species and operating conditions that occur in the Gulf. Measures could include, but are not limited to, ship quieting technologies, bubble curtains and double piles (for pile driving), marine vibroseis (as an alternative to seismic airguns), and non-explosive decommissioning options (for platform removals). Also needed are effective and reliable acoustic aids (such as passive acoustic monitoring) for use in detection of marine mammals in low light or nighttime conditions. Date Entered: May 15, 2017		Yes		No	Yes	No	No	No	No	Yes		$ -	$ -	
	Infrastructure	5662	7/21/2017	Mesophotic reef habitat enhancement.	NOAA Project ID#13339: The 2010 Deepwater Horizon (DWH) oil spill in the Gulf of Mexico (GOM) is one of the largest industrial accidents ever to occur in US waters. Extensive decontamination activities, fisheries closures, mobilization of environmental assessment resources, and restoration efforts also make this one of the most costly accidents in US history. The DWH oil spill impacted key deep-reef fish â€œsentinelâ€species, roughtongue bass, Pronotogrammus martinicensis, and tattler, Serranus phoebe, but almost nothing is known about possible long term effects and possible recovery. In addition there are several other important commercially and recreationally valuable species that were also affected (red snapper, vermilion snapper, greater amberjack, gag, and scamp) that reside on these deep water mesophotic reefs that are close (50 to 100 km) to the DWH spill site. The primary objectives of this project will be to enhance and restore deep water reef fishes by substantially increasing reef habitat through a large artificial reef deployment program, and provide a robust assessment of the effectiveness of this habitat enhancement effort. One of the most promising approaches to mitigate the reduction in reef fishes caused by the DWH oil spill event is to increase habitat for ecologically and commercially important reef fish species through an extensive and effective artificial reef program. Such habitat enhancement may also increase the resilience of these valuable resources to future disturbances. On the MS-AL continental shelf there has been an extensive artificial reef enhancement program that has been tremendously successful, but there have been few attempts at such enhancements of deeper water mesophotic reef habitats. This project will make a restore effort of such mesophotic reef habitats by adding an unprecedented number (504) of large-sized, long-lasting artificial reefs (â€œsuper-reefsâ€: 25 ft. tall pyramid reefs) to the Pinnacles reef zone in the northeast Gulf of Mexico adjacent to the DWH spill site. Artificial reef placement, particularly distance between reefs can have profound influence on the effectiveness of any given artificial reef program. Therefore the habitat enhancement of this project will be tightly coupled with quantification of the effects of reef spacing on a number of critical metrics including natural and fishing related mortality, condition, growth, abundance, biomass, production, diet, and movement of several important reef fish species (e.g., roughtongue bass, tattler, red snapper, vermilion snapper, greater amberjack, gag, and scamp) as well as community characteristics such as species richness, evenness, and diversity. This will be accomplished through application of a wide array of proven methods, each of which have been developed and optimized for this system by the Auburn University Marine Fish Lab over the last 26 years. Methods include standardized hook-and-line and trap sampling, ROV surveys, hydroacoustic surveys, fine-scale passive acoustic tracking, stomach content analysis with DNA barcoding, otolith aging techniques, genomic studies, parasitology and microbiology studies. These methods will provide a comprehensive combination of data on population and community characteristics, individual condition and growth, individual movement, and resource use, and will allow an unprecedented assessment of the effectiveness of the artificial reef deployment at different levels of reef spacing. Most importantly, this project will provide stable reef habitat for increased production of important mesophotic reef fish species. We will use a combination of field and laboratory studies to examine spatial and temporal patterns in population level (age, growth, sex ratio, and genetic population structure), individual level (toxicopathic lesions and pathogens), and molecular level (genomic expression) impacts along a gradient of exposure to polycyclic aromatic hydrocarbons (PAH). Date Entered: May 15, 2017		Yes		No	Yes	No	No	No	No	Yes		$ 9,700,000.00	$ -	
	Infrastructure	5663	7/21/2017	Restoration of Mesophotic and Deep Sea Reefs using novel method, and maximum cost efficiency	NOAA Project ID#13245: Deep sea and mesophotic reefs were negatively impacted by the DWH spill. Restoring populations of corals, and other important fish habitat structure-forming benthic fauna is a massive undertaking, given the geographic area to be restored in the deep sea. Reef restoration using coral transplants, artificial structures, or both has been attempted in tropical (shallow) reefs with limited success. Coral restoration in the deep sea, or mesophotic zones presents even greater challenges, and potential costs, because of the inaccessibility and equipment required to work in the 50-1,000 meter seafloor. In order to overcome these challenges, and maximize the potential impact of of restoration costs, new technologies need to be developed and implemented, from site selection and transplanting, to logistics, and monitoring. Coramyd is a patent pending technology that integrates artificial reef structures, which are non-toxic, and can replace hundreds, or even thousands of corals within a week of ship time. The artificial reef structures used in Coramyd are not prone to corrosion, and can provide means of deploying coral transplants efficiently and successfully in large numbers. Structures are resistant to currents, and are less likely to snag fishing gear than other artificial reef structures. Structures are seeded with coral transplants, and are lowered to the seafloor using a small crane. Project scope is limited to restoration of populations of corals which were impacted by DWH spill over areas with specially sensitive and valuable fish populations. Please contact for more details and methods. Date Entered: May 15, 2017		Yes		No	Yes	No	No	No	No	Yes		$ 3,260,000.00	$ -	

	Infrastructure	5672	7/24/2017	Adaptive management for sustainable fisheries and ecosystem restoration in the Gulf of Mexico.	NOAA Project ID#13257: Conventional single-species stock assessments determine if a fish stock is experiencing excessive fishing mortality (known as overfishing), if the stock has been reduced to low abundance (known as overfished), and forecast a sustainable fishing mortality rate. A sustainable harvest policy is prescribed by combining this rate with a forecast of fish abundance. However, projections from single-species assessments may not adequately capture uncertainty when, for instance, targeted species are co-caught by fishing gear and interact strongly, as in a reef fish assemblage. These shortcomings may be significant impediments to effective management of depleted and recovering stocks. In order to improve management decisions targeting long-term sustainability of ecosystems and fisheries in the Gulf of Mexico, we propose to develop decision support tools that are rooted in decision theory: structured decision making (SDM) and adaptive resource management (ARM) in particular. SDM (note that ARM is a special case of SDM for dynamic decisions, with scientific uncertainty) includes at least five components: management objectives, potential management actions, model of system behavior (which project consequences of management actions on the system), a monitoring program to monitor the system state and finally an optimization method to identify decision that are optimal relative to the management objectives (e.g., Martin et al. 2011). We propose a SDM/ARM framework to assist managers with identification of optimal harvest policies that balance competing management objectives (socio-economic, ecological sustainability and impact on ecosystems). We will consider multiple fish populations; specifically we intend to focus on the grouper-snapper complex. The SDM tools will be developed as extensions to stock synthesis models (Methot and Wetzel 2013), thereby integrating the SDM tools with the stock assessment and inheriting the same data uncertainties and population dynamics. We will also leverage existing Gulf of Mexico ecosystem models to project consequences of potential management actions on the system, including both Atlantis (Ainsworth et al. 2015) and Ecopath with Ecosim (Chagaris et al. 2015) models. We will additionally evaluate the performance of our decision support tool in a simulation environment using management strategy evaluation (MSE). This process will also inform data collection programs and may help end users (i.e., natural resource managers from FWC and NOAA) prioritize research to fill critical data gaps and characterize the key sources of error associated with monitoring. Specifically we would discuss how to reduce errors associated with imperfect detection and spatial autocorrelation. Our approach will require a multi-disciplinary effort to engage stakeholders, and will require elicitation of socio-economic values associated with the consequences of potential management actions. Therefore, we propose to include a human dimension component to our project. We would apply concepts of behavioral economics to gain insights into stakeholdersâ€™ behavior and to help improve the effectiveness of outreach programs. This could in turn increase voluntary fisheries-related actions to increase fish biomass. Additionally, Co-PI Dr. Luiz Barbieri will serve as the primary interface with the Gulf of Mexico Fishery Management Council, ensuring this research is aligned with the current needs of the council. This research meets the criteria for being appropriate under the Oil Pollution Act of 1990 (OPA) as it is intended to help return injured natural resources and services to baseline by supporting the development of methods which will result in increasing biomass of injured fish species (Deepwater Horizon NRDA Trustees 2016). This research will explicitly aim to reduce overfishing and bycatch of reef fishes while simultaneously achieving higher catches in the medium and long term compared to the status quo. Date Entered: May 15, 2017 Date Edited: May 16, 2017		Yes		No	Yes	No	No	No	No	Yes		$ 1,800,000.00	$ -	
	Infrastructure	5673	7/24/2017	Gulf of Mexico survey of fishing pier related sea turtle interactions	NOAA Project ID#13466 This restoration project focuses on reducing bycatch of sea turtles in pier-based recreational fisheries. We propose to implement multi-year angler surveys on fishing piers in the Gulf of Mexico, including education/outreach to rec anglers. This project could be scaled to one state, or implemented in multiple states throughout the GOM. NOAA has developed a set of pier survey forms for national implementation. The forms are currently undergoing approval by OMB under the Paper Reduction Act. We propose to use existing forms, once PRA is complete, to initiate implementation of this survey. Each pier would also be characterized, and local stranding networks would collect specific data on the nature of sea turtle captures when they occur, for comparison to the survey data. Survey results and turtle incidental capture data, would help shape the development, testing, and voluntary implementation of mitigation measures to reduce sea turtle bycatch at fishing piers. Education can help reduce mortalities so outreach efforts would include placing signs with stranding responder contact information, monofilament line recycling bins, and development of an app that can report incidental captures and strandings, provide instructions on what to do if you catch a turtle, the hotline number for the closest stranding network responder, and a way to report the interaction. Background: Sea turtle incidental capture by recreational anglers is on the rise nationwide (STSSN). Since 2010, 1,094 sea turtles, primarily juvenile Kempâ€™s ridleys, were incidentally caught in Mississippi alone. In response to captures, a pilot survey to collect data on angler fishing practices and sea turtle interactions was conducted in 2013. Anglers were asked questions about fishing practices, turtle observations and captures. Outreach was a key component of the project and was conducted at the end of each survey. The MS STSSN also collected data (bait, gear type, outcome) on every sea turtle incidental capture for comparison between angler practices and turtle interactions. Preliminary results yielded a high willingness to participate and valuable information was obtained. During and after the survey period, we noticed an increase in reported incidental captures, which could possibly be attributed to our outreach efforts. Success could be measured by a decrease in stranded turtles with fishing gear, successful rehab & release, and implementation of mitigation measures. Date Entered: May 16, 2017		Yes		No	Yes	No	No	No	No	Yes		$ 400,000.00	$ -	
	Infrastructure	5674	7/24/2017	Temporal dynamics of eukaryotic plankton diversity at northern GOM deep benthic coral communities	NOAA Project ID#13383: The Deepwater Horizon oil spill in 2010 caused injury to the entire ecosystem in the northern Gulf of Mexico. Despite playing important ecological roles, the small (less than 2 mm), cryptic eukaryotic species that make up the plankton remain a poorly documented component of marine ecosystems (Leray & Knowlton 2016), especially in the deep Gulf of Mexico (GOM). Long-term time-series datasets have shown that plankton are sensitive indicators of environmental change, often having a non-linear response that can amplify otherwise subtle environmental disturbances (Hays et al., 2005). As such, establishment of biological baselines are necessary in order to quantify changes in biodiversity over time and to predict the impacts community shifts may have on sensitive deep benthic communities. In the last decade, metabarcoding and high-throughput sequencing (HTS) have radically improved our understanding of microscopic eukaryotic diversity, including unicellular and small multicellular species- groups that have been challenging for taxonomists due to lack of diagnostic features and an inability to be cultured. Importantly, such approaches have been used to document environmental impacts to shallow-water benthic microbial eukaryote communities following the Deepwater Horizon oil spill (Bik et al., 2012). We propose to sample benthic planktonic communities monthly using instrumented moorings or benthic landers, and use metabarcoding techniques and high throughput sequencing (HTS) to characterize biodiversity, to assess deep sea coral larval supply, and to identify key planktonic contributors to carbon export from surface waters that sustain sensitive benthic communities. Environmental DNA will be screened for target select GOM eukaryotic plankton (e.g. protists, foraminiferans, zooplankton, coral larvae, fishes), using taxon-selective amplicon libraries and HTS sequencing (Illumina) following molecular methods utilized in the TaraOceans project (DeVargas et al., 2015 and/or T homsen et al., 2012). Amplicon libraries will also be created for several mitochondrial genes that are likely to provide increased taxonomic resolution for mesozooplankton, Comparable sequence data will be generated for taxa known from these habitats from previously collected vouchered specimens, creating barcode libraries that will allow for comparisons to the marine barcode of life database (MarBOL; http://www.marinebarcoding.org/) and will be made publically available. Seasonal water sampling using an ROV or AUV at deep coral habitats will complement the temporal benthic eDNA sampling, allowing for freshly preserved samples for both visual species identifications and metabarcoding. Additionally, repeated plankton tows or sampling with an AUV water filtering device will target certain water column depths (e.g. surface, and below thermocline and nutricline) that will be determined by water column temperature profiles using a CTD. The cost of this research could be reduced considerably (by upwards of $4,000,000) by sharing ship and ROV/AUV time with complementary studies of deep coral habitats, such as assays of coral microbiomes and health, hydrodynamics, nutrient dynamics, and restoration. Date Entered: May 15, 2017 Date Edited: May 16,2017		Yes		No	No	No	No	No	No	Yes		$ 5,121,868.00	$ -	
	Infrastructure	5687	7/28/2017	Establishing and monitoring sentinel sites for Gulf of Mexico Coralline Mesophotic and Deep Benthic Communities	NOAA Project ID#13150: Establishing and monitoring sentinel sites is an important Restore Act objective related to assessing long-term effects of the BP oil spill. With regards to Open Ocean Restoration objectives, coralline mesophotic and deep benthic habitats are essential fish habitats for sustaining population vigor for numerous NOAA management species (e.g., groupers and snappers) and those habitats have been identified as principle objectives for the Open Ocean Restoration. Establishing long-term sentinel sites will be based on locations for past study sites (e.g., NOAA FRV OKEANOS EXPLORER projects, RV FALKOR Streich et al. 2017, Kahng et al. 2010, Silva et al. 2016) and from sites assessed during NOAA/NMFS/SEFSC reef fish surveys (video footage, bottom mapping, species diversity). Sentinel sites will be located along the entire Gulf of Mexico outer continental shelf/slope and based on proximity to the BP oil spill location (flanking sites) and the distribution of known coralline deep benthic habitats (areas with more coralline habitat will be proportionally allocated more study sites; also based on sea day allocations). A Remotely Operated Vehicle (ROV) will be used to visually assess habitat characteristics; when possible established abundance assessment methods will be used (e.g., fish MinCount, NOAA/NMFS/SEFSC/Mississippi Laboratories Reef Fish Unit). Past studies that utilized ROVs (e.g., Streich et al. 2017) have established important experimental protocols applicable to the sentinel site proposal. Utilizing a ROV has several advantages; broader areal coverage, no habitat damage, articulating robotic clamps for collecting sessile fauna, accessory components provide detailed fine-scale mapping. The proposed project provides an assessment metric for BP oil spill recovery and future episodic events. Project supports PEIS Comprehensive Restoration Plan Section 5. Restoring Natural Resources; 5.5; Alternative A: Comprehensive Integrated Ecosystem Restoration (Preferred Alternat ive; p 5-20); 5.5.2; Restoration Type: Wetlands, Coastal, and Nearshore Habitats; Key Aspects of the Injury That Informed Restoration Planning; Fish and Invertebrates section (p 5-22). Date Entered: May 13, 2017 Date Edited: May 17, 2017		Yes		No	No	No	No	No	No	Yes		$ 3,712,840.00	$ -	
	Infrastructure	5688	7/28/2017	Restoration of Gulf of Mexico pelagic and broad scale fisheries: addressing movement ecology data needs	NOAA Project ID#13172: This project will use multiple tracking technologies, as well as the Integrated Tracking of Aquatic Animals in the Gulf of Mexico network (iTAG-n) and research group (iTAG-r) to collect important data, difficult or impossible to assess with traditional capture-based methods. The focal species will be: yellowfin tuna (Thunnus albacares), greater amberjack (Seriola dumerili), cobia (Rachycentron canadum), red drum (Sciaenops ocsellatus), gag grouper (Mycteroperca microlepis) and red snapper (Lutjanus campechanus). The DWH oil spill occurred in the northern GoM during the spring and summer of 2010, which would overlap in space and time with either the spawning or early life stages of these species. This is of special concern with water column pelagic spawners, as where and when they reproduce (i.e., spawn) and consequent dispersal dynamics affect offspring survival in ways not seen in most terrestrial species. In addition, larval cardiotoxicity is documented for several of these species, resulting in heart-related abnormalities that could impact long-term stock productivity, especially in stocks already highly impacted by fishing and anthropogenic stressors. All focal species support important fisheries and are considered overfished, have decreasing landings or stock assessment scientists or fishermen are concerned about the stocksâ€™ health. Specific concerns associated with the focal species include: (1) yellowfin tuna landings are decreasing and deepwater oil rigs may change natural migratory behavior and spawning site selection and consequently reproductive success; (2) the greater amberjack stock is overfished and not rebuilding as expected, and there is a need to better understand how artificial reefs affect spawning site selection and fidelity; (3) the recent cobia stock assessment was inconclusive due an incomplete understanding of stock structure and connectivity and fishermen are expressing concern at low catch levels; (4) red drum were affected locally by the oil spill demonstrating anemia and presumed decreased fitness and impaired reproduction but we do not have the needed understanding of spawning migrations and connectivity to assess how this would impact the Gulfwide stock; and (5) both gag grouper and red snapper are assumed to have been impacted by the DWH oil spillâ€”and increased lesions were observed in adult red snapperâ€”but estimates of abundance and measures of recovery are hampered for both species due to a lack of movement data and cryptic mortality which may vary with habitat type, depth, and sex. This study will work closely with fishermen and integrate a series of Gulf-wide tracking projects that focus on evaluating depredation/release mortality and the effect of habitat (natural and artificial) on migratory behavior and spawning site selection. Data on migratory behavior is needed to distinguish between decreases in landings due to changes in catchability associated with changed movement behavior versus lower abundance due to the oil spill and overfishing. We propose to use multiple tagging approaches: pop-up satellite tags, archival implant tags, and acoustic telemetry tags, drawing on both the benefits of large scale tracking and the higher resolution data obtained through acoustic and archive tags. Data from this project will provide critical information needed to assess the effects of the DWH oil disaster and to predict stock resilience to spatial disturbances in the future. This in turn will support the adaptive management of NRDA fisheries projects. Date Entered: May 14, 2017 Date Edited: May 17,2017		Yes		No	Yes	No	No	No	No	Yes		$ 5,000,000.00	$ -	

	Infrastructure	5689	7/28/2017	Integrative Data Infrastructure for Gulf of Mexico Mesophotic and Deep-Benthic Habitat Assessment and Restoration	NOAA Project ID#13387: OBJECTIVES: â€¢ Build, enhance, and expand upon existing federal data management infrastructure for mapping, video analysis, and habitat suitability modeling of deep-sea corals to better support understanding and restoration of mesophotic and deep-benthic biogenic habitats. â€¢ Support the collection and analysis of new information from Gulf restoration studies and provide tools to guide and help coordinate deepwater surveys and restoration efforts. RATIONALE: Mesophotic and deep-sea coral habitats represent rare, valuable, and vulnerable communities in the Gulf of Mexico. Both mesophotic (50-150 m) and dep-sea coral (1500-1800 m) habitats were damaged during the DWH oil spill and will be a focus of restoration activities. NOAAâ€™s Deep Sea Coral Research & Technology Program is Congressionally-mandated inter-alia to: identify existing research on, and known locations of, deep sea corals; map locations of deep sea corals; conduct research on deep-sea corals, including survey techniques. The program works across NOAA Line Offices to implement studies and has developed a national database of deep-sea corals and sponges and an on-line map portal (https://deepseacoraldata.noaa.gov/). The proposed activities support both objectives of the PDARP through data analysis, advanced habitat suitability modeling, and management of relevant data: (1) Protect and manage mesophotic and deep benthic coral communities â€" The first priority is to understand the current or potential distribution of these communities. (2) Place hard ground substrate and transplant coral â€" The success of these restoration efforts will depend upon an understanding of the habitat and environmental factors that determine where such restoration activities are most likely to succeed. KEY ACTIONS AND DELIVERABLES: â€¢ Establish a Gulf of Mexico Mesophotic and Deep-Benthic Analysis & Data Management Team â€" Initial focus on Corals and Sponges and associated environmental data layers â€¢ Build capacity and supporting data management framework for image & video analysis of new and pre-existing benthic surveys â€" including image capture, analysis, and display of density, diversity, presence and absence measures for mesophotic and deep-sea corals and sponges â€¢ Develop a DSC Research Clearing House (or link to relevant existing clearing houses) with bibliographies, reports, and data summaries â€¢ Enhance the capacity of the Deep Sea Coral and Sponge Database (www.deepseacoraldata.noaa.gov) or develop new database(s) to include additional taxonomic groups and support restoration planning and monitoring. â€¢ Develop and support a state-of-the art display for data visualization and analysis (DSCRTP Map-Portal v.2), including interactive graphics and quality assurance tools. This would build on existing data infrastructure to integrate both biological (presence & absence data for coral and sponge taxa) and habitat/environmental data (multibeam mapping layers, habitat suitability modeling, oceanographic conditions). â€¢ Establish or enhance interoperability with key NOAA data systems already supporting Gulf science and restoration, including NCEIâ€™s Ocean Archive System and Office of Response and Restorationâ€™s DIVER system. â€¢ Advanced habitat suitability modeling for key taxa of restoration interest (e.g., Coral taxa identified as injured in mesophotic habitats (e.g., Swiftia exserta - Etnoyer et al. 2016, Silva et al. 2015) and deep benthic habitats (e.g., Paramuricea spp - White et al. 2012, Fisher et al. 2014). â€¢ Develop additional tools to support restoration o Animal identification guides o Data visualization tools through online map portal o Custom environmental data packages geared towards habitat modelers o Provide climatological values from the World Ocean Atlas or existing models (e.g., ROM, AEC, NCOM) o Provide multi-beam or bathymetric digital elevation models (DEMs) Date Entered: May 15, 2017 Date Edited: May 17, 2017		Yes		No	Yes	No	No	No	No	Yes		$ 10,000,000.00	$ -	
	Infrastructure	5690	7/28/2017	Establish additional deep water coral sentinel species and use as: part of a gulf-wide monitoring network, to monitor coral health in protected areas, or to monitor direct coral transplant projects, and/or as tools to detect and quanti	NOAA Project ID# 13497: In the aftermath of the DWH spill, several communities of deep water corals were discovered that had been impacted by the spill. Initial identification and quantification of the impact was difficult because of the lack of background data on undisturbed deep coral communities. Predicting recovery is also hampered by the lack of data on normal deep water coral recovery patterns and rates. However, an intensive effort aimed primarily at two Paramuricea species has proven the efficacy of using high resolution imaging techniques to document and quantify both impact and recovery of octocorals with this type of growth form. Planar octocorals (including the taxa Calcaxonia, Holaxonia, and Scleraxonia in particular) are excellent sentinel organisms because their morphology allows quantification of impact, they are normally very long lived, their skeleton is normally completely covered with living tissue, their exposed tissues interact directly with epibenthic water for their nutrition and respiratory needs, and since they are attached, damaged of killed colonies remain in place providing a record of deleterious impact that can persist after the affecting agent has dissipated or if no residue is left on the seafloor. The research following the DWH spill, particularly the data from non-impacted communities, has provided sufficient baseline data to establish Paramuricea biscaya and Paramuricea sp. xxx as robust sentinel species for detection of anthropogenic impact. However, to date we have only established monitoring sites in a relatively small area of the GoM and these two Paramuricea species are only present between about 1000 and 1800 m depth. We propose to expand the use of these types of corals to include additional robust sentinel species and monitor other depths and regions of the GoM. In addition to providing robust sentinels for anthropogenic impact at the specific locations chosen for monitoring, this effort will provide the background data needed to use addit ional species across a wide depth range to detect and quantify potential future impacts in other locations and to assess success of restoration efforts with respect to recovery, natural mortality and growth rates. The cost of this effort is scalable depending on the number of new sites established, their depths, whether they are currently well enough known to allow immediate work, and the frequency of monitoring. Discovery of a new site, including confirmation of the presence of corals in a specific area and depth range averages about 4 days of AUV operations at depths of about 1,000m. Establishing a monitoring site, at a known location with over 50 individual colonies to be monitored will take about 2 days of ROV operations. Repeat monitoring of an established site can be accomplished with 24 hrs of ROV operation. A minimum effort to expand the number of known sites with appropriate sentinel species at additional depth ranges would require a minimum of 1 month of AUV operations with a Sentry type of AUV (approximately $1million), followed by one month of ROV operations (approximately $1.6million) to establish the sites and acquire images to initiate the monitoring. A smaller effort aimed at only known sites would not need AUV operations. Repeat visits every 2 -3 years (or when needed), could be accomplished with about 3 weeks of ROV time each (approximately $1.2million). All ROV time should be used collaboratively for other funded sampling of deep water corals and associated communities. Other costs associated with the data acquisition, processing and analysis specific to this project would be approximately $400K /yr during establishment of a total of about 10 new sites and monitoring of 6 established sites which would decrease to about $300k/yr associated with ongoing monitoring. Additional sites, geographic areas, or intensity within a given area would require additional support. Date Entered: May 17, 2017 Date Edited: May 18, 2017		Yes		No	No	No	No	No	No	Yes		$ 4,000,000.00	$ -	
	Infrastructure	5693	7/31/2017	Finfish Restoration through Development and Socialized Implementation of Bycatch Reduction Devices (BRD) in the Gulf of Mexico Commercial Shrimp Trawl Fishery	NOAA Project ID#13503: This project will contribute to the restoration of various species of finfish by reducing sources of mortality in the commercial shrimp trawl fishery in the open ocean restoration area throughout the Gulf of Mexico (GOM). Through cooperative research, innovative Bycatch Reduction Devices (BRD) and BRD combinations will be developed and federally certified. Fishers will then be provided economic incentives to use new BRDs or BRD combinations for the project period. While one BRD is currently required in these fisheries, further reducing finfish bycatch with the use of BRD combinations will assist restoration of fish populations in the GOM. Recent collaborative testing in North Carolina identified several new BRD combinations that exceeded 40% reduction of finfish bycatch relative to a control (standard 4-inch bar spacing TED, fisheye BRD, and a 1 Â½ â€œ codend). These reduction rates exceed currently accepted standards set by state and federal fishery managers. Transferring this technology to the GOM shrimp fishery could prove invaluable to the restoration of numerous fish stocks impacted by the DWH oil spill. Additionally, shrimp loss associated with the use of the BRD combinations evaluated was minimal, which should facilitate industry acceptance of the gear in the Gulf. Collaborations for this project will include the gear monitoring team (GMT â€" HSU), NMFS-SEFSC observers (Galveston, TX), Sea Grant, and commercial fishing organizations and industry representatives. There will be two primary components of this project including independent proof of concept testing and commercial comparative testing aboard federally permitted GOM shrimp trawl vessels. Simultaneous, monetary incentives to implement new BRDs will be offered to a portion (20%) of the federally permitted fleet. This project will occur in the open ocean restoration area throughout the GOM. Collectively, this project will facilitate increased communication among GOM fishermen and gear researchers concerning BRD performance (design, usability, functionality). This feedback mechanism will allow for adaptive project management and refinement of BRD designs through an iterative process focusing on regional performance and functionality. Date Entered: May 18,2017		Yes		No	No	No	No	No	No	Yes		$ 6,500,000.00	$ -	
	Infrastructure	5695	7/31/2017	Outreach, Implementation and Assessment: Using Descending Devices to Reduce Post-release Mortality of Reef Fishes in the Gulf of Mexico Recreational Fishery	NOAA Project ID# 13511: This proposed project will provide descending devices to recreational anglers (private and for-hire) and conduct educational outreach on best practices and the proper use of these devices throughout the Gulf of Mexico. In addition, the Southeast Region Headboat Survey (SRHS) will implement a monitoring and fish tag/recapture program on headboats participating in the survey in order to collect information on the utility, effectiveness and impacts of descender devices on post-release mortality in the Gulf of Mexico headboat fishery. Recreationally important species with high release mortality, including; red snapper, gag grouper, vermilion snapper, red grouper; as well as strictly regulated species such as goliath grouper, speckled hind, Warsaw grouper and Nassau grouper, will be the focus of this program. Additionally, the effectiveness of descending devices on reducing dolphin depredation will be evaluated. In order to raise public awareness on the problem of fish barotrauma and the benefits of using descending devices, outreach will be conducted at boat shows, fishing tournaments, fishing clubs, and civic events from FL to TX. Outreach will include distributing educational DVDs â€œDownscope: Saving Snapper and Grouper from Barotraumaâ€ and descending devices to anglers that may otherwise not obtain or purchase these items. The implementation and monitoring component of this project incorporates a design that includes the SRHS electronic logbook (eLog) system, SRHS dockside sampling and at-sea observers. In addition to utilizing existing SRHS infrastructure and capabilities, the addition of at-sea observers will provide â€¢ total number of fish discarded â€¢ lengths of fish from a subsample of discards â€¢ number of fish descended on devices â€¢ the ability to tag a subsample of fish descended and fish not descended, for subsequent analysis of recapture rates. Partners in this project include Sea Grant, Gulf States Marine Fisheries Commission, recreational fishing asso ciations, and state agencies. This collaboration ensures regional coverage and makes this project well-suited for promoting best practices and the proper use of descending devices, along with monitoring and evaluating the impacts on reducing post-release mortality and improving post-release mortality estimates. Date Entered: May 18, 2017 Date Edited: May 19, 2017		Yes		No	No	No	No	No	No	Yes		$ 4,550,000.00	$ -	
	Infrastructure	5699	8/1/2017	Improving restoration for highly migratory species in the Gulf of Mexico: applying innovative technologies to inform stock assessment and establish monitoring	NOAA Project ID#13523: Our project will apply innovative molecular technologies to highly migratory species such as tunas and billfishes to 1) fill significant information gaps in stock assessments thus reducing mortality through enhanced management and 2) develop robust monitoring techniques allowing a rigorous application of the MAM approach to the restoration effort. In order to develop a viable restoration process we must establish baseline data (i.e., indices of abundance) for target species. Restoration actions can then be monitored against these baseline data and adapted as needed. Highly migratory species are inherently difficult to monitor due to their behavior and ecology, thus baseline abundance data for many of these species in the Gulf of Mexico are lacking. As an alternative to fishery dependent data, multi-year surveys of ichthyoplankton abundance can be used to track temporal changes in adult biomass. We propose to implement innovative molecular techniques in order to identify larvae of highly migratory species (i.e., tunas and billfishes) and develop larval indices for the Gulf of Mexico. We will process older (1982 to 2008) formalin-preserved SEAMAP samples by implementing and expanding upon methods that were developed by the Alaska Fisheries Science Centerâ€™s Auke Bay Laboratory. To process more recent (2009 to present) ethanol-preserved SEAMAP samples, we will use high resolution melting analysis (HRMA) combined with a fast, minimally invasive DNA isolation protocol. The application of these innovative molecular techniques to process existing samples is a cost effective way to develop fishery independent indices of abundance for several highly migratory species, providing an efficient alternative to costly surveys of adult fishes. This project will also serve as an investment in the improvement of future processing. This project will also have direct applications to the restoration. By developing novel larval indices, this project will aid in the reduction of mortality of highly migratory species by enhancing stock assessments, and it will create a historical record against which the restoration of highly migratory species can be robustly monitored and assessed. This project will also allow a more rigorous application of the MAM approach to the restoration effort. We expect this project to advance the utilization of monitoring techniques that can be used to assess future vulnerabilities to anthropogenic environmental perturbations and to enhance regional restoration efforts. This project meets several restoration goals including: (1) Reduce mortality among Highly Migratory Species and other oceanic fishes and (2) develop Monitoring and Adaptive Management techniques. Date Entered: May 19,2017		Yes		No	No	No	No	No	No	Yes		$ 5,000,000.00	$ -	

	Infrastructure	5704	8/1/2017	Broadscale Habitat Mapping and Monitoring of the Northern Gulf of Mexico	NOAA Project ID#13528: Primary objectives are to map and characterize habitats of the U.S. Gulf of Mexico (GOM) from the continental shelf break shoreward to less than 10m depth as well as determining species associations and community structures. Modern technology supported by statistically-based groundtruthing will be used to supply cost effective determinations of bathymetry and habitat data in U.S. GOM from depths of 500m and shallower. An estimated 10-15% of U.S. waters will be mapped to 500m depth by strip transects spaced approximately every 10km throughout the GOM. Little of the GOM has been mapped with enough resolution to accurately locate and quantify the hard/live bottom habitats as well as artificial reefs. Accurate and comprehensive habitat maps are essential for ecosystem based fisheries management and marine spatial planning. This project intends to expand upon recent efforts to catalog and prioritize mapping in the GOM with at sea mapping and sampling to fill data gaps and provide region wide assumptions about fisheries habitat, species associations, and community structure. In response to the DWH oil spill, the Trustees determined that injuries to reef fish communities occurred, but were not quantified (PDARP 5.5.6.4). Enhanced fishery-independent data collection methods, such as increased spatial and temporal effects for fishery-independent surveys are recommended as part of the Monitoring Plan. It is also noted that â€¢habitat associations could improve restoration outcomesâ€ and â€¢information that increases our understanding of densities of organisms in geography over time, ecosystem functioning and trophic relationships can be used to inform restoration project planning, design, and evaluationâ€ This project intends to bridge gaps in knowledge on the distribution of offshore habitats and their species associations. Community structure information will be critical in expanding ongoing and future fisheries independent surveys to allow for pre- and post-stratification. By refining surveys by habitat, variance will be greatly reduced for indices of abundance and lead to more accurate stock assessments. A suite of advanced remote sensing technologies will be utilized, including towed and AUV mounted side scan and synthetic aperture sonars, multibeam echosounders, ROVs, and other optical sensors. Mapping in the GOM has increased in the last decade; however, there has not been a unified large scale effort across the entire depth range of the continental shelf. This project intends to: 1) expand upon current and previous mapping efforts from nearshore to 500m throughout the U.S. Gulf, 2) characterize essential habitats for benthic organisms and their habitat associations, 3) quantify and characterize estimates of hard bottom and artificial reef habitats. Imagery will be used to produce classifications which will be scalable to the Coastal and Marine Ecological Classification Standard (CMECS). In all cases of surface and subsurface mapping, care will be taken to avoid duplication of previous efforts. Deliverables will include completed high resolution habitat maps and GIS products, scalable habitat estimations by region, groundtruthing imagery, species/community structure information, and an online data portal to access and download data products. Initial and ongoing monitoring of these systems will support adaptive management strategies and provide more accurate information on landscape scale habitat distribution patterns as well as connectivity throughout the GOM. Stock assessments with detailed information regarding amount, distribution, and contributions of various types benthic habitat will reduce uncertainty as well as allow for more efficient and accurate population surveys. Baseline information will allow for pre- and post- analyses of habitat change due to events such as hurricanes, contaminant spills, coastal erosion, and restoration activities as well as informing decision-making processes of the latest research findings. Date Entered: May 19, 2017 Date Edited: May 22, 2017		Yes		No	No	No	No	No	No	Yes		$ 20,000,000.00	$ -	
	Infrastructure	5707	8/1/2017	Baseline Survey of Gulf of Mexico Rod and Reel Fishing Gear Interactions with Protected Species	NOAA Project ID#13599: This project would gather baseline information necessary to inform future restoration to reduce lethal interactions between rod and reel fishing gear and protected species (i.e., sea turtles and marine mammals). The project would survey recreational anglers and for-hire vessels using rod and reel fishing gear in the Gulf of Mexico to determine the magnitude of protected species interactions with rod and reel gear. Fishing interactions between rod and reel gear and protected species are increasing in the Southeast. These interactions are problematic for both the anglers and the animals. For anglers, interactions may result in a decrease in catch, damage to gear, or frustration. For the animals, interactions cause an increased risk of death or serious injury from entanglement in or ingestion of gear, illegal retaliation from anglers, and changes in natural behaviors. For example, when a dolphin is fed, this leads to changes in the dolphinâ€™s foraging behavior, and teaches it to associate anglers with food. NOAA seeks to reduce injury and mortality to sea turtles and marine mammals from interactions with rod and reel fishing gear by fully understanding the frequency, location, and nature of interactions in the Gulf of Mexico. In this study, we will conduct systematic surveys of anglers and for-hire boat captains/owners and their patrons that fish region-wide in all coastal Gulf states, including Texas, Louisiana, Mississippi, Alabama, and Florida. The survey sampling frame will be informed by Marine Recreational Information Program Fishing survey modes. Anglers and for-hire boat captains/owners and their patrons will be asked standardized questions to inform restoration efforts, such as where they have seen protected species while fishing, describe the animalsâ€™ observed behaviors, and share details about interactions. Data on rod and reel gear interactions with protected species are limited to a few research studies, strandings records, and anecdotal reports by fish e=men. Strategic data collection on rod and reel gear interactions is needed to fully understand the frequency, geographic extent, and mode of interaction between protected species and fishing gear. Understanding the impacts, as well as where and how often these interactions occur, is vital to informing restoration efforts to reduce and prevent such interactions for the benefit of anglers and protected species. Estimated costs for this project are ~150K/state survey. Assume one survey per state for a total cost of 750K to be conducted over a 3-5 year period. Date Entered: May 22, 2017		Yes		No	Yes	No	No	No	No	No		$ 750,000.00	$ -	
	Infrastructure	5709	8/1/2017	Sea Turtle Stranding Probability Assessment Tool	NOAA Project ID#13581: Through this project, NOAA would work to develop a model and user interface that would provide stranding probability maps for a queried time and place along the coastline of the Gulf of Mexico. The product would be user friendly and could assist NOAA and our partners with the investigation of the causes of at-sea mortality of sea turtles, particularly when managers don't have specific expertise in physical oceanography. This project would integrate existing data from GOM drift studies and other oceanographic resources. Stranding probability would be calculated daily from accumulated runs of a sea turtle carcass drift model using output of surface winds, currents, and sea temperature from several ocean models and provide the result as a web viewable and downloadable map. This resource would provide a more scientifically informed assessment of stranding trends and mortality factors. It would also allow stranding personnel to watch specific coastline areas at times when they are exhibiting a high probability of strandings. Data collected from stranded sea turtles are one of the few empirical sources of information on mortality and threats to sea turtles. Wind and oceanographic conditions strongly influence stranding probability, (i.e. the likelihood that a carcass will ultimately strand on the coastline), which has been shown to vary over fine temporal and spatial scales. This tool would significantly enhance adaptive management capabilities that rely on information obtained from strandings, such as detection of the effects of bycatch reduction efforts. Date Entered: May 22, 2017		Yes		No	No	No	No	No	No	No		$ 175,000.00	$ -	
	Infrastructure	5711	8/2/2017	Marine Mammal Disaster Response Program for the Gulf of Mexico	NOAA Project ID#13606: This project aims to develop new and enhance pre-existing technical and infrastructure capabilities within the Gulf of Mexico (GOM) region to respond to marine mammal disasters from natural and anthropogenic causes. First, an information-gathering and coordination phase will be conducted, working with federal and state agencies to determine existing and identify new capabilities to be developed by the stranding network and its partners to identify impacts of disasters on marine mammals and improve rapid response to those threats. Phase 2 will involve developing new partnerships and enhancing existing ones to address gaps identified in Phase 1. Both Phase 1 and 2 will involve development of guidance documents, including response plans and standardized response protocols. Phase 3 will be to train the stranding network through workshops in the new standardized response techniques and capabilities. The stranding network will also receive information about newly identified threats and the efficacy of various response options to those threats. Finally, in Phase 4 we will work with partners to disseminate resources throughout the GOM states related to the standardized response techniques and capabilities, and continue the coordination with those partners. Specifically, the project is the development of an overarching disaster response program, focused on improving effective and efficient responses to marine mammal stranding and health events or disasters. This program would be implemented across the GOM, and benefit all stocks of marine mammals by increasing and improving the effectiveness of marine mammal response during a disaster in the GOM. One focus of the work would be on planning and preparedness for future oil spills, identifying vulnerability and response planning needs for spills of different types of products, different quantities of products, and different locations, such as those in the far offshore environment. Once needs were identified, the second focus would be on developing a response plan to inform and guide the marine mammal stranding network and response partners, and integration of these planning and protocol documents into existing efforts such as Area and Regional Contingency Plans. Not limited to oil spills, we also envision the need for responses to mitigate impacts to marine mammals from natural disasters such as hurricanes, freshwater inundation events, harmful algal blooms, and other types of natural and anthropogenic crises that may be identified in Phase 1 and 2 of outreach and communication with our partners. As response plans are developed, we will implement the necessary training, including drills and exercises, to fully test the plans and then iteratively improve them as needed. The plans, partnerships, protocols, training and drills developed in this disaster response program will lead to a more timely and effective responses to marine mammals following a disaster, which will improve survivorship of animals during and following these events. Date Entered: May 22, 2017		Yes		No	No	No	No	No	No	Yes		$ -	$ -	
	Infrastructure	5712	8/2/2017	Mitigating vessel strike mortality through the identification of vessel interaction hot spots	NOAA Project ID#13613: Vessel collisions are a leading source of anthropogenic mortality for many marine mammal species. Unfortunately, a large portion of vessel strike mortalities go undetected or unreported when they occur in remote areas or when carcasses drift out to sea, thus stranding records are minimum estimates of ship strke occurrences (Jensen & Silber 2004). By identifying "hot spot" areas where vessel collisions are most likey to occur and implementing mitigation measures in those locations, the likelihood of interactions between vessels and marine mammals could be reduced at the source. The goal of this project is to conduct a risk assessment to identify vessel interaction hot spots to target mitigation and restoration efforts. The risk assessment will utilize previously developed characterizations of vessel traffic data and marine mammal densities and distributions and incorporate spatial and temporal factors. The risk assessment will also consider species' specific vessel avoidance behaviors to identify sensitive, more vulnerable species at greater risk of vessel strike. As hot spots are identified through the risk assessment exercise, mitigation measures can be implemented to help reduce the risk of vessel collisions in these areas. The identification of these areas may also need to be reevaluated as updated data becomes readily available to incorporate into the risk assessment. This project can increase the survivorship of marine mammals in coastal and offshore habitats by proactively planning, implementing, and managing mitigation measures to reduce the likelihood of a vessel interaction in a high priority location. Date Entered: May 22, 2017		Yes		No	No	No	No	No	No	Yes		$ 300,000.00	$ -	
	Infrastructure	5713	8/2/2017	Develop standardized protocols to characterize vessel collisions with marine mammals	NOAA Project ID#13618: Health assessments, necropsies, and photo-identification body condition data can help to identify health threats to marine mammals and provide links to potential environmental and anthropogenic stressors. However, if the type of information collected varies among research groups and stranding networks between animals and locations, it is difficult to make general, region-wide comparisons among cases. The goal of this project is to develop a standard protocol for the MMSN and photo-identification programs to identify, characterize, and document evidence of vessel stuck animals, such that they can be compared and analyzed on a region-wide scale. The protocol would include watercraft forensic analyses to determine the types of vessels that are most commonly interacting with marine mammals. Standardized data collection of wound characteristics (i.e. depth, length, location, etc.) would help to identify information about the propeller, vessel type, and vessel speed that interacted with the animal. This project will support consistency, efficiency, and coordination of data collection and analysis of vessel strike animals in the coastal and offshore waters of the Gulf of Mexico. This project will increase marine mammal survival through an increased understanding of the nature of interactions between vessels and marine mammals that will augment mitigation and restoration techniques. Date Entered: May 22,2017		Yes		No	No	No	No	No	No	Yes		$ 600,000.00	$ -	
	Infrastructure	5714	8/2/2017	Increase access to health information from stranded marine mammals by supporting regional databases	NOAA Project ID#13620: The Marine Mammal Stranding Network plays a critical role in diagnosing illness and cause of death in stranded marine mammals to better understand population health. This includes identifying evidence of human interaction, outbreaks of diseases, and new and emerging threats impacting marine mammals. Currently, the only stranding data available in a regional or national database are the â€œLevel Aâ€ data, that describe the basic occurrence information â€“ the â€œwho, what, when and whereâ€ aspects of the stranding, but not the cause of stranding or death. More detailed health level aspects of a stranding case are typically held at each stranding organizationâ€™s individual facility, in a variety of formats including individual facility databases. These data are more useful if they are available to managers and marine mammal health experts to evaluate patterns across areas/regions, determine emerging or ongoing threats, and develop potential mitigation measures or interventions. Thus, it is important to develop and maintain regional databases to manage marine mammal health data and make it readily accessible for those who may need to use it. There is currently a pilot database (GulfMAP) developed under the NFWF Gulf Environment Benefit Fund in partnership with NOAA to house and visualize marine mammal health data from the Gulf of Mexico; however, there are limited fields currently programmed in the database and few funds to support the database long term. This project would increase access to information from stranded marine mammals by supporting regional databases (such as the GulfMAP) and personnel to enter, QA/QC data, and maintain databases. These data could be used to provide a better long-term understanding of the causes of marine mammal illness and death in the Gulf of Mexico to mitigate natural and anthropogenic threats. Date Entered: May 22, 2017		Yes		No	No	No	No	No	No	Yes		$ -	$ -	

	Infrastructure	5715	8/2/2017	Reduce vessel collisions through research and monitoring to spatially identify interaction hot spots	NOAA Project ID#13617: Physical examination of marine mammals through live capture and release health assessments, necropsies of stranded animals, or photo-identification body condition data can help to identify threats to marine mammals and provide links to potential environmental and anthropogenic stressors. Vessel interactions are a type of anthropogenic stressor that can often be recognized on marine mammals from physical examination. Typically, interactions will result in serious injury or mortality due to either penetrating injuries from propeller cuts (the severity of which depends on the species, the individual, the location of the cut, and the depth of penetration) or from blunt force trauma from colliding with the hull of a vessel (leading to bone fractures, organ damage, and/or internal hemoraging) (Andersen et al. 2008). Vessel interactions are more likely to occur in areas where marine mammal distribution patterns overlap with high vessel traffic densities. This project focuses on an alternative method to identify vessel interaction hot spots. The goal is to analyze strandings, health assessments, and photo-identification data to spatially identify areas where cases of boat strike animals tend to be more prevelant and congregated. This analysis will not only help identify a specific hot spot and/or type of habitat vessel collisions are more likely to occur, but also quantify the number or percentage of animals with evidence of vessel collision injuries. This project serves as a baseline of pre- and post restoration efforts. The locality of strandings data, health assessments, and photo-identification can be identified for the past 5 years and reevaluated after mitigation efforts have been implemented, such that this project is intended to be a multi-year effort continually being updated. Continual data entry, maintenance, and analysis of a region-wide boat strike database will help to keep this effort updated, such that vessel collision hot spots may be newly identified, mo dified, or eliminated. This project will enhance marine mammal survivorship by further understanding specific locations or habitats where vessel collisions occur and proactively implementing mitigation measures to reduce the likelihood of an interaction. Date Entered: May 22, 2017		Yes		No	No	No	No	No	No	Yes		$ 450,000.00	$ -	
	Infrastructure	5717	8/2/2017	Improve the ability of stranding network partners to detect and rescue free-swimming marine mammals that are entangled, entrapped, or out of habitat	NOAA Project ID#13619: Marine mammals can become entangled with gear from commercial and recreational fishing, as well as from marine debris. In the absence of intervention, untreated wounds resulting from such entanglements can lead to serious injuries including massive blood loss, infections, impaired mobility, and death (PDARP). Animals entrapped (e.g., due to levee construction), out of habitat, or displaced by severe weather or oceanographic events (e.g., hurricanes) may also need intervention, if they cannot return to suitable habitat on their own and/or when their health is compromised (PDARP). This project aims to develop new and enhance pre-existing infrastructure capabilities within the Gulf of Mexico (GOM) region to respond to marine mammals that are entangled, entrapped, or out of habitat. It will involve coordination with federal, state, and marine mammal stranding network (MMSN) agencies to develop standardized protocols and identify training, support, equipment, and/or other resources that are necessary to establish rapid response teams (rescue personnel and vets) and equipment around the GOM for interventions on entangled, entrapped, or out of habitat marine mammals. Region specific standard operating procedures and protocols for these types of animals will allow for region-wide consistency in response, as well as the ability to respond rapidly to these events, thus enhancing survivability. The focus will be to identify, train, and support rapid response team members for entangled, entrapped or out of habitat animals to ensure timely response. This includes a rapid response team training workshop that covers all aspects of a live animal intervention (net handling, animal handling, boat maneuvering around nets, tagging, tracking of tagged animals) and travel support for MMSN partners to attend dolphin live capture/release health assessments for training in live animal capture and handling techniques. Additionally, this project will purchase equipment, including catch boat and net(s) to be staged strategically throughout the GOM (2-3 locations). There will also be funding, including vessel and personnel support, for pre-capture photo-id monitoring of entangled, entrapped, or out of habitat animals to monitor animal condition, determine extent of injury/entanglement, and ensure animals can be located on day of rescue. This project will also support the development of boat based disentanglement tools and techniques, to increase opportunities for intervention when a net capture and disentanglement isn't practical (e.g., animal isn't likely to be resighted or animal is in water too deep to safely capture). Also included in this project are satellite and or VHF monitoring tags that will applied as appropriate and support for post release tracking efforts (personnel and vessel). Improved post-release tracking is critical for understanding the survival of disentangled or relocated animals and for informing future intervention/release decisions. Date Entered: May 22, 2017		Yes		No	No	No	No	No	No	Yes		$ -	$ -	
	Infrastructure	5718	8/4/2017	Expanding Observer Coverage to Unobserved Sectors of the Non-Shrimp Trawl Fisheries	NOAA Project ID#13628: Additional observer coverage is needed throughout the Gulf on non-shrimp otter trawls (e.g. sheepshead/black drum trawl fishery in LA, blue crab trawl fishery, â€œcat foodâ€ fish trawl fishery, etc.). While these trawl fisheries are small, sometimes only a handful of boats, they do not use TEDs and we have no information on sea turtle takes. The goal of the project idea is to gather additional information on sea turtle interactions in currently under or un-observed trawl fisheries and develop and implement new conservation measures if necessary to reduce sea turtle bycatch and mortality. The project costs are reflective of a 3-year program to identify the non-shrimp trawl fisheries, initiate observer programs, and observe the fisheries. After the 3-year period the data would be evaluated to determine the need for an ongoing observer program. â€¢ Restoration linkages: reduce sea turtle bycatch in commercial fisheries through development and implementation of conservation measures; Monitoring and adaptive management activities to address relevant data gaps to inform restoration Date Entered: May 22, 2017		Yes		No	No	No	No	No	No	Yes		$ 500,000.00	$ -	
	Infrastructure	5719	8/4/2017	Provide 2.5â€³Bar-Spacing TED Grids to Non-Skimmer Trawl Operators	NOAA Project ID#13632: There is currently a proposed rule to require skimmer trawls to use TED grids with smaller bar spacing under an upcoming rule. However, non-skimmer trawls fishing for shrimp in the Gulf of Mexico are required to use grids with 4â€³bar spacing. An examination of sea turtle sizes in the coastal waters where those shrimp trawls operate show that sea turtles small enough to slip between the 4â€³spaces of the current grids may occupy those areas. Providing free 2.5â€³bar-space grids to non-skimmer trawl fishers willing to voluntarily use those grids has the potential to save sea turtles and it provides a cost savings to trawlers who need to replace their old grids. â€¢ Restoration linkages: reduce sea turtle bycatch in commercial fisheries through implementation of conservation measures Date Entered: May 22, 2017		Yes		No	No	No	No	No	No	Yes		$ 500,000.00	$ -	
	Infrastructure	5721	8/4/2017	DWH Long-term Planning Action Analysis: Ocean Use Mapping	NOAA Project ID#13615: Conduct participatory workshops with regional ocean experts to capture community perspectives about ocean space and to create maps of past and current ocean uses across three distinct sectors: non-consumptive, fishing and industrial/military. Develop GIS data, map and analytical products, and web-based interactive viewers to guide NRDA efforts. Benefits: 1. Provides critical information about ocean uses to help guide and prioritize future emergency response and cleanup activities in order to minimize impacts and injuries to users. 2. Captures wide range of community perspectives about ocean space (i.e. how it is used, governed and managed) to complement other mapping approaches designed to document physical ocean features/properties (e.g. species distribution, biodiversity indicators, ecosystem health) 3. Provides a more complete baseline of human uses for future oil spill assessments related to lost use compensation and restoration. 4. Provides a unique and comprehensive planning resource to identify, design, prioritize and evaluate restoration projects for the efficient use of recovered funds aimed at replacing lost uses and values. 5. Provides a long-term information resource to inform broader coastal planning and management priorities that take into account current and emerging ocean uses of the ecosystem, including investment in future recreational opportunities. 6. Provides, for the first time, a comprehensive linkage between ecosystem features, functions and services and the ocean uses they support. 7. Provides the baseline data to explore linkages between existing ocean uses and documented economic values of coastal activities. Products: 1. Spatial GIS data on each ocean use and sector. 2. Analytical products illustrating patterns in ocean use, including identification of existing ocean uses at risk from spills or response activities. 3. Interactive online viewer allowing remote visualization and analysis of GIS data. Desired Outcomes: strengthened and more efficient planning for emergency response, assessment and restoration. â—¾Interactive holistic mapping product utilizable by multiple planning agencies â—¾Useful mechanism for integration with existing resources â—¾Planning product utilizable across sectors and uses Date Entered: May 22, 2017		Yes		No	Yes	No	No	No	No	Yes		$ 3,000,000.00	$ -	
	Infrastructure	5722	8/4/2017	Develop and implement tools and techniques to identify possible mass stranding situations before they occur and to avert animals from mass stranding	NOAA Project ID#13614: Mass strandings of pelagic offshore marine mammal species (e.g., short finned pilot whales, false killer whales, rough-toothed dolphins, offshore bottlenose dolphins) occur on an annual or biannual basis in the Gulf of Mexico (GOM). Responses to these events have been hampered in the past by a lack of early warning of pelagic marine mammal species coming near-shore and effective hazing techniques to prevent animals from stranding. This project aims to develop and implement tools and techniques to identify possible marine mammal mass stranding situations before they occur and to avert animals from mass stranding. This project will coordinate with federal and state agencies to identify what standardized protocols, training, support, data collection and analysis, equipment, and/or other resources are necessary for each state to improve existing marine mammal mass stranding network coverage and capabilities (i.e., conduct a gap analysis). Additionally, this project will collaborate with BOEM on deploying more passive acoustic monitoring devices (PAMs) to increase monitoring (ideally in real-time) of offshore marine mammal species occurrence on the continental shelf or in-shore prior to mass stranding events. Lastly, this project will develop rapid response and intervention techniques to respond to marine mammal mass strandings. Specifically, this project will develop real time warnings of the presence of offshore marine mammal species that are out-of-habitat by deploying PAMs in specific hot spots around the GOM. This project will develop and improve upon existing hazing techniques to herd offshore species prior to mass stranding. Additionally, priority areas will be identified to stage equipment caches for rapid response (assessment, mitigation, intervention, and response) to mass stranding events. Lastly, this project will identify, develop and support partnerships and resources for rapid response (assessment, mitigation, intervention, and response) to mas s tranding events. By preventing or mitigating mass stranding events of offshore marine mammals this project may aid in minimizing the number of animals that die or re-strand during these events leading to increased recovery of offshore marine mammal species. Date Entered: May 22, 2017		Yes		No	No	No	No	No	No	Yes		$ -	$ -	
	Infrastructure	5724	8/10/2017	Address gaps and enhance capacity in the current capabilities of the marine mammal stranding network throughout the Gulf of Mexico to improve timeliness of response and diagnosis of illness and cause of death	NOAA Project ID#13611: The Marine Mammal Stranding Network (MMSN) was formalized by the 1992 Amendments to the Marine Mammal Protection Act (MMPA) and volunteer MMSNs exist throughout all coastal states to respond to marine mammal strandings. For cetaceans in the Gulf of Mexico (GOM), 15 MMSN organizations/facilities are currently authorized under the MMPA to respond to live or dead stranded marine mammals. However, due to disparate levels of training, funding, and resources, MMSN organizations have different capabilities and increasing existing capacity and expanding networks to additional areas would help fill gaps in capabilities and coverage along the GOM coastline. On average, there are approximately 400 cetacean strandings along the U.S. Coast of the GOM each year. This project aims to address gaps and enhance capacity in the current capabilities of the MMSN throughout the GOM to improve timeliness of response and improve diagnosis of illness and cause of death in marine mammals to better understand population health. Initially, this project will coordinate with federal and state agencies to identify what standardized protocols, training, support, data collection and analysis, equipment, and/or other resources are necessary for each region to improve existing MMSN coverage and capabilities (i.e., conduct a gap analysis). After gaps are identified, the project will develop new partnerships, improve existing partnerships, and support resources and personnel to improve stranding response and data collection. It will focus on improving the capabilities and capacity for MMSN partners to conduct "routine" activities, as well as to respond to unusual or emergency events (e.g., mass strandings/Unusual Mortality Events). In addition, there will be an emphasis on improving stranding response in remote locations or locations with limited response capabilities. The identification and development of federal, state and local partnerships will facilitate access to resources (e.g., landing s ites for dead floating whales, disposal of carcasses, towing). The project will also place emphasis on improving triage capabilities for live stranded animals (including mass strandings), such as diagnostic equipment and live animal triage training, to increase animal survival. Additionally, development of region-wide standards and protocols, and implementing training, will improve data consistency and address how MMSN partners can support restoration efforts. As part of these efforts, a forensic toolkit will be created to identify and document human-related injuries and deaths in marine mammals, which could lead to possible mitigation measures for management. The project will also support the MMSN to archive, analyze, and track samples collected from stranded animals, which will improve diagnosis of illness and cause of death (may include barcode, organizational system, information management system, etc.). It may also increase capacity for the MMSN to conduct active surveillance to enhance detection of live and dead stranded, injured, or entangled marine mammals and for improved mortality estimates (e.g., boat surveys, beach surveys). This project will establish regular training sessions and workshops to maintain the MMSNâ€™s capabilities over time and through personnel turnover, as well as share information across the network about new threats and the efficacy of various response actions to those threats. Addressing gaps and enhancing capacity in the current capabilities of MMSN will serve to improve timeliness of response and diagnosis of illness and cause of death in the GOM region. This project is anticipated to have positive impacts on the survival of many marine mammal species in the GOM, but in particular on coastal and estuarine stocks of bottlenose dolphins. Other offshore species that are subject to mass strandings or die-offs may also benefit, such as short-finned pilot whales and rough-toothed dolphins. Date Entered: May 22, 2017		Yes		No	No	No	No	No	No	Yes		$ -	$ -	

	Infrastructure	5725	8/10/2017	Develop rapid response techniques and advanced technologies to enable rapid assessment of deep-sea coral community ecology.	NOAA Project ID#13547: Deep-sea sediment fauna (infauna) represent important components of benthic biodiversity, and provide essential ecosystem functions including sediment bioturbation, organic matter decomposition, and energy transfer. However, due to their sedentary lifestyles and low mobility, infauna are vulnerable to disturbance, including hydrocarbon contamination and organic enrichment. Impacts associated with contaminants from the DWH spill resulted in changes in infaunal composition, diversity, and abundance. While these data represent a useful baseline for tracking post-spill changes, the long-term response of these deep-sea communities remains unclear. Sediment community assessments have traditionally used taxonomic methods for identification of fauna and diversity estimation. However, these methods are time intensive. Recent advances in high throughput environmental sequencing have enabled assessment of a wide range of metazoan taxa present in deep-sea sediments using molecular methods. Environmental sequencing has been successfully used to assess biodiversity and genetic connectivity of deep-sea and coastal sediment communities, and characterize pre- and post-spill beach sites affected by heavy oiling during the DWH spill. Environmental sequencing may elucidate connectivity among GOM habitats, potentially identifying critical habitats for biodiversity maintenance, which is important for successful recovery of impacted communities. Comparison between DNA-based data sets and taxonomic results will provide quantitative metrics to ground-truth the utility of molecular analyses in future rapid assessments. This type of DNA-based method will be useful for understanding the effectiveness of restoration efforts by providing rapid quantification of infaunal community changes with disturbance, and potentially the identification of new indicator species for future disturbance events. Sediment cores will be collected adjacent to deep-sea corals (healthy and impacted sites) and sediment fractions will undergo standard meiofaunal extraction procedures for both taxonomic and environmental sequencing. Environmental DNA will be obtained from the extract, followed by amplification and sequencing on the Illumina MiSeq platform. This methodology has been extensively tested and validated for high-throughput environmental DNA sequencing. Processing and analysis of high-throughput data will be carried out using the appropriate software tools and bioinformatic workflows. Data collected will represent a combination of high-throughput sequencing methods and traditional taxonomic approaches, providing valuable information from which to track the recovery of impacted deep-sea coral infaunal communities, guide long-term monitoring programs of deep-sea environments, and help inform the development of future restoration plans. Samples collected will be processed for environmental analysis to provide a rapid assessment of sediment communities, to identify changes in their community structure, and to isolate species-specific responses to oil spills versus other types of disturbance. This research will provide the data required for impact assessments and to measure the success of mitigations developed through adaptive management for the protection of natural resources. The cost of this effort is a function of the number of sites examined and temporal frequency of collections. Initially, this work will investigate 3 impacted and 3 healthy deep-sea coral environments where baseline information exists, on 1 cruise/year for 5 years. Other costs will include expenses for sample processing and data analysis. Additional funding would allow this work to include additional monitoring sites, including areas adjacent to coral transplants and within protected areas, which would require additional support. An ROV is required, but ship/ROV operations can be conducted in concert with other studies examining these environments. Costs, including shiptime: $11M/5yrs. Date Entered: May 20, 2017 Date Edited: May 22, 2017		Yes		No	Yes	No	No	No	No	Yes		$ 11,000,000.00	$ -	
	Infrastructure	5727	8/10/2017	Reduce Harm to Dolphins by Determining Scope of Hook and Line Fishing Gear Interactions and Fishermen Attitudes	NOAA Project ID#13604: Fishing interactions between hook-and-line (rod and reel) gear and bottlenose dolphins occur throughout the Gulf and are increasing (Powell & Wells 2011; Shippee et al. 2011). Rod and reel gear is used by either for-hire fishing vessels (e.g., charter and head boats) or anglers. Dolphin interactions with the gear largely result from dolphins taking the bait or catch directly off a hook (e.g., depredation) or eating discarded fish (e.g., scavenging) (Powell & Wells 2011; Read 2008; Zollett & Read 2006). These behaviors are likely propagated by illegal feeding of wild dolphins which teaches the animals to associate anglers with food (Christiansen et al. 2016). Interactions may result in lost or damaged gear and fishermen frustration from dolphin depredation and scavenging behaviors. For dolphins, it may cause lethal injuries from fishing gear entanglements or ingestions, and related mortalities (e.g., fisher retaliation by shooting). Based on Gulf stranding data records from 2002-2015, 97 bottlenose dolphins stranded with hook-and-line gear attached (NOAA National Marine Mammal Health and Stranding Response Database unpublished data; accessed 2 May 2016). Stranding numbers may be up to three times higher because only a portion of animals that strand are detected and recovered (Peltier et al. 2012; Wells et al. 2015; Williams et al. 2011). There have also been federally investigated and prosecuted cases of fishermen retaliating against dolphins out of frustration for the dolphin's depredation behaviors (Vail 2016; Department of Justice 2007). Therefore, this project will reduce lethal impacts to dolphins from hook-and-line fishing related interactions known to occur within Gulf waters by: (1) Conducting systematic surveys to determine the magnitude and extent of dolphin and hook-and-line gear interactions and characterize the nature of these interactions (e.g., mapping fishery effort distribution, identifying factors leading to dolphin-gear interactions, detecting ho t-spot sites, etc.). (2) Conducting social science studies (e.g., surveys, focus groups, interviews) to characterize fishermen's attitudes and perceptions towards dolphins and fishing gear interactions, their likelihood to take various actions (both preventative and retaliatory) and their responses to various outreach messages and approaches. This project will survey anglers and for-hire boat captains/owners and their patrons. It will include fishermen fishing from both vessels and piers, fishing in a variety of habitats (i.e., coastal and estuarine), and targeting various fish species using different gear configurations in all coastal Gulf state waters. Project results will help identify what gear factors may increase the likelihood of interactions, the frequency of dolphin and gear interactions and approximate risk of lethal injury from interactions, and whether there are hot-spot areas where interactions are more likely to occur. We will then work with stakeholders to identify, develop, and evaluate conservation measures to reduce interactions (e.g., potential gear or fishing practice modifications, safe and effective deterrence techniques, etc). This project will enhance survivorship and resiliency of bottlenose dolphins by reducing lethal impacts resulting from fishing interactions between dolphins and rod and reel fishing gear. Repeating systematic surveys, social science studies and evaluating stranding data may be used for project monitoring. Date Entered: May 22, 2017		Yes		No	No	No	No	No	No	Yes		$ 1,200,000.00	$ -	
	Infrastructure	5728	8/10/2017	Documenting temporal change in deep-sea coral sediment community structure and function in order to track long-term responses to natural and anthropogenic disturbance and inform future restoration activities	NOAA Project ID#13555: Benthic fauna provide essential ecosystem services, including nutrient cycling, biomass production, and sediment bioturbation, and a loss of benthic biodiversity has been correlated with an exponential decline in ecosystem services. Sediment macro- and meiofauna (infauna) represent important indicators of natural and anthropogenic disturbance primarily due to their sedentary lifestyle and their rapid response to change; thus, examining these communities has proven useful in impact assessments of coastal and deep-sea communities. For example, in the wake of the DWH oil spill, immediate impacts were detected in benthic communities including sediments adjacent to deep-sea corals. Annual collections of sediment adjacent to the impacted corals are tracking changes in these communities with time since the spill (2010-2016). While long-term impacts to these habitats are unknown, recovery rates are predicted to be slow with DWH derived contaminants remaining in biologically active sediments for many years. Coral-associated sediments contain benthic communities that differ from other soft sediments in the GoM, and thus recovery trajectories at these locations may differ as well, making regional generalizations inaccurate. Without the knowledge of the natural trajectory for recovery of communities, we will be unable to apply remediation tactics to restore these habitats. This research will characterize infaunal community structure at several deep-sea coral sites. Sediment cores will be collected adjacent to corals to assess infaunal abundance, diversity, evenness, and composition in ecosystems affected by different stressors. Sediment also will be processed for total organic carbon and nitrogen, hydrocarbon and metal concentrations, particle size analyses and redox conditions. Similarities and differences in benthic communities will be examined using non-metric multidimensional scaling; pairwise comparisons will be made between sites in order to estimate the percent comm unity dissimilarity/similarity and the taxa responsible for differences among coral sites. RELATE and DISTLM multivariate statistics will be used to analyze and model the relationship between the infaunal assemblage data and the environmental variables. This work will provide traditional taxonomic data that is comparable to existing datasets available at impacted and non-impacted deep-sea coral sites, and regionally for northern GoM soft-sediments, and natural hydrocarbon seeps including the environmental parameters for these habitats. This work also links to proposed research examining the environmental sequencing of sediment communities entitled: Develop rapid response techniques and advanced technologies to enable rapid assessment of deep-sea coral community ecology (USGS-Demopoulos). These comparisons will quantify community changes since the spill, estimate resilience, and determine whether these systems have recovered to comparable community structures near healthy reference areas. Assessing the community composition and biodiversity at selected deep-sea coral sites will provide baseline data for community response to contaminant exposure and critical data for future restoration projects. The cost of this effort is directly related to the number of sites examined and temporal frequency of collections. Initially, this work will investigate 3 impacted and 3 healthy deep-sea coral environments where baseline information exists, on 1 cruise/year for 5 years. Other costs will include expenses for sample processing and data analysis. Additional funding would allow this work to include additional monitoring sites, including areas adjacent to coral transplants and within protected areas, which would require additional support. An ROV is required, but ship/ROV operations can be conducted in concert with other studies examining these environments. Costs, including shiptime: $10M total for 5 years. Date Entered: May 21, 2017 Date Edited: May 22, 2017		Yes		No	Yes	No	No	No	No	Yes		$ 10,000,000.00	$ -	
	Infrastructure	5729	8/15/2017	Harrison County Sheriff's Department Training Academy	The Harrison County Sheriff's Department Training Academy is a full-service training academy that offers basic certification and advanced courses in communications, corrections and law enforcement. The academy is a collaborative partnership between the Harrison County Sheriff's Department and the Mississippi Gulf Coast Community College. The instructor pool of the Academy is comprised of practitioners; ensuring attendees receive real, practical training. The current pool of cadets come from the private and public sectors spread throughout the entire State of Mississippi. The Academy also trains self-sponsored cadets that were unemployed upon enrollment and hired by Law Enforcement Agencies upon completion of the program; the agencies that hired the trained cadets are also spread throughout the state. The Sheriff's Department is currently leasing the property and facility where the Training Academy is held and is at capacity. The Sheriff's Department is seeking funding in order to build a state of the art Training Academy that will allow them to become a premier destination for law enforcement training in the Southeastern United States.	Harrison	Yes	90	No	Yes	No	No	No	Yes	No		$ 5,000,000.00	$ -	
	Infrastructure	5734	8/16/2017	Dolphin Conservation Mobile Education/ Outreach Exhibit	NOAA Project ID#13570: This project involves developing a mobile outreach and education exhibit that would travel throughout the Gulf States to educate residents and visitors about dolphin conservation issues. The audience includes recreational fisherman, beach-goers, motorized and non-motorized recreational vessel operators, and the general public. By educating these audiences and distributing outreach materials at fishing piers, marinas, and events, this project will: - Reduce injury and mortality to bottlenose dolphins from hook-and-line fishing gear by educating fisherman about ways to avoid interactions with dolphins while fishing and provide them with Dolphin Friendly Fishing Tips. - Increase bottlenose dolphin survival though better understanding of cause of illness and death as well as early detection and intervention of anthropogenic and natural threats because this audience would know how to help a stranded, injured or entangled marine mammal and to report these animals to the appropriate stranding network immediately. - Reduce injury, harm, and mortality to bottlenose dolphins by reducing illegal feeding and harassment activities because audiences will better understand the harm and consequence of these activities. They will learn how to recognize dolphin behaviors that are signs of harassment and also how to responsibly view dolphins in the wild. - Reduce injury and mortality of marine mammals from vessel collisions by educating mariners about marine mammal viewing guidelines and precautions they can take to avoid vessel strikes. A large van would be purchased and wrapped with colorful, eye catching dolphin graphics and bold educational messages. Not only would this attract people during outreach but the wrap would also serve as a rolling billboard that has the potential to reach thousands when traveling throughout the Gulf States. The inside of the van would be a customized exhibit illustrating and educating audiences about the topics above. The budget includes funds to purchase and customize the vehicle, as well as funds for salary of an educator/driver, fuel, per diem (food/lodging), outreach materials, and insurance & maintenance of the vehicle for at least 3 years. Date Entered: May 22, 2017		Yes		No	Yes	No	No	No	No	Yes		$ 500,000.00	$ -	
	Infrastructure	5735	8/16/2017	Marine Mammal Conservation Print Ads in Tourism & Trade Magazines	NOAA Project ID#13575: Print ads in tourism magazines can sometimes be effective in reaching large audiences with the desire to interact with marine mammal in the wild. Unfortunately, magazines offering discounted or probono ad space usually means small ads in the back of a magazine that will most likely be overlooked. This project includes funding a contract with a marketing agency to produce and coordinate full or half page color ads with premium locations within the tourism and trade magazine that are widely distributed throughout Texas, Louisiana, Mississippi, Alabama, and Florida. Large colorful ads would attract readers and ensure these important messages are conveyed to target audiences. By choosing tourism and specific trade magazines to reach target audiences, this project will: - Reduce injury and mortality to bottlenose dolphins from hook-and-line fishing gear by educating fisherman about ways to avoid interactions with dolphins while fishing and provide them with Dolphin Friendly Fishing Tips. - Increase bottlenose dolphin survival though better understanding of cause of illness and death as well as early detection and intervention of anthropogenic and natural threats because this audience would know how to help a stranded, injured or entangled marine mammal and to report these animals to the appropriate stranding network immediately. - Reduce injury, harm, and mortality to bottlenose dolphins by reducing illegal feeding and harassment activities because audiences will better understand the harm and consequence of these activities. They will learn how to recognize dolphin behaviors that are signs of harassment and also how to responsibly view dolphins in the wild. - Reduce injury and mortality of marine mammals from vessel collisions by educating mariners about marine mammal viewing guidelines and precautions they can take to avoid vessel strikes. Date Entered: May 22, 2017		Yes		No	Yes	No	No	No	No	Yes		$ 500,000.00	$ -	
	Infrastructure	5736	8/16/2017	Protect Wild Dolphin Billboards	NOAA Project ID#13574: This project will reduce injury, harm, and mortality to bottlenose dolphins by reducing illegal feeding and harassment activities because residents and visitors would become aware that these activities are harmful and illegal. Billboards would be used to reach large audiences with important educational messages on highly traveled roads taken by residents and visitors to coastal areas throughout Texas, Louisiana, Mississippi, Alabama, and Florida. Billboard advertisements have the largest impact on the greatest number of people and are the most cost effective method for reaching target audiences. This project includes design, print, install, and rent for media space for billboards. Billboard would convey brief but important educational messages and images about the harm in illegally feeding and harassing wild dolphins. Locations of 20 billboards will be determined by traffic patterns and distance to popular coastal area where illegal feeding and harassment has been known to occur. Billboards will be maintained in these 20 locations for 2 years to ensure constant and consistent educational messaging in a cost effective manner. Date Entered: May 22, 2017		Yes		No	Yes	No	No	No	No	Yes		$ 530,000.00	$ -	

	Infrastructure	5737	8/16/2017	Printing and Distribution of Marine Mammal Conservation Outreach Materials & Signs	NOAA Project ID#13572: Partners currently assist NOAA Fisheries with the distribution of dolphin conservation outreach materials and signs installation throughout the Gulf States. While these efforts are appreciated, outreach is inconsistent and often opportunistic; therefore lacking in many areas. This project would fund a full-time educator (2 years) to implement a thorough distribution plan and coordinate the installation of 800 dolphin conservation signs throughout Texas, Louisiana, Mississippi, Alabama, and Florida. The educator would document all distribution efforts and plot the installation of all signs on a map. By distributing outreach materials at fishing piers, marinas, businesses, tourism & education centers and at events, and by installing signs on waterways, piers, docks, and in marinas, this project will: - Reduce injury and mortality to bottlenose dolphins from hook-and-line fishing gear by educating fisherman about ways to avoid interactions with dolphins while fishing and provide them with Dolphin Friendly Fishing Tips. - Increase bottlenose dolphin survival though better understanding of cause of illness and death as well as early detection and intervention of anthropogenic and natural threats by informing audiences about how to help a stranded, injured or entangled marine mammal and to report these animals to the appropriate stranding network immediately. - Reduce injury, harm, and mortality to bottlenose dolphins by reducing illegal feeding and harassment activities because audiences will better understand the harm and consequence of these activities. They will learn how to recognize dolphin behaviors that are signs of harassment and also how to responsibly view dolphins in the wild. - Reduce injury and mortality of marine mammals from vessel collisions by educating mariners about marine mammal viewing guidelines and precautions they can take to avoid vessel strikes. Outreach materials include: (pdf of these materials: http://sero.nmfs.noaa.gov/protected_resou rces/outreach_and_education/index.html) - Protect Dolphins brochures - Southeast U.S. Marine Mammal and Sea Turtle Viewing Guidelines brochures - Marine Mammal Viewing Guidelines/ How to Help a Stranded Marine Mammal cards - Dolphin Viewing Guidelines stickers - How Can You Help a Stranded Marine Mammal? Southeast U.S. Marine Mammal Stranding Network brochures - Dolphin & Whale 911 App/ SEE & ID Dolphins & Whales App cards - Dolphin Friendly Fishing and Viewing Tips/ Donâ€™t Feed Wild Dolphins cards - Cast with Care cards and stickers Signs include: (pdfs of these signs: http://sero.nmfs.noaa.gov/protected_resources/section_7/protected_species_educational_signs/index.html) - Save Sea Turtles and Dolphins - Help Stranded Marine Mammals - Protect Wild Dolphin (Harassment) - Donâ€™t Feed Wild Dolphins - Dolphin Friendly Fishing Tips Date Entered: May 22, 2017		Yes		No	Yes	No	No	No	No	Yes		$ 275,000.00	$ -	
	Infrastructure	5738	8/16/2017	Marine Mammal Aerial Outreach Banners	NOAA Project ID#13571: The use of aerial banners (small plane pulling long banner) to relay important educational messages to target audiences has proven an effective outreach tool; banners can be used to educate beach-goers and motorized & non-motorized (jet skis, surfers, paddle boarders, etc.) vessel operators about presence of marine mammals and laws protecting them in the Southeast U.S. This project will reduce injury, harm, and mortality to bottlenose dolphins by reducing illegal feeding and harassment activities because target audiences will become aware that these activities are harmful and illegal. The project may also reduce injury and mortality of marine mammals from vessel collisions by making vessel operators aware of the presence of whales and way to avoid vessels strikes. A banner with the message "Donâ€™t Feed Wild Dolphins, Itâ€™s Illegal" has been flown over areas where this harmful and illegal dolphin interaction is known to occur but also in areas where there are large numbers of tourist. These banners have reached over 300,000 people during one flight alone; this is common during spring break and other peak seasons. Banners have also been used when whales are seen close to shore and in areas where there are large numbers of motorized or non-motorized vessels near whales; the banners have made vessel operators aware of the presence of the whale(s) to avoid vessel strikes and harassment. This project involves flying aerial outreach banners in 10 coastal areas throughout Texas, Louisiana, Mississippi, Alabama, and Florida where illegal feeding and harassment activities are known to occur. The customized banners will educate people below to make them aware that these activities are harmful and illegal. Banners will be flown on 10 days each year per location; season, historic tourism numbers, and events will be considered when choosing which days the banners are flown. Banners would also be flown at times when other marine mammals (ie. orcas, Brydeâ€™s whales) are seen w ithin practical flight distance from shore and in areas where vessels are near to inform those vessel operators of the presence of whales and tips on how to avoid them. May 22, 2017		Yes		No	Yes	No	No	No	No	Yes		$ 180,000.00	$ -	
	Infrastructure	5747	8/17/2017	High Resolution Multibeam Mapping and Groundtruthing of mesophotic and deepwater corals in northern GOM	NOAA Project ID#13683: Multibeam mapping and groundtruthing of seafloor features are critical steps in understanding and protecting biological resources in the marine habitat. These data are crucial for managers and agencies to take steps to delineate areas for protection. Federal Agencies and partners, primarily National Marine Fisheries Service, Gulf of Mexico Fisheries Management Service, Bureau of Ocean Energy Management, and National Marine Sanctuaries will utilize these data for future management actions. Potential sanctuary expansion boundaries, habitat maps, assessment of HAPC and BOEMs No-Activity Zones are examples of uses of these high resolution products. While the FGBNMS has invested extensive resources over the last 20 years to map and groundtruth locations in the northwestern Gulf of Mexico, there are significant mesophotic and deepwater coral sites in the northern Gulf of Mexico lacking in multibeam coverage, and subsequent groundtruthing. As part of the groundtruthing activities, there is a need to define high density coral coverage for different depths â€“ this term is used consistently in management and science applications, but is rarely defined. In regards to this, it will be valuable to have knowledgeable experts in the areas of spatial applications, and general familiarity with the biology in these depth ranges. There may be a need to develop this capacity. The DWH NRDA trustees should consider partnering in and providing funding support to obtain full coverage of multibeam bathymetry of areas of interest, as well as support to conduct groundtruthing surveys to discern the biological resources within these areas, including defining "high density" terminology, and developing expertise capacity for key biology. These areas include the full extent of the areas encompassed by the five alternatives evaluated in the 2016 DEIS for sanctuary expansion of the FGBNMS, the full extent of the areas considered by the Gulf of Mexico Fishery Management Council for potential de signation of deep coral HAPCs, and the full extent of BOEM No Activity Zones, related buffer zones, and lease blocks, topographic features, or seismic anomalies identified in various OCS leasing stipulations as triggers for biological review and setback. Date Entered: May 22,2017 Date Edited: May 23,2017		Yes		No	Yes	No	No	No	No	Yes		$ 5,000,000.00	$ -	
	Infrastructure	5751	10/19/2017	USM Ocean Engineering and Unmanned Maritime Systems at the Port of Gulfport	Statement of Need: The State of Mississippi has made extraordinary investments in its marine science and education enterprise around the Port of Gulfport. The acquisition of the research vessel Point Sur was possible with support at the Port, and future growth of the maritime â€˜Blueâ€™ Economy will be fostered by academic research and education activities at the Port. The investments will yield results in economic and workforce development and emerging Unmanned Maritime Systems used by the US Navy, other federal agencies and industry. Statement of Work: The USM Port of Gulfport Marine Research Facility will be completed in Spring 2018, and the funds will be used to purchase state-of-the-art fabrication and engineering equipment, information and teaching technologies, building furnishings and ship support equipment. The building is constructed by Mississippi State Port Authority, and USm is entering into a long-term Lease Agreement to occupy the building. USM must provide all furnishings, information technology, research vessel support equipment and engineering/fabrication equipment. Detailed items for acquire will be submitted, but a general breakdown is provided here. Financial Request: Engineering/fabrication equipment ($1,170,000) Transport vehicles/lifting capacity ($500,000) Warehousing infrastructure ($100,000) Facility staff machinist start up ($200,000) Small boats shop ($75,000) Furnishings ($130,000) Information/teaching technology ($225,000) Total Request: $2,400,000	Harrison	Yes	50	Yes	Yes	No	No	No	Yes	No		$ 2,400,000.00	$ -	
	Infrastructure	5756	1/18/2018	East McHenry Road Restoration and Improvements (Final Phase)	East McHenry road is a narrow gravel road that runs east to west from Hwy 15 through Desota National Forest to Hwy 49 in the southern part of Stone County, near the Harrison County Line. Several roads head south into Harrison County from East McHenry road. In 2014, the county received a FLAP grant for the first phase of improvement which will replaced one low weight bridge and widen and pave 1.3 miles of the road. In 2015, a second FLAP grant was secured for 3 more bridges and 2.3 miles of road. The last portion of the project is 2.63 miles with one bridge. Currently, Stone County has no funding for this portion. If funded, Stone county will have a continuous paved road making traveling safer. The USFS as well as private sector timber growers will benefit from a paved route to the mill with no low weight bridges. The USFS has identified a colony of endangered Quill Wart down stream from several bridges on the second phase. By paving and grassing, the silt from the gravel/sand roads will no longer impact the streams nor impact the quill wart. In general, this project improves economy, hydrology, and environment.	Stone	Yes	100	Yes	No	No	No	Yes	No	Yes		$ 3,140,000.00	$ -	
	Infrastructure	5757	1/23/2018	Low Weight Timber Bridges replacement	Like most Counties in the State, Stone County has its share of low weight old timber bridges. It is a struggle to balance bridge replacements and roadway paving as there is never enough funds to do it all. We have just 12 bridges remaining that are posted in our county. If we could fix these all at once, then 100% of our normal state funds could go toward much needed paving projects on our deteriorating roads for the next 10 years. By doing so, we can avoid a higher cost for full depth reclamation which is about $ 400,000/mile verse a normal maintainance over lay of $ 65,000/mile. For 50 miles of roadway, this will save the county 16.7 million. So bottom line is spend 4.8 million now and save 16.7 million in the future. Other than the long term savings, other benefits are new open routes for the timber and gravel industry and increased safety for our motoring public.	Stone	Yes	100	Yes	No	No	No	Yes	No	No		$ 4,800,000.00	$ -	
	Infrastructure	5761	1/26/2018	County Wide Paving Project	Stone county has a lot of public roads that are still unpaved. The gravel is a constant maintenance issue. We also have deteriorating "older" asphalt roads that need to be repaved. A general repaving project would help us catch up on some roads that otherwise will not have funds to pave.	Stone	Yes	100	No	No	No	No	No	Yes	No	Yes		$ 1,000,000.00	$ -	
	Infrastructure	5764	2/23/2018	Helena Utility District Sanitary Sewer and Water System Expansion	The Helena community is located in southeast Jackson County, Mississippi and currently consists of approximately 650 homes. The area has historically high-groundwater and low-permeability soils. This combination of conditions has led to a septic system failure rate estimated at 98 percent. Expansion of the existing Helena Utility District sanitary sewer collection system would serve to prevent further pollution from failed septic systems. Additionally, due to the high contamination levels in the near surface water aquifer, water distribution system expansion is necessary to provide potable water to the Helena Citizens who are currently utilizing private wells as their sole potable water source. The Helena Utility District was formed in 2006 and consists of approximately 290 customers connected to a low pressure sewer system and 100 customers connected a potable water distribution system. This proposed project will include expansion of the existing Helena Utility District sanitary sewer collection and potable water distribution systems to connect to the remaining 360 homes that currently utilize individual septic systems for wastewater treatment and private groundwater wells as their sole water source. The proposed wastewater system extension will include construction of low pressure sewer piping, service piping, and grinder pumps at each residence to be served. The potable water distribution system extension will include construction of distribution piping, fire hydrants, and water service lines. When completed, the project will provide service to the remaining residents with a fully automated individual wastewater collection pumping system, potable water service, and fire protection. Benefits achieved will include an improved community environment, a reduction in contamination of surrounding surface water (Black Creek and subsequent receiving streams including the Escatawpa and Pascagoula Rivers) and groundwater, quality potable water source regulated by the Mississippi Department of Health, and an increase in public safety with the extension of fire protection.	Jackson	Yes	100	No	No	No	No	No	No	Yes		$ 10,000,000.00	$ -	
	Infrastructure	5765	2/25/2018	Mississippi Oyster Shell Recycling Program	The Mississippi Commercial Fisheries United, Inc. proposes for funding an oyster shell recycling program that engages Mississippi restaurants, oyster processors, and the general public to establish a recycling program that provides free oyster shell pickup, training, and drop-off locations to recycling otherwise discarded oyster shells. Oyster shells are the preferred cultch material for oyster reef restoration but due to their limited supply has been used minimally in recent restoration efforts. Alternative cultch materials have thus far proven to be largely ineffective at restoring oyster reefs in the Mississippi Sound. Funds for this project would include the procurement and management for necessary collection materials, transportation vehicles, employees, land for shell staging, and heavy equipment for shell sanitation. Similar successful projects have been implemented in other Gulf states such as Alabama, Louisiana, and Texas. The Mississippi Commercial Fisheries United, Inc. launched a successful pilot oyster shell recycling effort in 2017 that focused on collecting oyster shells at a local seafood festival; nearly 2,000 lbs of oyster shells were collected in one day. A detailed project proposal and estimated project budget for the proposed Mississippi Oyster Shell Recycling Program included as an attachment.	George,Harrison, Jackson,Hancock, Mobile,St Tammany,Stone, Pearl River	Yes		Yes	No	Yes	Yes	No	Yes	Yes		$ 300,000.00	$ 50,000.00	

	Infrastructure	5769	2/25/2018	Sea Turtle Conservation and Shrimp Trawl Vessel Electronic Monitoring Program	The Mississippi Commercial Fisheries United, Inc. proposes funding for a Sea Turtle Conservation and Mississippi Shrimp Trawl Vessel Electronic Monitoring Program. This program would initially target skimmer trawl shrimping vessels that are currently not required to use Turtle Excluder Devices (TEDs) but must adhere to tow time regulations that limit the length of the tow times to 55 minutes or 75 minutes depending on the time of the year. A pending NOAA rule has been promulgated that would require skimmer trawl vessels to use TEDs has stalled. Therefore, this program proposes a viable alternative to the use of TEDs in skimmer trawls. This program proposes funding to establish a voluntary incentive based program for Mississippi shrimpers to implement and use electronic data loggers in the cod end of shrimp nets. This data logger is water resistant and records water level data to determine when a net is submerged in water and for how long. This data would give an accurate representation of shrimp vessels adherence to tow times. These data logging units can transmit the recorded data via Bluetooth technology or be downloaded through hard wire. This data could be used to help inform compliance with tow time regulations and provide a viable alternative to the use of Turtle Excluder Devices. This technology could also be used in any type of shrimp trawl to help document effort and tow times in the shrimp fishery. This technology could also help provide verifiable data to provide shrimp buyers with tow time data to ensure quality production and add-value to domestically harvested shrimp. This program can also help the shrimp industry to obtain sustainability certification by verifying compliance with regulations that minimize lethal interactions with sea turtles.	Hancock,Jackson, Harrison	Yes		Yes	Yes	Yes	Yes	No	No	Yes		$ 750,000.00	$ 50,000.00	
	Infrastructure	5770	2/25/2018	6.)Shrimp Vessel Electronic Reporting and Bycatch Hotspot Mapping	The Mississippi Commercial Fisheries United, Inc. proposes an electronic reporting application that can be created for dissemination to shrimp fishermen as part of an incentive base program to help increase data collection in the inshore shrimp fishery. Shrimp fishermen can be trained to use the app on a smart phone or tablet and report things such as effort (trips, tow times), harvest data (type of shrimp, amount, bycatch), and other observations such as the presence of sea birds and marine mammals. Large data gaps currently exist in the Mississippi inshore shrimp fishery regarding effort. Although, a mandatory trip ticket reporting system has been implemented since 2014 in Mississippi; precise data on daily shrimping effort is poorly documented. An incentive based program that provides compensation and training to eligible shrimp fishermen would help make the program a success and greatly increase the amount of available data. This data can be made available to fishery managers, academia, and the shrimp industry to improve efficiency, management measures, and research. Additionally, this data could be used to create bycatch hotspot maps for future avoidance strategies to minimize bycatch and interactions with endangered species. Similar electronic reporting in the federal fishery known as "log books" have been used to guide management decisions.	Hancock,Jackson, Harrison	Yes		No	No	No	No	No	No	No		$ 500,000.00	$ 50,000.00	
	Infrastructure	5771	2/25/2018	Shrimp Industry Task Force (Advisory Panel)	The Mississippi Commercial Fisheries United, Inc. proposes funding for the establishment of a Mississippi Shrimp Industry Task Force. The purpose of the task force (advisory panel) is to engage stakeholders throughout the shrimp industry to bring forth ideas and recommendations to implement sustainability projects and management measures. Mississippi currently does not have a shrimp industry task force. The task force would not have any regulatory power and would only be able to provide recommendations to the proper state and/ or federal governing bodies. This program request funds to conduct meetings, outreach, and procure certain equipment necessary to fulfill the objectives of the task force. Funds would be used to secure meeting venues; appoint and compensate task force members for time contributions; purchase technological equipment to record and broadcast meetings; and conduct outreach to the shrimp industry and local community.	Hancock,Jackson, Harrison	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes		$ 250,000.00	$ -	
	Infrastructure	5773	2/25/2018	Oyster Industry Task Force (Advisory Panel)	The Mississippi Commercial Fisheries United, Inc. proposes funding for the establishment of a Mississippi Oyster Industry Task Force. The purpose of the task force (advisory panel) is to engage stakeholders throughout the oyster industry to bring forth ideas and recommendations to implement sustainability projects and management measures. Mississippi currently does not have an oyster industry task force. The Governorâ€™s oyster task force formed in 2014 but no longer convenes due to a lack of funding. The task force would not have any regulatory power and would only be able to provide recommendations to the proper state and/ or federal governing bodies. This program request funds to conduct meetings, outreach, and procure certain equipment necessary to fulfill the objectives of the task force. Funds would be used to secure meeting venues; appoint and compensate task force members for time contributions; purchase technological equipment to record and broadcast meetings; and conduct outreach to the oyster industry and local community.	Hancock,Jackson, Harrison	Yes		Yes	Yes	Yes	Yes	Yes	No	Yes		$ 250,000.00	$ -	
	Infrastructure	5774	2/25/2018	Marine Debris and Derelict Trap Removal Incentive Program	The Mississippi Commercial Fisheries United, Inc. proposes the Mississippi Derelict Marine Debris and Trap Removal Incentive Program. Similar programs have proven to be successful in removing marine debris and derelict crab traps throughout the Mississippi Sound. The difference in this program and previous program is that this program proposes to utilize both commercial trappers and commercial shrimpers to remove and properly dispose of marine debris and derelict crab/ lobster traps. Commercial shrimpers often encounter derelict crab traps in the inshore waters of the Mississippi Sound and lobster/ lionfish traps in the Gulf of Mexico. Marine debris is ongoing probably annually due to tropical storms and hurricanes. This program seeks to incentivize the proper disposal of marine debris and derelict traps that are incidentally caught to help reduce the overall mass of marine debris in the Gulf of Mexico and coastal waters. Additionally, trap fishermen would be engaged to help identify locations of derelict traps and also to help retrieve derelict trap or marine debris. A nominal stipend would be paid to legally licensed commercial fishermen participants to participate in the program. The program would also request fund to establish disposal sites (i.e.: dumpsters and fenced areas) at a locations that are convenient for the removal of marine debris and derelict traps.	Hancock,Jackson, Harrison	Yes		Yes	Yes	Yes	No	No	No	Yes		$ 2,000,000.00	$ -	
	Infrastructure	5775	3/1/2018	City of Lumberton Stormwater & Sewer Systems Improvements Project	The City of Lumberton, located in Pearl River and Lamar Counties, is proposing a project concerning much needed improvements to the storm water and sewer collection systems in a 65 Acre drainage basin area in the middle of the City that includes the Lumberton Schools main campus, which includes K-12 grades in various buildings. This project contains 5 distinct phases that need immediate attention to correct multiple problems including flooding and back-up/overflowing of sanitary sewage in residential areas and on the school campus/within school buildings. All of these problems (storm water & sewer) combine together in this portion of the City as well as its watershed areas which empty into Dry Branch and Red Creek. As you will see in the attached project layout map, the 5 phases of proposed work are as follows: Phase 1: 65 Acre Drainage Basin Storm water Improvements - Removal/replacement of several existing storm water collection pipes and other underground drainage structures that are broken and/or under-sized. These existing structures have failed, causing severe damage including scouring/undermining/structural damage of numerous residential homes. Existing drainage ditches are also not sized appropriately to adequately handle storm runoff during heavy rain events. This broken storm water collection system causes flooding at various points in the Lumberton Schools Campus, which is at the downstream end of the drainage basin before it empties into Dry Branch. Phase 2: Drainage Channel Improvements - Improve approximately 500 Linear Feet of an existing drainage channel on the south side of the schools campus that currently is undersized and not able to adequately handle storm water run off. Neither does this channel have adequate storage capacity to handle back up flow from Dry Branch/Red Creek during flood events. This contributes to flood waters backing-up onto the school campus. Phase 3: New Drainage Installation - In an effort to redirect and relieve a large portion the amount of storm water flow that comes through the school campus, install approximately 1,300 Linear Feet of new underground storm water drainage collection pipes/structures down highway 11 in that will empty into Dry Branch where it crosses highway 11. Phase 4: Re-route existing sanitary sewer lines - currently the City's sanitary sewer collection system transmits sewage through underground pipes that go directly through the school campus. In previous years during heavy rain events these pipes have backed up and overflowed on school property. While small scale measures have been attempted to reduce/eliminate this problem in years past, the problem still remains today. This phase would eliminate this route and redirect upstream sanitary sewer flow around the school's campus with the installation of new sewer mains and pump station improvements. Phase 5: Sewage Lagoon Sludge Removal - As you will see on the attached layout map, the City's 4.2 Acre aerated sewage lagoon is located not very far from the project area, further downstream along Dry Branch. The lagoon's permitted effluent flow empties into Dry Branch, which very soon afterwards empties into Red Creek. The lagoon is in major need of having its sludge removed from its main cell in order that it can once again effectively treat influent flow up to its design capacity along with any overflow that would come into it due to large seasonal rain events.	Lamar	Yes	85	No	No	No	No	Yes	No	Yes		$ 2,050,300.00	$ -	
	Infrastructure	5777	4/10/2018	Sustain American shrimp processing industry with strategic investments	Overview of the Mississippi processing industry: The U.S. Shrimp processing industry is located in the five Gulf States region. While processors are shrinking in number, Mississippiâ€™s six processors have increased their share of the domestic shrimp processing market, processing approximately 30 million pounds of shrimp each year compared to Mississippiâ€™s 6 million pound annual catch. Processors are the crucial first link in the supply chain that delivers fishermenâ€™s harvests to the U.S. market through retail distribution, food suppliers and restaurants. Shrimp processed in Mississippi have a $100 million value when exported from Mississippi into the supply chain, a significant value-added industry, with significant economic impact on the state of Mississippi. Mississippi processors provide 2,300 jobs to the state of Mississippi, directly and indirectly. Jobs directly attributed to processing hit a post-Katrina high in 2015, more than 1600 â€“ even in light of direct processing jobs in Gulf states shrinking from 14,000 to 11,000 in the same time period. And, while the number of Mississippi processing jobs has fluctuated since 2006 due to natural and man-made catastrophes, it has bucked the national trends, growing when the U.S. number of processing jobs was in decline. Mississippiâ€™s ability to grow this industryâ€™s output, and economic impact in a stagnant / shrinking national industry demonstrates that with strategic investment in innovation, growth has occurred and can continue in the future. For more than a decade, Americans have consumed more shrimp than any other type of seafood, and the amount of shrimp that Americans are consuming continues to rise. In fact, in 2017, Americans ate an average of 4.4 pounds of shrimp per person, compared to 4.1 pounds in 2009. And 4.1 pounds of shrimp per person is nearly twice the per-capita consumption in 1990. Wild shrimp harvesting and processing are heritage industries of the Mississippi Gulf Coast, inextricably tied to our past, but that can be preserved and sustained for the future with the proper strategic investments. Mississippiâ€™s six processors have demonstrated resilience and innovation in the face of challenges. To capitalize on this opportunity, the industry and individual businesses within it must achieve the premium product positioning of wild caught domestic shrimp in the mind of consumers. And through sustained and strategic marketing efforts, reap the economic benefits of a higher price through every level of the supply chain, including fisherman. The challenges: Mississippi wild caught shrimp are harvested from the Gulf waters, not â€œraised to order.â€ Therefore, supply is limited. The law of supply and demand would likely have driven wild caught shrimp prices higher, if not for the rapid rise of international aquaculture and the marketing, infrastructure and finance that supports it. The domestic shrimp industry, which is the backbone of the Gulf Coast fishery, has gone from being the primary supplier to U.S. markets to representing today only 10 % of what Americans consume. 90% of the demand is served by imported, farm-raised shrimp â€“ which comes to the U.S. under loose regulations, subsidized by foreign governments, and sometimes laced with dangerous levels of antibiotics. Disasters, both natural and manmade, wreaked havoc on the industry, first with Katrina in 2005, and then the BP oil spill in 2010. First Katrina wiped out supply chains, and as the industry began to recover its working waterfronts and infrastructure, the Deepwater Horizon tragedy sent the industry reeling while questions regarding the safety of Gulf fisheries were investigated and resolved.	Harrison,Jackson	Yes		Yes	No	Yes	Yes	No	Yes	No		$ 2,400,000.00	$ 240,000.00	

	Infrastructure	5778	4/13/2018	Bernard Bayou Industrial District Railroad	Project Description The Harrison County Development Commission is requesting funds for performing extensive repairs to the Bernard Bayou Industrial District (BBID) main rail spur. The line has been closed for two years due to heavy rains in the spring of 2016 damaging the railroad bridge, a main culvert and hundreds of cross ties. BBID is the largest industrial park in Harrison County serving over 200 companies which employ over 3,000 people. Purpose of Grant Funding The purpose of the grant is to help fund the cost of the project to return the rail to service. The total cost of the repairs is $2,100,000. The repairs to the spur will restore service to existing park tenants while enhancing the attractiveness of the park to prospective companies. More importantly, the repairs will make it feasible for the HCDC to assume ownership of the spur making it eligible for Restore funds. The Kansas City Southern Railroad has agreed to convey the spur to Mississippi Power Company reverting the ownership to the HCDC. As a result, the grant will save jobs in the BBID. Tenants have had to make other arrangements for transporting inbound raw materials and outbound finished products. Customers have lost the benefit of bulk pricing typical of rail carriers. Project Benefits -To reestablish rail service to existing customers previously served by the BBID main rail spur -To save existing jobs, create new jobs and generate new capital investment -To enhance multi-modal transportation efficiency consequently improving ROI for park tenants -To provide rail service to new tenants Project Cost -Project Cost $2,100,000 â€" Track repair and maintenance, trestle repair, interchange track, culvert repair,	Harrison	Yes	100	Yes	No	No	No	No	No	No		$ 2,100,000.00	$ -	
	Infrastructure	5780	5/21/2018	Ocean Springs High School Aquaculture Expansion	This project will be based on the addition of two fully equipped greenhouses at Ocean Springs High school. By adding these new greenhouses, Ocean Spring High School (OSHS) will be able to increase the number of students who take aquaculture classes at OSHS, and it will also successfully maintain the program for 3-4 years. This past year, 89 students signed up to take Aquaculture. At the current size, full capacity is 36 students (18 per class) and 18 students for aquaculture 2 classes. The addition of two new greenhouses would give each class its own building. This would increase class sizes from 18 students to 25 students in each class for a total of 75 students per year. These students will be trained and graduate with work force skills in aquaculture, water quality, and any marine fisheries job that may become available. The program also focuses on eco-restoration. In the past, the progam has raised, oysters, blue crabs, speckled trout, tilapia and striped bass. The oysters, blue crabs and speckled trout were released in the Mississippi Sound. With the addition of the greenhouses, other species will be evaluated to be included in the program. The greenhouses are also used in collaboration with kindergarten and fourth grade students as they come to the high school and learn systems with planting and raising fish. Students then grow these plants in smaller greenhouses and eat what is grown. In addition to these greenhouses, a smaller greenhouse will be opened to the special education department. This greenhouse will be used by their students to grow vegetables and other resources to use in their classes.	Jackson	Yes	17	No	Yes	Yes	No	No	Yes	Yes		$ 290,000.00	$ -	
	Infrastructure	5795	7/20/2018	Urban Natural Resource Job Training	The MS Urban Forest Council developed a project in 1995 with EPA, creating a program to help people learn about careers in the green industry and provide job training opportunities in regard to natural resources such as landscaping, trees, food plants, growing food, land maintenance, cut flowers, and other "green jobs." The program was called 'Ribbons of Green Career and Job Training.' We are proposing this project to assist in restoring the MS Gulf Coast from injury of natural resources but also to provided valuable job training and career development. Many people are not aware of the many opportunities working with natural resources. Natural Resource Job Training and Small Business Incubator The project will include job training in the classroom and training on sites. Site for training will be identified based on topic of training, location of participants and relative to the topics. This community garden and farming space is the perfect location for a job training and small business incubator center. Not only will this project provide real-time economic opportunities to the trainees; it will also help develop and revive the surrounding communities, while rebuilding and growing the green industry along the MS Gulf coast. This project would create training programs that satisfy needs of employers in the state. The following programs would be implemented: Job training and certification as a trained individual would be provided for each of these topics. Individuals participating will complete the whole training program. Trainers will provided assistance in obtaining jobs in these areas of service or be trained to develop their own company to provide these service areas. 1. Farming-Food, vegetable, fruit and herb production a. Vegetable growing and harvesting b. Nursery training (growing seedlings & fruit tree propagation) c. Cut flower growing, harvesting d. Landscape gardening e. Arborist g. Yard Maintenance 2. Value-added processing		Yes		Yes	Yes	No	Yes	Yes	Yes	No		$ 323,000.00	$ 75,000.00	
	Infrastructure	5801	8/10/2018	Complete Wilderness Stewardship Plan for Gulf Islands Wilderness	NOAA Project ID# 13904 - The Wilderness Act requires that lands designated as wilderness be managed to preserve their "wilderness character." Legislation designated approximately 4,600 acres at Gulf Islands National Seashore (GUIS): ~1,800 acres as wilderness and ~2,800 acres as potential wilderness on Horn and Petit Bois islands in the park's Mississippi District. The wilderness boundary extends to the mean high tide line. The current Wilderness Management Plan was written in 2004 and is outdated and insufficient and needs updating. It does not include some of the NPS current planning frame work for wilderness areas. Components of the new plan would include guidance for inventory and monitoring of resources, guidance for management of night skies and natural sound in backcountry areas, a wilderness character narrative, a baseline wilderness character condition assessment, and development of a robust "minimum requirements analysis" process. It would also evaluate administrative use and facilities as well as visitor use in backcountry and wilderness areas of the park, and consider a permit system for backcountry use. The Horn Island Wilderness Area would be a focal point of the plan, which would evaluate alternatives for the administrative corridor and facilities on Horn Island such as the structures and pier. Current visitor use of Horn and Petit Bois Islands is high. For example, there can be up to approximately 300 to 500 boats on busy holiday weekends (e.g. July 4th). The boats move between Horn Island and Petit Bois depending on law enforcement presence and tend to be located at the sandy tips of the islands. There are 2-6 individuals per boat, or approximately 1000 to 2000 people. The Plan would include an Environmental Impact Statement or an Environmental Assessment (TBD) which will require public comment and publication assistance. The Plan may require a "carry capacity" study be conducted and other associated natural and cultural resource data be collected. Date: Aug 8, 2018		Yes		No	No	No	No	No	No	No		$ 1,100,000.00	$ -	
	Infrastructure	5802	8/10/2018	A strategic plan for restoring environmental quality and public health in coastal watersheds affected by decentralized wastewater treatment facilities	About 11% of the surface water streams in Mississippi coastal region received fair or poor ratings indicating possible point or non-point source pollution loads into these surface streams. The Jourdan River watershed is designated as a priority watershed for improving the water quality in this region. Primary water quality concerns for the Jourdan River have been identified as faulty septic and wastewater systems, sediment from soil and stream bank erosion and nutrient enrichment. This restoration research project will evaluate the performance of current on-site wastewater treatment systems for decentralized communities in the coastal region of Mississippi where the effluent standards might be at risk. The investigation will include a comprehensive assessment of effectiveness of current wastewater treatment approaches from the surface and ground water quality and economic feasibility perspectives. In our previous efforts, we have identified representative sites (sensitive streams of Bayou Bacon, Bayou La Terre, and Orphan Creek) in the watershed and evaluated the existing on-site wastewater treatment systems. A sample collection and analysis program was implemented for representative sites to measure pH, temperature, biochemical oxygen demand (BOD), total suspended solids (TSS), total nitrogen (TN including TKN), nitrates and nitrites, and total phosphorous (TP) and fecal coliform bacteria. Established methods were used to measure these constituents from the select representative sites at designated time intervals to represent dry and wet weather and cold and hot weather conditions over seven months. These results were analyzed to determine the feasibility of on-site wastewater treatment systems and estimate nutrient loads released through effluent discharges. Outcomes from this project include (i) a compilation of data on current on-site, decentralized wastewater treatment facilities in the Jourdan River watershed and characterization of wastewater management practices for the coastal region; and (ii) analysis of water quality parameters for representative sites to assess performance of on-site wastewater treatment systems. This study albeit based on a very limited data showed that onsite wastewater treatment and management systems in the areas surrounding the sample collection sites are probably not the major contributing sources for fecal coliform contamination in the tributaries studied. Additionally, constituents normally found in wastewater effluent were not found in high concentrations in the water samples collecme from these tributaries. This indicated that the majority of the onsite wastewater treatment and management systems in the areas surround the sample collection sites were functioning properly, and that alternative means of contamination should be explored. A poor correlation was also observed between the precipitation events and coliform and nutrient concentrations in the tributaries. However, the fecal coliform bacteria counts exceeded the regulatory limits in several occasions, especially, those following precipitation events. These observations suggested that a more detailed, holistic (spatial and temporal), long-term sampling program is required to determine the non-point sources contributing to the impairment of these tributaries in the Jourdan River watershed. Here we propose a strategic plan to assess the current water quality and their impacts on the receiving water streams and public health in coastal watersheds of Mississippi. Our preliminary results indicated a poor correlation between the precipitation events and the nutrients and fecal coliform contamination in the sensitive streams of Bayou Bacon, Bayou La Terre, and Orphan Creek. Biweekly water sampling and data analysis for four months on these creeks did not yield any critical or convincing observations. This suggests that long term and wider range evaluation is necessary to understand the impacts of onsite or decentralized wastewater treatment facilities and other anthropogenic activities that contribute to this water impairment. We propose a three dimensional approach which consists of environmental, human (societal) and technical factors to holistically assess the current state of water quality of streams impacted by numerous activities surrounding them. Lack of sufficient data on the installations of wastewater treatment facilities, the type of systems and their treatment capabilities makes the assessment of their impact on the receiving water streams a daunting task. The first step to address this issue is to conduct a survey across the communities to gather information related to the existing onsite and decentralized wastewater treatment systems and their status of operations. The second step would be to utilize in-situ remote sensing reflectance measurement methods based on a GER 1500 Spectroradiometer and Landsat 8 satellite imagery, and	Hancock	Yes		Yes	No	No	No	Yes	No	Yes		$ 500,000.00	$ -	
	Infrastructure	5803	8/10/2018	Establishment of a Coastwide Reference Monitoring System (CRMS) in Mississippi	NOAA Project ID# 13891: Expansion of a Coastwide Reference Monitoring System (CRMS) wetland observation network into Mississippi to inform wetland restoration success and also assist with Trustee ecosystem restoration quantification. The proposed project would build off of the existing CRMS wetland monitoring system being implemented in Louisiana. In Louisiana CRMS was designed to monitor the effectiveness of restoration actions at multiple spatial scales from individual project sites and the influence of these projects throughout the coastal zone. The LA CRMS design includes sites for swamp habitats along with fresh intermediate, brackish and salt marshes. This project could be implemented for swamp and marsh or only marsh if needed depending on the need. The following data types are proposed record land change, hydrologic, soils and vegetation including aerial imagery, accretion and surface elevation, vegetation, soil porewater salinty, soil properties, hydrographic. Additional activities such as data management and visualization, data analysis, report cards would be built into to the project as necessary and appropriate. This project would aim to build off of and leverage existing efforts in the State of Mississippi where possible. NOAA Project ID# 13891 Date: Aug 7, 2018		Yes		No	Yes	No	No	No	No	Yes		$ -	$ -	

	Infrastructure	5804	8/10/2018	Long Beach Harbor Enhancements	NOAA Project ID#13889: The Long Beach Harbor serves mainly recreational boaters. However, that recreational use is the basis for a robust business community that serves tourists, fishermen, boat owners, restaurant diners, and pedestrians. The Harbor has been repeatedly damaged by natural (Hurricane Katrina) and man-made (BP Oil Spill) disasters. The natural disasters have destroyed and damaged the harbors channel, breakwaters, and support infrastructure (gas lines, power, etc.). The BP Oil Spill damaged many boats docked in the harbor and made tenants less likely to dock in the harbor. These direct impacts drove away the secondary commercial businesses that relied on the port such as fuel docks, bait shops, restaurants, etc. Date: Aug 7, 2018		Yes		No	Yes	No	No	No	No	Yes		$ 60,000,000.00	$ -	
	Infrastructure	5805	8/10/2018	Freshwater inflow assessment and enhancement for the Mobile, Tensas, Pascagoula, and Pearl River basins and receiving estuaries.	NOAA Project ID# 13887: This project will develop decision-support frameworks connecting water-related management and use activities for the Mobile, Tensas, Pascagoula, and Pearl basins to receiving estuaries/sounds through streamflow accounting. These frameworks will allow resource managers to evaluate consequences of management actions in terms of meeting various goals and constraints along the river system and into the estuaries. Flow-based models, such as flow-ecology or flow-quality response models for either freshwater or saltwater systems developed as part of this effort or other efforts, can then be integrated into the decision-support framework to provide a more holistic understanding of proposed actions and potential consequences prior to being implemented. This project would be a "build off" of the Baseline Flow Project (BFP) funded as part of the RESTORE Council's Funded Priorities List 1. NOAA Project ID# 13887: The BFP has funding to support the development of a Decision Support System (DSS) for either the Pearl or Pascagoula River basins. The idea presented here includes the full development of the decision-support framework along with flow-ecology models for the Mobile (includes Tensas) and either the Pearl or Pascagoula River basins (3 total) creating parallel decision-support frameworks across much of the northern Gulf Coast drainages. Each framework would be built by a 3rd party (also providing training), while data collection, assembly, and freshwater flow-eco modeling would be led/developed by the USGS. Additional streamgages for each major basin would be included as part of the effort to support both the project as well as other State interests. Support exists from the Mississippi Department of Environmental Quality and the Mississippi Department of Marine Resources as well as the Geological Survey of Alabama and the Alabama Department of Environmental Management. Date Aug 7, 2018		Yes		No	No	No	No	No	No	No		$ 3,900,000.00	$ -	
	Infrastructure	5807	8/10/2018	Beatline Parkway-Restored Economy and Environmental Innovation	NOAA Project ID# 13884: The Beatline Parkway is an innovative regional partnership to restore economic competitiveness through environmental innovation in west Harrison County. The 2015 Mississippi Gulf Coast Area Transportation Study summarized the need and benefit of this project. The Study found that north-south mobility between two primary east-west travel corridors-Interstate 10 and US Highway 90 is critical to Mississippiâ€™s Gulf Coast. Efficient, resilient north-south mobility between these two east-west corridors is essential for hurricane evacuation, daily work commutes, freight transportation and access to public services and amenities. Further the Study noted that north-south corridors quickly establish travel patterns and become the primary routes of choice for daily commercial and commuter travel needs. Most relatively long-distance trips within the Gulf Coast region use major arterial corridors and interstate routes. These north-south corridors have higher design standards and provide more direct, higher speed travel between locations. Specifically these corridors: -Serve major activity centers with the highest volume and longest commuter and freight trip demands; -Carry a high proportion of total urban travel on limited route mileage; -Interconnect and provide continuity for major rural corridors to accommodate trips to/from urban areas and movements through urban areas; and, -Service demand for intra-area travel between central business districts and outlying rural, residential areas (GRPC 2015 pg. 8-8). The Parkway would provide an efficient, high capacity north-south connection to meet critical public safety, economic competitiveness and quality of life issues in western Harrison County, Mississippi. For public safety, Hurricane Katrina demonstrated the need for an efficient, high capacity route to/from west Harrison County and the City of Long Beach, to Interstate 10 for emergency evacuations, to quickly get emergency supplies to impacted areas and for long-ter m recovery of rural and urban areas. Economically, the Parkway would simplify heavy freight movement into interstate commerce and provide significant relief to local rural and urban commuter traffic. Finally, the proposed parkway would provide numerous quality of life and environmental benefits by including a designated bike lane and/or shared use paths adjacent to but protected from vehicle lanes. The Mississippi Department of Transportation is expected to complete a Planning and Environmental Linkage (PEL) study for Beatline Parkway in fall 2018. A 2018 federal BUILD planning grant application was submitted for the project in the summer of 2018. Date: Aug 7, 2018		Yes		No	No	No	No	No	No	No		$ 45,000,000.00	$ -	
	Infrastructure	5808	8/10/2018	Quantifying water availability and quality from submarine discharge points into Gulf estuaries	NOAA Project ID# 13883: As resource managers continue to understand the effects of water availability and quality from freshwater systems that drain to Gulf estuaries and bays, one source that is typically unaccounted for comes from submarine outcrops from near-shore aquifers. The USGS has recently updated the Coastal Lowlands Aquifer System (CLAS) groundwater model which can be used to estimate groundwater flow and quantify estimates of water quality/nutrient loads from submarine discharges. Specifically, this project will utilize the updated CLAS model to address groundwater and groundwater/surface-water issues along the Gulf coast to: 1. develop an approximate water budget of groundwater flow to/from the coast; 2. evaluate subsidence related to groundwater withdrawals; 3. evaluate changes in groundwater withdrawals and effects on water budget and water levels which can be used to evaluate scenarios related to increases in GW withdrawals for public-supply, industrial, and irrigation water use; 4. evaluate potential saltwater intrusion; and 5. use groundwater flow quantities and water chemistry data to estimate nutrient loads into Gulf estuaries from submarine waters sources (which can then provide a better understanding of Harmful Algal Boom hotspots across the Gulf). This project could leverage an existing project by the University of Southern Mississippi that is already underway funded by a grant from the Mississippi Water Resources Institute that focuses on identification of groundwater seeps within the Mississippi Sound. Also, this project is indirectly related to priorities of the Water Resources Priority Issues Team of the Gulf of Mexico Alliance to better understand occurrence and distribution of HAB outbreaks in nearshore areas around the Gulf. Date: Aug 6, 2018		Yes		No	Yes	No	No	No	No	Yes		$ 3,000,000.00	$ -	
	Infrastructure	5809	8/10/2018	Development of a Decision Support System to address management of nutrient and sediment loads entering bays and estuaries from Gulf watersheds.	NOAA Project ID# 13877: This project will build an online Decision Support System (DSS) that will allow managers to run scenarios by altering identified sources of nutrients or sediment within Gulf watersheds to see the downstream effects of those scenarios on nutrient and sediment loads entering bays and estuaries across the Gulf. The DSS will be based on development of Total Nitrogen, Total Phosphorus, and Suspended Sediment Spatially-Referenced Regressions on Watershed Attributes (SPARROW) models for the entire Gulf. In addition, display of model results in the DSS can help managers target watershed areas with high nutrient loads to better locate Best Management Practice implementation. Nutrient load estimates from the models entering bays and estuaries can also be used as nutrient inputs to available hydrodynamic models to identify potential hot spots across the Gulf for Harmful Algal Bloom outbreaks. Sediment models can help locate hot spot areas for high sediment loads within Gulf watersheds, which could be important to manage wetland restoration. Date Aug 1, 2018		Yes		No	Yes	No	No	No	No	Yes		$ 4,000,000.00	$ -	
	Infrastructure	5811	8/10/2018	Assuring resilient water and wastewater infrastructure in coastal communities in the wake of sea level rise and extreme events	Hurricanes and emerging sea level rise concerns pose a threat to water and wastewater infrastructure across the country and especially in the Gulf of Mexico region. Wastewater treatment and discharge capacities of wastewater treatment facilities are significantly disrupted in these events. Some of the impacts related to hurricane and sea level rise related events may include permanent inundation, loss of treatment capabilities and pollution and impairment of effluent receiving water bodies, which in turn lead to environmental quality and public health issues. Electrical components and other critical infrastructure may be disrupted as well. To combat these issues, costly protective infrastructure and relocation options are usually considered. Where these adaptive strategies are not implemented, tanks and pipes could become overwhelmed leading to discharges of untreated effluents. Broader and critical water and wastewater infrastructure related issues include disruption of water supply, groundwater inundation, aquifer depression, salinization or seawater intrusion, sewage overflows, failure of onsite wastewater treatment systems, stromwater and contaminated water runoff, nuisance flooding, disturbance of ecosystems and protected species, and more importantly, public health. We propose to study the effects of flooding by using geographic information systems to overlay National Oceanic and Atmospheric Administration (NOAA) inundation projections for sea level rise scenarios from 1 to 6 ft with wastewater treatment plant locations in the coastal communities of Mississippi. List and locations of publicly owned wastewater treatment plants will be obtained from the U.S. EPAâ€™s Facility Registry Service database. Satellite imagery data will be used to verify the locations and identify the plants that would experience flooding. The U.S. Geological Survey sea level rise projections will be used for marine flooding due to stormwater and Coastal Storm Modeling System (CoSMoS) will be used as needed to derive new estimations. The residential population serviced by each treatment plant will be obtained from 2017 self-reported facility information summarized in the EPAâ€™s Discharge Monitoring Report Pollutant Loading Tool. To further assess the magnitude of societal impacts from wastewater treatment disruptions, we will estimate the number of people who would lose wastewater services at 3 and 6 ft of sea level rise. This project is expected to result in the following outcomes: suggestions for adaptation and intervention to address the potential impacts, delivering scope and useful information to officials and the public to make informed decisions, delivery of nuisance flooding maps, susceptibility index (proneness to damage) for affected locations and facilities, cross-cutting public health, planning and emergency management for communities and utilities, community and infrastructure planning. Other contributions will be design considerations for retention ponds and wetlands for water storage, reduction of runoff, increasing stormwater capacity and implementation of ordinance and codes.	Hancock,Stone,Jackson,Pearl River,Washington,Harrison,George,Perry,Forrest,Mobile,St Tammany,Orleans	Yes		Yes	No	No	No	No	No	No		$ 500,000.00	$ -	
	Infrastructure	5818	8/10/2018	Trees Please Gulfport: Urban Forest for Clean Waters	In undeveloped areas of the coast, rain is intercepted by trees and the rest soaks into the ground, filtering out pollution. But on the developed coast, buildings, parking lots, roads, and other impervious surfaces, trees and soil no longer slow the rainfall and filter the water. The resulting stormwater instead picks up nitrogen and phosphorus pollutants. It flows rapidly into bayous, beaches, and Mississippi Sound via storm drains. The results include beach closures, oyster contamination, and fish kills. This project would increase urban forestry--trees and soil--in the city landscape. Trees and soil decrease polluted stormwater runoff (including oil, pet waste, and fertilizer). This increases water quality for recreation, oysters, and fish on the Mississippi Gulf Coast.	Harrison	Yes		Yes	Yes	No	No	Yes	No	Yes		$ 1,000,000.00	$ -	
	Infrastructure	5819	8/10/2018	Red Creek Nutrient/Sediment Reduction Program Stone and George Counties, Ms. Lower Pascagoula River Drainage, Miss	Red Creek in George County has been suffering from water quality problems due to periodic sediment influx with rainfall events. Several sites are possible origins, but one large one exists. A 400-acre recreational riding park for All Terrain Vehicles, "R.C.O.R." on Vestry Road has been in operation for about 15 years, and the runoff from the constantly disturbed soils and mud pits on the site has been and is still reaching Red Creek through small woodland branches running into the Creek from from its south bank. Despite citizen complaints over the past 3 years, and in spite of several attempts at characterizing the source, timing, and magnitude of the sediment inputs from this site, or other sites, no definitive answers have been put forward by any person or government agency that can be used to isolate, regulate or otherwise modify or mitigate this water quality impairment from mud and sediment. Remote sensing, drone photography, balloon cameras, trail cameras, and or photography using airplanes could be used to document runoff events that fill Red Creek with sediment in this section of the stream in George County as well as upstream in Stone County. With such visual documentation, simultaneous testing of Red Creek water quality for sediment and nutrient components must be done so a visual/testing record of this problem can be created. Engagement and creative collaboration of MDEQ staff and NRCS/USDA could possibly result in discovery of the right "hook" or incentive so that these agencies can collaborate on the water quality problem in this section of Red Creek. The land is mostly forested in the vicinity, and there is almost no agricultural land use along Red Creek. There also is not a protected species like the Gulf sturgeon with habitat in Red Creek that can be used to clearly justify federal agency intervention or some kind of enhanced soil conservation practice payments. Also, the owner of the Red Creek Off Road park has been intransigent and has not, to my knowledge, voluntarily undertaken measures to reduce the sediment contribution from his land to the Creek. This situation is at an impasse, and has been for about 3 years. There is not enough data collected by MDEQ to confirm the water quality problem that the downstream neighbors can see; there is not a permit that proscribes Red Creek Off Road from polluting, and there is very little likelihood that USDA/NRCS can do here what it has done in the NRDA Upper Pascagoula Nutrient Reduction projects because the Gulf sturgeon was the ESA "hook" that helped get NRCS involved, and there isn't an apparent hook here through the ESA. Red Creek downstream of this ATV park is on the new 303(d)list for pH impairment, but not for sediment. Some of the upstream tributaries to Red Creek have been on the impaired waters list in the past, like Flint Creek. There are sand and gravel operations that may be contributing sediment to this section of the Creek, and there are a number of upstream NPDES discharge permits, including the Perkinston Campus of MGCCC along with several industries in Wiggins. However, the people downstream of this ATV park in George County have seen what has happened to the Creek over the past 15 years since the park began operation and there doesn't seem to be much doubt that the ATV park is a major sediment polluter. Some residents captured bad runoff from the park's small drains with pictures two years ago, and MDEQ has copies of these. At the very least, MDEQ, USDA/NRCS and the Mississippi Health Department should discuss how to focus restoration funding on this problem. I'd like to be included in such a meeting, as would the Red Creek fishing camp owners downstream. If a connection or "hook" can be found to use any source of BP RESTORE, NRDA, or NFWF Restoration money to characterize this problem, or to help install	George	Yes	50	No	No	No	No	Yes	No	Yes	Enforcement	$ 500,000.00	$ -	
	Infrastructure	5822	8/10/2018	Trees Please Biloxi: Urban Forest for Clean Waters	In undeveloped areas of the coast, rain is intercepted by trees and the rest soaks into the ground, filtering out pollution. But on the developed coast, buildings, parking lots, roads, and other impervious surfaces, trees and soil no longer slow the rainfall and filter the water. The resulting stormwater instead picks up nitrogen and phosphorus pollutants. It flows rapidly into bayous, beaches, Biloxi Bay, and Mississippi Sound via storm drains. The results include beach closures, oyster contamination, and fish kills. This project would increase urban forestry--trees and soil--in the city landscape. Trees and soil decrease polluted stormwater runoff (including oil, pet waste, and fertilizer). This increases water quality for recreation, oysters, and fish on the Mississippi Gulf Coast.	Harrison,Jackson	Yes		Yes	Yes	No	No	Yes	No	Yes		$ 1,000,000.00	$ -	

	Infrastructure	5824	8/10/2018	Trees Please Pascagoula: Urban Forest for Clean Waters	In undeveloped areas of the coast, rain is intercepted by trees and the rest soaks into the ground, filtering out pollution. But on the developed coast, buildings, parking lots, roads, and other impervious surfaces, trees and soil no longer slow the rainfall and filter the water. The resulting stormwater instead picks up nitrogen and phosphorus pollutants. It flows rapidly into bayous, beaches, Pascagoula River, and the Mississippi Sound via storm drains. The results include beach closures, oyster contamination, and fish kills. This project would increase urban forestry--trees and soil--in the city landscape. Trees and soil decrease polluted stormwater runoff (including oil, pet waste, and fertilizer). This increases water quality for recreation, oysters, and fish on the Mississippi Gulf Coast.	Jackson	Yes		Yes	Yes	No	No	Yes	No	Yes		$ 1,000,000.00	$ -	
	Infrastructure	5829	8/10/2018	Trees Please Bay St. Louis	In undeveloped areas of the coast, rain is intercepted by trees and the rest soaks into the ground, filtering out pollution. But on the developed coast, buildings, parking lots, roads, and other impervious surfaces, trees and soil no longer slow the rainfall and filter the water. The resulting stormwater instead picks up nitrogen and phosphorus pollutants. It flows rapidly into bayous, beaches, St. Louis Bay, and Mississippi Sound via storm drains. The results include beach closures, oyster contamination, and fish kills. This project would increase urban forestry--trees and soil--in the city landscape. Trees and soil decrease polluted stormwater runoff (including oil, pet waste, and fertilizer). This increases water quality for recreation, oysters, and fish on the Mississippi Gulf Coast.	Hancock,Harrison	Yes		Yes	Yes	No	No	Yes	No	Yes		$ 1,000,000.00	$ -	
	Infrastructure	5838	8/13/2018	Long-term Water Quality and Biological Characterization Study of Mississippi's Coastal and Nearshore Habitats	NOAA Project ID# 13909: The collection and analysis of biological and water quality data as part of a long-term sampling plan can provide valuable information on background parameters and species diversity and abundance. It may also provide agencies with a better understanding of how coastal and near-shore environments are utilized by protected species, such as the piping plover, red knot, and Gulf sturgeon, as well as commercially and recreationally important species, such as shrimp and redfish, and how impacts to those environments may affect these species. Since benthic macroinvertebrates have limited mobility, communities transform in response to changes in water quality and impacts from other events such as hurricanes, beach restoration, and oil spills. Changes in the benthic macroinvertebrate community would likely impact the Gulf sturgeon and shorebird species by altering the food supply. To comprehensively understand potential impacts, benthic and water quality sampling stations will be established along the mainland and barrier islands targeting shorebird and Gulf sturgeon foraging areas, including the establishment of stations near stormwater outfalls. The deployed water quality arrays will collect data at regularly scheduled intervals every one to five minutes, capturing changes in water quality over time. Chemical and nutrient water quality samples will be collected during each benthic macroinvertebrate sampling event. These water quality data will be linked with benthic macroinvertebrate data collected near each array, providing an understanding of the response and recovery rate of the benthic community. Additional benthic samples will be collected closer to shore in the intertidal zone, focusing on shorebird foraging areas. Tidal pool and wrack line samples will be collected adjacent to the established intertidal benthic sampling stations. EAI will apply for the requisite permits to collect biological samples. Targeted water column sampling will provide Catch-per-Unit-Effor t (CPUE) data that can identify cyclical patterns and critical habitats for nearshore larval and adult fish, shrimp, and crabs. Fish and shellfish species will be collected along pre-determined survey transects over time using trawl, gill net, and plankton sampling. During each sampling event, zooplankton will be collected with each tow targeting a different section of the water column (bottom, mid-depth, and surface) once during the day and again at night. Comparisons between transects and over time will help determine spatial and temporal distributions of a variety of species, including where and when certain species of zooplankton are found within the water column. Water quality measurements will be collected at each station during a sampling event. The long-term dataset will provide detailed information on the distribution of larval and adult fish and shellfish that can assist with the determination of impacts to commercially and recreationally important species during an environmental disaster. During trips to the barrier islands, informal boat-based surveys for marine mammals will be performed, including collection of GPS data and photographs of dorsal fins for identification. Additionally, opportunistic sightings of stranded sea turtles and marine mammals and of live sea turtles and marine mammals from the islands will be recorded, and the data provided to interested researchers. If desired, carcasses can be salvaged and transported to research organizations to supplement data collection efforts. Estimated costs are for one year of monthly sampling. Date: Aug 10, 2018	Harrison, Hancock, and Jackson Counties	Yes		No	No	No	No	No	No	Yes		$ 2,000,000.00	$ -	
	Infrastructure	5839	8/13/2018	Sea Turtle, Shorebird, Terrapin, and Marine Mammal Monitoring on the Barrier Islands of Mississippi	NOAA Project ID# 13908: The barrier islands of Mississippi are utilized as important habitat by threatened and endangered species of sea turtles and shorebirds. There are no dedicated comprehensive surveys conducted to document the distribution, abundance, and seasonal variation of sea turtle and shorebird nesting on these islands. Such data establishes a baseline in support of future barrier island restoration projects, land use changes, development, or oil spill and hazardous waste damage assessments. EAI will apply for all requisite permits to perform sea turtle and shorebird nesting surveys, including an Administrative Scientific Collecting Permit from the Mississippi Department of Wildlife, Fisheries, & Parks and a Special Use Permit from the National Park Service. One of the primary goals of this project is to conduct daily sea turtle nesting surveys during the most active period of nesting, approximately April 15 through August 15, in a consistent manner each year using land-based and/or boat-based observation. Nests will be marked and monitored for signs of depredation, hatchling emergence, disorientation, and nest loss due to erosion/wave action. During reproductive success analysis, biological samples may be collected for genetic analysis to improve the data set regarding diversity, fine-scale population structure, individual relatedness, and accurate effective population size estimates for sea turtles nesting in the Northern Gulf of Mexico. Real Time Kinematic (RTK) survey data and sediment samples will be collected from each sea turtle nest and false crawl profile. Sediment compaction measurements will be collected along each crawl with a USACE-approved cone penetrometer. Concurrent with daily sea turtle surveys, staff will monitor for the presence of diamondback terrapins on the barrier islands based on crawl identification and record and monitor nesting activity. Weekly nesting shorebird and migratory shorebird surveys will be conducted year-round to provide data on the distribution, abundance, and seasonal variation of shorebirds (including piping plovers and red knots) and seabirds utilizing the islands. These data will also help identify important nesting, overwintering, and migration stopover habitats. During trips to the barrier islands, dedicated boat-based surveys for marine mammals will be performed, including collection of GPS data and photographs of dorsal fins for identification. Additionally, opportunistic sightings of stranded sea turtles and marine mammals and of live sea turtles and marine mammals from the islands will be recorded, and the data provided to interested researchers. If desired, carcasses can be salvaged and transported to research organizations to supplement data collection efforts. During daily monitoring, observations of human activities will be recorded to document anthropogenic impacts on the barrier islands. Estimate cost is per year. Date: Aug 10, 2018	Harrison, Hancock, and Jackson Counties	Yes		No	No	No	No	No	No	No		$ 1,100,000.00	$ -	
	Infrastructure	5845	8/13/2018	Cat Island Visitor Access Facilities	NOAA Project ID#13894: Visitor access to the NPS part of Cat Island along the north shore is difficult. The water is very shallow and boaters have to anchor their boat offshore and walk in to the shoreline; this is both an inconvenience to visitors and injurious to the nearshore benthos (from boat hull and propeller scars and also footprints). Once onshore, there are no established trails or interpretive wayside exhibits. This project would: 1) construct a 600-ft-long pier adjacent to a previous WWII military pier site at Cat Island to provide vessel access to the north shore of the island (the pier is accessible by an old military road that connects to an interior road system maintained by the park service); 2) docking facilities at the end of the pier; 3) and a shade shelter/pavilion, waysides, regulatory signage and interpretative/educational panels interpreting the historic use of Cat Island as a military dog training camp. Date: Aug 8, 2018	Harrison County	Yes		No	Yes	No	No	No	No	No		$ 3,650,000.00	$ -	
	Infrastructure	5849	8/14/2018	Quantification of nutrient and sediment loads into the Mississippi Sound and Mobile Bay to inform oyster management	NOAA Project ID# 13895: This project will be a comprehensive study of historical and current streamflow, sediment, nutrients, and other pertinent water quality data and corresponding salinity, pathogen, and HAB responses to help inform oyster management in the Mississippi Sound and Mobile Bay. We intend to gather current and historical streamflow and water quality data (circa 1980) to : (1) quantify a surface water budget for freshwater entering these estuaries; (2) estimate trends in sediment and nutrient loads from point and nonpoint sources; (3) gather and analyze historical salinity data compared to historical trends in freshwater streamflow and any other trends related to climate change; and (4) relate trends in nutrient or other pertinent water quality loads to trends in historical pathogen, HAB, and oyster mortality responses. This project will leverage the existing Louisiana, Mississippi, Alabama Coastal Systems (LMACS) effort led by the Mississippi Department of Marine Resources. Date: Aug 7, 2018	Coastal counties in MS and AL	Yes		No	Yes	No	No	No	No	Yes		$ 1,500,000.00	$ -	
	Infrastructure	5850	9/7/2018	BSL Downtown Amphitheater	The City of Bay Saint Louis would be an ideal location for an open-air amphitheater. The venue could be used for entertainment, musical performances, and local festivals. The amphitheater could also be utilized by city schools and local community organizations. An amphitheater in downtown Bay Saint Louis would be an asset and an economic benefit for the whole community.	Hancock	Yes		Yes	Yes	No	No	Yes	No	No		$ 2,000,000.00	$ -	
	Infrastructure	5851	9/7/2018	Roadways and Infrastructure Improvements Project	The Bay Saint Louis, MS Wards 5 and 6 area, which is prone to flooding especially during hurricane season, consists of several isolated neighborhoods with only one point of ingress/egress. During storm events with excessive rainfall, rehabilitated/repaired/replaced road infrastructure would increase safe evacuations from the area. Additionally, a bridge connecting the isolated neighborhoods would increase safe egress paths from flooded streets. This area has limited access to existing transportation infrastructure along Highway 603 and very limited or no neighbor to neighborhood access. This project will fund planning, engineering and construction of a road crossing (bridge) and modifying, rehabilitating, repairing or replacing pre-existing road infrastructure and drainage to make it safer and more welcoming to all users in Bay Saint Louis, MS. This area is one of the fastest growing communities in MS and improved roadways and infrastructure will allow the area to continue to grow and expand the tax base of Bay St. Louis.	Hancock	Yes	50	Yes	No	No	No	Yes	No	No		$ 6,864,000.00	$ -	
	Infrastructure	5852	9/10/2018	Mississippi Coastal Improvement Program (MsCIP) Deer Island Ecosystem Restoration Program	Scope of Work: This Project will complement the existing Federal restoration projects at Deer Island by minimizing the fracturing of diversity and creation of an additional 400 acres of highly productive wetlands, beach and dune and maritime forest habitat. Planned improvements include restoration of a portion of the northern and southern shorelines of the island, and new stone training dikes to prevent future erosion. Project will also restore emergent coastal tidal marsh, restore vital nodal connections of marsh/estuarine habitat for Gulf Sturgeon (threatened species) feeding and nursery use as well as federally protected migratory species, project will restore critical winter habitat for Piping Plover (threatened species), and nesting habitat for raptors including Bald Eagle as well as listed sea turtles, project will also fully restore barrier island and natural hydrologic conditions to MS Sound as well as historical inflows of Gulf water into the sound area. The project will also fully restore historic geomorphic features through restoration, stabilization of island elevations and shoreline profiles. Background and Cost: A feasibility study was completed in September 2009. The recommended total project, estimated to cost $25,800,000 with an estimated Federal cost of $16,770,000 and an estimated non-Federal cost of $9,030,000. Of this amount, $1,231,000 is estimated to be needed to complete PED (design phase elements) with an estimated Federal cost of $800,000 and an estimated non-Federal cost of $431,000. Funding Status: This project is currently unfunded. The next potential chance for funding will be from the FY 20 (October 2019) budget. Ahead of this, local non-Federal Sponsor support via a Letter of Intent will be needed. Would like to further discuss the LOI with you going forward.	Harrison	Yes		Yes	No	Yes	No	Yes	Yes	Yes		$ 25.00	$ 431,000.00	
	Infrastructure	5853	10/15/2018	Sunset Drive to Dunbar Ave Sanitary Sewer Improvements	Project consists of cleaning, videoing, addressing point repairs for damaged sewer main sections and lining of sewer main and manholes to prohibit bypass of sanitary sewer during heavy rain events. This section of sewer main is one of the oldest sections in the city and has continued to degrade over the years.	Hancock	Yes	100	Yes	Yes	No	No	No	No	No		$ 350,000.00	$ -	
	Infrastructure	5854	10/15/2018	Lift Station Repair at Ramoneda St.	Project consists of pump station upgrades to include new pumps, internal wet well rehabilitation with new discharge pipes and valves, liner of wetwell and bypass valves installed near the valve box. This pump station is continually in a state of disrepair and undersized to handle existing demand. Also, during heavy rain falls the pumps are over worked causing periodic bypass of sanitary sewer into the nearby environment.	Hancock	Yes	100	Yes	Yes	No	No	Yes	No	Yes		$ 250,000.00	$ -	

	Infrastructure	5855	10/25/2018	William Carey University College of Osteopathic Medicine at Tradition	William Carey University is a private, non-profit university with an in-depth history in the State of Mississippi, dating back to 1892. William Carey University (William Carey) provides quality educational programs, which challenge the individual student to excel in scholarship, leadership, and service in a diverse global society. William Carey currently has campus locations in Hattiesburg, MS, the Tradition Medical City in Tradition, MS and in Baton Rouge, LA. William Carey has a vast amount of educational offerings that can be found in the following colleges and schools: College of Health Sciences, College of Osteopathic Medicine at Hattiesburg Campus, School of Arts and Letters, School of Business, School of Education, School of Music and Ministry Studies, School of Natural and Behavioral Science, School of Nursing, and School of Pharmacy. William Careyâ€™s Tradition Campus, which opened in the fall of 2009, offers majors in art, business administration, elementary education, health related professions, nursing, and psychology. The University has recently reached a significant milestone with its School of Pharmacyâ€™s completed construction and its inaugural class of 57 students admittance this past July, with the capacity of 192 students and the creation of 34 new full-time equivalent jobs. The School of Pharmacy offers a three-year accelerated Doctor of Pharmacy program with an innovative curriculum that provides students with the knowledge and skillset required to excel as an entry-level practitioner. William Careyâ€™s School of Pharmacy is determined to make a difference in the lives of those who suffer from health issues such as diabetes, obesity, drug and tobacco addiction and asthma. In the spring of 2018, Southern Mississippi Planning and Development District commissioned Arduin, Laffer, and Moore Econometrics and The University of Southern Mississippi to study the economic impact of a future healthcare cluster with the Tradition Medical City at the nexus; this study was published as â€œThe Socioeconomic Impact of a Healthcare Research Cluster at Tradition, Mississippiâ€. Based on the proven theory that a cluster of healthcare and bioscience facilities in proximity to one another will accelerate innovation, this intellectual hub will serve as a catalyst for medical industry growth, residential development and serve as a primary destination for hospitals, universities, research institutions and health and life science companies. The economic impact study measured the potential for the future growth of William Carey University and Tradition based around the success of other existing business and industry clusters at Lake Nona, Florida, and Research Triangle Park in North Carolina. Based on these findings, the continued growth of William Carey and Tradition will make the Mississippi Gulf Coast a global destination for healthcare, research and medical education while creating an economic development and job creation engine for the region and the state. As the first institution of higher learning to locate in the Tradition Medical City, William Carey has experienced enhanced opportunities to partner with industry-recognized collaborators and has exceeded their own expectations with their budding campus at Tradition. Such partnerships include Mississippi Gulf Coast Community Collegeâ€™s Bryant Center School of Nursing and Simulation Lab, Gulfportâ€™s Memorial Clinic at Tradition, and the National Diabetes and Obesity Research Institute (NDORI). Following the success of their School of Pharmacy, William Carey is planning to expand their medical offerings by opening an additional College of Osteopathic Medicine at the Tradition Campus. The development of the new College of Osteopathic Medicine at Tradition will allow for an enhanced partnership with NDORI and their efforts to reduce diabetes and obesity in the State of Mississippi. As found in the attached economic impact study, in 2016 over 371,622 Mississippians suffered from diabetes (over 15.4% of the state population). With nearly 1 in 6 Mississippians affected by diabetes, the	Harrison	Yes	83	Yes	Yes	No	No	No	Yes	No		$ 60,000,000.00	$ -	
	Infrastructure	5859	11/5/2018	Mississippi Gulf Coast Near Shore Water Quality Project	This Storm Water Filtration Project is proposed to address the ongoing poor near shore water quality issues which continuously plague the Mississippi Gulf Coast. Each year, segments of our coastline have "Water Contact Advisories" posted as a result of elevated bacteria levels found within the near shore waters. These Advisories are to discourage individuals from accessing these areas and being a tourist destination, this overall perception has a negative lasting impact. Although there are several aspects of addressing this problem underway, such as upgrading sanitary sewer systems and implementing Eco-Friendly "Green" solutions, they do not fully address all of the bacteria sources contributing to these periods of elevated bacteria levels within our near shore waters. This Storm Water Filtration System technology is designed to capture the storm water run off during rain events, force through a treatment process to remove sediment and bacteria, retain the contaminants for disposal within the sanitary sewer system and return the treated storm water back into the discharging outfall. Ideally, the treatment facility should be positioned near the discharge outfall location or as close as geographically permitted to maximize the area of watershed treated. However, this technology can be placed in strategic locations based on existing conditions to treat various segments throughout a watershed. This flexibility of an adaptable design specific to existing conditions, makes for an ideal approach to treat storm water run off for clean acceptable near shore water quality. A more detailed presentation is attached with this project information.	Harrison	Yes	95	Yes	No	Yes	No	Yes	No	Yes		$ 12,000,000.00	$ -	
	Infrastructure	5864	12/14/2018	Pearl River County Open Broadband Fiber Internet	Objectives - Pearl River County Open Broadband Fiber Internet is an exploration of the economics and methods of providing open access high-speed broadband fiberoptic internet access to all of the county. Open access provides the fiberoptic infrastructure while providing equal access to internet service providers to service their customers. Fiberoptic infrastructure installations are essentially infinitely wide thus only the electronics limit the speeds provided to the customers. There is little to no competition for affordable high-speed internet in the county if it is available at all. What is available is either low speed or unaffordable for the majority of the residents. Broadband is not an ordinary product. It is essential infrastructure â€“ the platform on which most commerce now depends. It has high start-up costs that take years to recover. When telecommunications prices are too expensive or speed too slow and unreliable, all businesses and residents suffer. Much like towns bypassed by canals, rails, or highways, future prospects are bleak for communities without adequate access to the Internet. Communities that do not invest in their own next-generation networks will likely not see any significant broadband investment in the near future. Benefits - Benefits include encouraging economic development, increasing access to education, and improving the quality of life. Many of the benefits are indirect, or spillover effects in economic terms. Lower prices for telecommunications services mean more money in household and business budgets, and new jobs and business expansions mean increased tax revenue for local governments. These benefits to the community result in no direct benefit to the network owner, which is why private companies like Spectrum and AT&T have less incentive to invest at this level. This projectâ€™s mission allows it to incorporate indirect benefits to the community when evaluating its return on investment. A private company evaluates its success in some respects based on the amount of money that flows from the host community to distant investors, a public network maximizes the money left in the community. Activities â€“ Grant funds will be used for forming a board of directors, consulting with the various advocacy organizations, obtaining legal advice, attending trade shows to evaluate vendors, providing accounting, and various ancillary expenses. Expected Outcomes â€“ The business plan will be the ultimate goal of this project. It will determine the budget, sources for funding, methods and routes for fiber installation, and organizational structure. The expectation is that the recent population increase will eventually be accelerated due to the economic benefits of attracting jobs due to the affordable high-speed internet availability.	Pearl River County	Yes		Yes	Yes	No	Yes	No	Yes	No	Since this is a feasibility study it is hard to predict the complete scope of activities that will be necessary to construct a viable business plan beyond what is described previously.	$ 500,000.00	$ -	
	Infrastructure	5865	1/7/2019	Hickory Creek Headcut stabilization	Hickory Creek, along with White Cypress Creek and Catahoula Creek, make up the upper Jourdan River Watershed. They are all downcutting, each with a nick zone that migrates upstream. The one on Hickory Creek, a half mile downstream of Caesar Necaise Road, will threaten the bridge and roadway in the not too distant future. The headcut is contained within the applicantâ€™s property. Hickory Creek, in its un-degraded state, is a sinous coastal stream that is fairly small in appearance. However, it drains a large watershed upstream of the headcut, some 35 square miles. It utilizes its floodplain to accommodate the high water flows that result from heavy rainfall events. On these occasions, the stream and the floodplain together operate as one wide, forested stream. Below the nick zone, the stream is downcut enough that it loses the ability to put floodwater out onto the floodplain. When this happens, the water blows out the banks to accommodate the flow. The resulting soil and vegetation loss is staggering. The soil loss is a large contributor to the siltation problem in Bay St. Louis. Downstream of the nick zone, at some point the stream achieves a new form of stability within its canyon. Between these two areas, a length of, say, Ã¼ of a mile, is a constantly moving zone of destruction. The project is to stop the upstream migration of that zone and stabilize it. It will involve creating grade control structures, probably three or so to step the stream down in an orderly fashion. It will also involve woody debris removal and some bank sloping and stabilization. Incidentally all tributaries that enter the downcut streams have to downcut as well to reach grade. There are two main tributaries and one smaller one on the applicant's property that should receive similar treatment, although on a smaller scale.	Hancock	Yes		Yes	Yes	Yes	Yes	Yes	No	Yes		$ -	$ -	
	Infrastructure	5866	1/14/2019	Manatee Rescue and Rehabilitiaton Center in Mississippi	Although the West Indian manatee (Trichechus manatus) has historically ranged throughout the southeastern United States, its recovering population has resulted in an increased number of animals traveling throughout the coastal waterways of Alabama, Mississippi, and Louisiana. Still, this is a vulnerable species requiring continued monitoring as well as rescue and rehabilitation services. Unfortunately, there are no facilities equipped to conduct rescue and rehabilitation efforts in Alabama, Mississippi, or Louisiana. Instead, these states must rely on assistance from facilities and personnel from other states to execute both the rescue and rehabilitation of these animals. The Institute for Marine Mammal Studies is strategically located in coastal Mississippi and has a long and established history in marine mammal and sea turtle stranding response and rehabilitation. IMMS has been involved in the rescue, rehabilitation, and release of marine mammals and sea turtles since 1984, and IMMSâ€™ staff and veterinarians have the necessary experience, facilities, and capabilities to conduct rescues and rehabilitation activities within this region as well as coordinating with both state and federal agencies.	Harrison, Jackson, Hancock	Yes	10	No	Yes	No	No	No	No	Yes	Rescue and Rehabilitation	$ 5,000,000.00	$ -	
	Infrastructure	5867	1/24/2019	City of Jackson Sewer Systems Improvement Project	Proposal to assist the City of Jackson, MS with major citywide sewer rehabilitation. Although the City of Jackson is currently operating under an EPA consent decree due to Clean Water Act violations incurred by the Savanna Street Wastewater Treatment Plant, raw sewage from the plant and its associated collection lines continues to flow directly into the Pearl River and its associated tributaries. In the first three quarters of 2018 alone, City of Jackson Sanitary System Overflows released 4.5 million gallons of untreated sewage to the Pearl River and Savanna Street WWTP released 2.65 billion gallons through prohibited bypasses. The Savanna Street WWTP is currently in significant non-compliance with its NPDES permit and in the first three months of 2018, the nitrogen and ammonia total released was 105% above permit limits. In 1996, the entire section of the Pearl River from Ross Barnett Reservoir to confluence with the Strong River was placed on the 303(d) list of impaired water bodies due to nutrients/organic enrichment and low dissolved oxygen. Recommended action in 2015 TMDL for Pearl River from Ross Barnett Reservoir to Strong River is 70% reduction of total phosphorus. In a letter to MDEQ dated April 16, 2015, MDEQ acknowledged, "that a substantial portion of the existing nutrient load is due to frequent bypasses, leaking sewer pipes and sludge deposits in the Pearl River associated with the City of Jackson wastewater treatment facility." The Pearl River is being rendered unusable by the City of Jackson. This is a health and safety, economic and environmental issue not only for the City of Jackson but also for the downstream communities in Mississippi and Louisiana. Commercial and recreational fisheries and oyster hatcheries on our Gulf Coast rely on clean, freshwater flow from the Pearl River. Nutrient-laden water from the Pearl River contributes to areas of low dissolved oxygen in the Mississippi Sound and Gulf of Mexico. City of Jackson is currently under negotiations with the EPA to reduce the requirements of their consent decree due to financial hardship. Our proposal recommends monetary assistance to the City of Jackson so that they can comply with their consent decree and rehabilitate the City's WWTF and transmission system.		Yes		No	No	No	No	No	No	Yes		$ -	$ -	
	Infrastructure	5868	2/2/2019	Pascagoula River shoreline washout	The bank is washing away every time the river rises. Cumbest bluff residents Are losing their property, one house has less than 15â€™ ft. Before collapsing in the river. Something needs to be done fast	Jackson	Yes		No	No	No	No	No	No	Yes		$ -	$ -	
	Infrastructure	5869	2/4/2019	Mississippi Phosphates Superfund Site Long-Term O&M (Establish a Fund)	EPA's Superfund Program is set up such that "fund-lead" NPL sites require the State to commit to a 10% cost share on the construction of the remedy at the site. For those sites that require long-term operation and maintenance (O&M), particularly those that require the collection of leachate from closed impoundments (e.g., a gypsum stack), the State must commit to 100% of the O&M costs, typically into perpetuity. Once the remedy is in place (10% cost share to State), the site is then placed into "Operational & Function" (O&F) stage for 10 years, afterwards to O&M (see https://semspub.epa.gov/work/HQ/196829.pdf). It is estimated that the annual cost of leachate collection, treatment, and disposal at Mississippi Phosphates will be as much as $200K-$500K per year into perpetuity. With that in mind, a capitalized fund (out of RESTORE or BP funds) should be set aside to address the State's obligation for long term stewardship of this Fund-Lead Site.		Yes		No	No	No	No	No	No	Yes	Environmental Cleanup	$ 100,000,000.00	$ -	

	Infrastructure	5870	2/11/2019	Gigabit Gulf Coast and High-Tech Workforce	Mississippi Gulf Coast Community College proposes the Gigabit Gulf Coast and High-Tech Workforce project which will include the deployment, physical installation and connection of a Gigabit Gulf Coast fiber infrastructure tailor-made to meet the Coastâ€™s unique needs and requirements. In addition, MGCCC proposes to construct a Center of Excellence for Advanced Technology and offer high-tech workforce training to include Cybersecurity, Coding, Artificial Intelligence, and Virtual Reality. Mississippi Gulf Coast Community College (MGCCC) can play a unique role in helping to unify the disparate entities on the coast to accomplish these tasks. The broadband infrastructure of Mississippi has largely been in the hands of giant businesses with agendas that may not align with the interests of businesses, governments, or citizens of the Gulf Coast. In 2019, the Mississippi Broadband Enabling Act was signed into law, which allows electric power cooperatives across the state to offer high-speed internet service to its customers. Once a core cyber ring is in place, this law would allow the electric power cooperatives to take high-speed Internet service to the rural areas through the Gulf Coast region. By quickly building a future-proof pure fiber network, a Gigabit Gulf Coast can control and transform its digital future. It would establish timely, redundant, universal and affordable ultra-high speed internet connectivity. Local governments, businesses, and citizens together will spark innovation and draw new investments, develop new approaches to familiar services such as transport, education, health, utilities, and entertainment, and jump-start new ways of doing business that can take full advantage of an increasingly virtualized global economy. A vibrant fiber infrastructure will introduce a new set of challenges for everyone in the Gulf Coast region. It would be myopic to create a Gigabit Gulf Coast without training the workforce alongside this advancement to encourage innovation and protect businesses, organizations, and citizens. Objective 1: The physical installation of the fiber and connection of the key sites. This activity will proceed in as little as one or two years with new deployment technology. Activities will include first connecting public sectors, educational entities, and commercial sites with the most urgent and intensive demand. The next step will connect businesses, data centers, innovation hubs, and industrial parks that rely on data for their commercial existence. Ultimately, the pure fiber network will function as a backbone for deployment to individual homes, providing residential access to ever-richer forms of digital services and entertainment. Service providers will begin offering services over the new network and bring new applications, features, content, and services to run over the near-infinite capacity provided by the pure fiber technology. Speeds will reach least a 100 gigabit-per-second-internet connection across the Coast. Objective 2: A Center of Excellence for Advanced Technology will be located on the Jefferson Davis Campus which will house cutting edge high-tech training programs and be tied to a world-class facility to experiment with technology and offer online programs to students around the globe. Activities will include the construction of the center, equipping the center with high-tech instructional equipment and hiring of instructors. Objective 3: Four programs will be developed and implemented to include Cybersecurity, Coding, Artificial Intelligence and Virtual Reality/Augmented Reality. Descriptions of these programs follow.	Harrison	Yes	15	Yes	Yes	No	No	No	Yes	No		$ 26,000,000.00	$ -	
	Infrastructure	5871	2/11/2019	Fairgrounds Revitalization	The Hancock County Fairgrounds is situated on 80 acres of open and wooded fields in Kiln Mississippi. Facilities include a 200 x 300 (units?) covered multipurpose arena, offering seating for approximately 2,800 people, with a concession stand, restrooms and small meeting rooms. The grounds include a lighted outside warm-up arena, 150x 60 livestock barn with 100 stalls, wash racks, a four-horse walker and camper hookups. A five-eighths mile training track is located on the west side of the property. The Hancock County Multi-Purpose Arena hosts events including rodeos, livestock shows, barrel racing competitions, sports motor cross, dog shows, food & music festivals, and the annual Hancock County Fair. The practice track does not offer seating of any kind, and there are few nearby lodging options, with the nearest hotel located almost seven miles away in Bay St. Louis. The fairground property in its current state is underutilized, attracting an average 36 events per year. With appropriate maintenance, site enhancements and new amenities, the fairgrounds has the potential to become a much more desirable attraction for event planners, participants and attendees, thus contributing to the economic vitality of Hancock County and its local economies. Additionally, the revitalized fairgrounds will benefit the state economy by drawing great numbers of out-of-state visitors to the Mississippi coast. This master plan and funding proposal positions the Hancock County Fairgrounds as a high quality facility for hosting equestrian (horse) events to meet existing, untapped demand. Since the fairgrounds has a long history of hosting such events, it does not reinvent the Fairgrounds for a new purpose, but rather strengthens its existing offerings so that the facilities can qualify for a greater variety of events and attract great numbers of visitors. The first phase of construction will enhance the existing facilities, construct cottages, and maintain and improve the site to support infrastructure and accessibility requirements. Race Track, Stables and Grandstand â€“ The existing training track will be upgraded to allow for racing. Inner and outer rails will be added to the track, and the stable area will be expanded to bring the total number of stalls to 300. A grandstand will be added, with seating for up to 1,000 spectators. Cabins â€“ Four model cabins will be constructed in an area adjoining the track. Parcels will be leased and private party will build the cabins allowing county to generate lease revenue and tax revenue from improvement value on parcels. The county will pre-approve units to standardize aesthetics and for assessment purposes. Arena and Warm-Up Area â€“ The fairgroundâ€™s multipurpose arena will be extended to increase covered area by 17,250 square feet. Visibility and security of entry portals will be improved, and necessarily repairs and enhancements will be made to enhance visitor safety and comfort, as well as compliance to required codes and ADA regulations. A new 50,000-square-foot warm-up area will adjoin the expanded arena. Stage â€“ A 1,000-square-foot, roofed open-air stage will be constructed. Lawn, landscaping and lighting improvements will provide improved aesthetics while accommodating a greater range of concerts and performances. Public Dining Area â€“ Two 1,500-square-foot, covered structures will be built for outdoor dining or picnicking. Additionally, a structure for food-preparation will be built with attached (?) restroom facilities and showers.	Hancock	Yes		Yes	No	No	No	Yes	No	No		$ 18,600,000.00	$ 6,000,000.00	
	Infrastructure	5872	2/14/2019	Buccaneer State Park Enhancement	Buccaneer State Park is Mississippiâ€™s only state park with direct access to the Gulf of Mexico, Located within the city limits of Waveland, the park is situated on approximately 398 acres, offering beach access, nature trails, recreational vehicle campsites and an 18-hole disc golf course. One of Buccaneer State Parkâ€™s most popular amenities is Buccaneer Bay Waterpark. The 4.5 acre waterpark is open during summer months, offering families opportunities to enjoy a double water slide, a wave pool and a water playground for young children. The park is largely a local attraction, drawing the majority of visitors from neighboring states, with 75 percent of out-of-state visitors coming from Louisiana. Buccaneer State Park with its proximity to the Gulf of Mexico, variety of recreational and environmental assets, and new funding opportunities, offers an incredible opportunity to transform the park into a regional attraction. The enhanced park will add a new dimension to Mississippi Gulf Coastâ€™s tourism, offering an experience that will be competitive with neighboring Gulf Coast states and their planned and proposed restoration and recreation projects. Additionally, the park will support Mississippiâ€™s economy by providing new recreational opportunities for Mississippi residents while drawing significantly greater numbers of out-of-state visitors. The proposal detailed in this report are consistent with the Gulf of Mexico Energy Security Act of 2006 (GOMESA) and the RESTORE objectives of supporting park infrastructure and outdoor recreation. Additionally, this proposal is aligned with all top-line goals of the Mississippi Department of Wildlife, Fisheries and Parksâ€™ Statewide Comprehensive Outdoor Recreation Plan (SCORP), 2015â€“2019. The Buccaneer State Park master plan is an $8 million project to offer greater access to Mississippiâ€™s natural coastal beauty while investing in one of our stateâ€™s most desirable state parks. Buccaneer is one of Mississippi's top-five state parks and the only state park in Mississippi to consistently operate profitably, year after year. The proposed funding would be provided through a combination of potential RESTORE through MSDEQ and Gulf of Mexico Energy Security Act (GOMESA) Land and Water Conservation Fund (LWCF) grants that support outdoor recreation and conservation projects, with local matching funds appropriated by Hancock County of up to $1 Million and potentially assistance from the Mississippi Legislature for $4 Million in general obligation bond assistance.	Hancock	Yes		No	No	No	No	No	No	No		$ 8,600,000.00	$ 1,250,000.00	
	Infrastructure	5874	2/21/2019	MSU Northern Gulf Aquatic Food Research Center	Despite Mississippiâ€™s relatively short coastline, the Mississippi Gulf Coast produces an abundance of natural resources and economic impact. Coastal Mississippi was once renowned as â€œthe seafood capital of the world.â€ However, today approximately 90% of the fish consumed in the United States are imported. The entire Gulf Coast produces 70 percent of the nationâ€™s oysters, 69 percent of domestic shrimp and is a leading producer of domestic hard and soft-shell blue crabs. In 2014, the Mississippi seafood industry generated total economic impacts of $199 million and created 4700 jobs. As a component of this industry-wide impact, the Mississippi seafood processing industry annually produces approximately $100 million in economic impacts and supports approximately 1000 jobs in coastal counties. Gulf seafood contains many of the nutritional and taste qualities desired by consumers, including high-quality protein and vitamins, low calories and saturated fats, and high omega-3 fatty acids. Consumers have responded to these qualities by increasing seafood consumption, as reflected by a nearly 3-fold increase U.S. per capita consumption of shrimp over the past 25 years. Yet safety and quality of seafood products remain an important public health and economic issue as illustrated by water quality related beach closures and consumption restrictions associated with the Deep-Water Horizon oil spill. In addition to the oil spill, Hurricane Katrina and the opening of the Bonnet CarrÃ© Spillway have contributed to the dramatic decrease in oyster production. The Mississippi Governorâ€™s Oyster Restoration and Resiliency Council made a determination in 2015 to restore oyster reefs to promote oyster aquaculture and set a goal of 1 million sacks of annual oyster production by 2025. The increased focus on oyster restoration and aquaculture production in MS will greatly enhance the state economy. However, outbreaks of food-borne pathogens in raw oysters have produced a negative impact on oyster marketing. To successfully restore production and marketing of oysters and other seafood, research ensuring food safety and value-added utilization is needed. Additionally, catfish is the most important aquaculture product in the United States with a total production of about $400 million per year, concentrated in the mid-south coastal states. Mississippi leads in catfish production with a farm gate value of approximately $200 million. Eleven catfish fillet processing industries, with 7 in Mississippi, 2 in Alabama and 2 in Louisiana add value to catfish products. The total economic impact of the catfish processing industries is approximately $1 billion. However, to compete with imported catfish products, the USDA-ARS Research Unit in Stoneville in conjunction with the catfish processing industries have identified badly needed research areas to recover more meat, extend shelf-life and better utilize its by-products. The northern Gulf of Mexico region lacks a strong, modern seafood research center. Mississippi State Universityâ€™s Coastal Research and Extension Center supports a team of scientists and specialists at the Pascagoula Seafood Processing Laboratory that provides services to the stateâ€™s seafood industry. However, the space and facilities have become inadequate to fulfill the increasing needs of the industries. The proposed development will establish a robust, state of the art base for conducting aquatic food research and product innovations. In addition to industry partners, the interest of a multitude of state and federal agencies (USDA-ARS, NOAA, FDA, MSDEQ, USM, and MDMR) on the gulf coast creates a rich opportunity for collaboration and synergism to promote the fish and seafood industries not only in Mississippi but also in the entire northern gulf. In addition to advancing science and technology to promote the utilization of seafoods and catfish, the Aquatic Food Research Center will serve as the base to build a strong value-added food processing cluster to promote the economy in the state and the region. To accomplish this goal, a permanent structured building of approximately 19,500 sq ft with components of the space and laboratory capacities, and examples of functions are outlined tentatively as below.	Harrison	Yes	100	Yes	Yes	Yes	No	No	No	No		$ 15,700,000.00	$ 500,000.00	

	Infrastructure	5875	2/22/2019	The Lower Pearl River Watershed Environmental Education and Native Plant Restoration Center at the Crosby Arboretum in Picayune	Location: Picayune, Mississippi Environmental Education and Tourism: The primary objectives of this project are 1) to construct the Lower Pearl River Watershed Environmental Education and Native Plant Restoration Center at the Crosby Arboretum in Picayune, Mississippi and, 2) to increase tourism and access to the Crosby Arboretum, located adjacent to the I-59 Mississippi Welcome Center. The host site for the proposed Environmental Education Center is the nationally renowned and award winning public garden, the Crosby Arboretum, which is offers a 65 acre native plant conservatory and trail system that highlights sustainable management of habitat types that are key to a healthy Pearl River watershed. The Environmental Education Center will provide a peaceful and educational attraction that will appeal to travelers and locals where they can stop in to explore and learn about the primary native habitats and ecosystems found along the Lower Pearl River Watershed. This new state-of-the-art, sustainably-constructed (LEED) Environmental Education Center will feature hands-on exhibits that address the main issues impacting the resiliency, stream health, and biodiversity of the Pearl River watershedâ€™s habitats. The Center and its exhibits will educate visitors on the benefits of sustainable habitat management and the benefits to a healthy Pearl River watershed and downstream coastal water quality. One of the proposed interior exhibits will be dedicated to interpreting the impact of the 2010 Deepwater Horizon oil spill and its impact to the lower Pearl River. These indoor exhibits, along with the restored outdoor exhibits and trails of the Crosby Arboretum, will provide for a dynamic and unforgettable visitor experience. Additionally, the Environmental Education Centerâ€™s training classrooms and conference rooms (including distance learning capabilities) will allow for teaching of audiences of all ages and for a greater impact and reach of educational programs and events currently offered at the Crosby Arboretum, which in 2017 included 44 programs and events benefiting 2,828 participants. The potential tourism and educational impact of the Environmental Education Center can leverage on the fact that the Crosby Arboretum is part of Mississippi State University, which provides access to specialized faculty and an abundance of educational resources for educational programming addressing coastal region issues such as environmental resiliency, habitat restoration and conservation, ecotourism and heritage tourism promotion and marketing, to name only a few. These educational events are offered to not only the public but also to K-12 students, garden and naturalist clubs, among others. The Crosby Arboretum is also home to a Mississippi landmark structure, the Pinecote Pavilion, designed by renowned architect E. Fay Jones, a student of Frank Lloyd Wright (Figure 2). This pavilion draws tourists from around the world and will continue to play a key role in the environmental and cultural education/stewardship programs of Crosby Arboretum. The Environmental Education Center will include a gift shop featuring nature-themed items and a Pinecote Art Gallery that will display the work of selected regional artists throughout the year. In addition, to support the research function of Crosby Arboretum and Lower Pearl River Watershed Environmental Education Center, dormitories will be constructed to house interns and student researchers who are visiting the facility to learn and conduct research. In order to support increased tourism access and opportunities for tourism expansion in Pearl River County, a partnership is being proposed between the adjacent I-59 Mississippi Welcome Center and the Crosby Arboretum. This project also proposes the construction of a road and/or walking path from the I-59 Mississippi Welcome Center and a parking area accessible only from the I-59 Mississippi Welcome Center to support the increase in visitation to the Environmental Education Center and Crosby Arboretum that will result from the connection between the I-59 Mississippi Welcome Center and the Arboretum. The proposal also requests funding to cover the expanded operation of the Crosby Arboretum and the proposed Environmental Education Center for ten years thus allowing access without a fee and increasing tourism. Additionally, an interpretive kiosk will be constructed in or adjacent to the Welcome Center to direct the tourists to the Education Center and other parts of Picayune and Pearl River County. This partnership with an interstate welcome center is nothing new. It is similar to the connection between the Infinity Science Center with the I-10 Mississippi Welcome Center in Hancock County and the partnership between the I-10 Welcome Center and the Mississippi Sandhill Crane/Grand Bay National Wildlife Refugeâ€™s Nature Trail. Native Plant Restoration: Since opening in 1986, the Crosby Arboretum has been called the PREMIER NATIVE PLANT CONSERVATORY in the Southeast, and has been the recipient of numerous top	Pearl River	Yes	100	Yes	Yes	No	No	Yes	No	No		$ 9,700,000.00	$ -	
	Infrastructure	5777	4/10/2018	Sustain American shrimp processing industry with strategic investments	The U.S. Shrimp processing industry is located in the five Gulf States region. While processors are shrinking in number, Mississippi's six processors have increased their share of the domestic shrimp processing market, processing approximately 30 million pounds of shrimp each year compared to Mississippi's 6 million pound annual catch, a crucial part of the Blue Economy, both economically and environmentally. Processors are the crucial first link in the supply chain that delivers fishermen's harvests to the U.S. market through retail distribution, food suppliers and restaurants. Shrimp processed in Mississippi have a $100 million value when exported from Mississippi into the supply chain, a significant value-added industry, with significant economic impact on the state of Mississippi. Mississippi processors provide 2,300 jobs to the state of Mississippi, directly and indirectly. Jobs directly attributed to processing hit a post-Katrina high in 2015, more than 1600 â€“ even in light of direct processing jobs in Gulf states shrinking from 14,000 to 11,000 in the same time period. And, while the number of Mississippi processing jobs has fluctuated since 2006 due to natural and man-made catastrophes, it has bucked the national trends, growing when the U.S. number of processing jobs was in decline. Mississippi's ability to grow this industry's output, and economic impact in a stagnant / shrinking national industry demonstrates that with strategic investment in innovation, growth has occurred and can continue in the future. For more than a decade, Americans have consumed more shrimp than any other type of seafood, and the amount of shrimp that Americans are consuming continues to rise. In fact, in 2017, Americans ate an average of 4.4 pounds of shrimp per person, compared to 4.1 pounds in 2009. And 4.1 pounds of shrimp per person is nearly twice the per-capita consumption in 1990. Wild shrimp harvesting and processing are heritage industries of the Mississippi Gulf Coast, inextricably tied to our past, but that can be preserved and sustained for the future with the proper strategic investments. Mississippi's six processors have demonstrated resilience and innovation in the face of challenges. To capitalize on this opportunity, the industry and individual businesses within it must achieve the premium product positioning. Competition within the U.S. shrimp markets with foreign producers is expected to continue as aquaculture producers utilize more direct transportation routes and find ways to reduce production and transportation costs. The aquaculture industry also has the ability to grow products to meet expected consumer preferences and deliver those products to markets in a uniform manner. Additionally, all of the wild caught and imported shrimp combined cannot meet the growing consumer demand. Foreign governments recognize this, and they have invested in significantly larger and more aggressive subsidies and marketing campaigns backed by multi-national corporations and orchestrated by national marketing boards. Because of this, there is an acute need for help to â€œreverse the slideâ€ of an American industry that is rooted in Mississippi's cultural heritage. Having been one of the industries most directly impacted by natural and man-made disasters, processors are in need of a partner to sustain their long-term investment in the future. With new funding, we seek to disrupt the market with innovative new strategies and tactics while continuing to fund traditional marketing out of the processors' pockets.	Harrison,Jackson	Yes		Yes	No	Yes	Yes	No	Yes	No		$ 8,400,000.00	$ 8,400,000.00	
	Infrastructure	5872	2/14/2019	Buccaneer State Park Enhancement	Buccaneer State Park is Mississippi's only state park with direct access to the Gulf of Mexico, Located within the city limits of Waveland, the park is situated on approximately 398 acres, offering beach access, nature trails, recreational vehicle campsites and an 18-hole disc golf course. One of Buccaneer State Park's most popular amenities is Buccaneer Bay Waterpark. The 4.5 acre waterpark is open during summer months, offering families opportunities to enjoy a double water slide, a wave pool and a water playground for young children. The park is largely a local attraction, drawing the majority of visitors from neighboring states, with 75 percent of out-of-state visitors coming from Louisiana. Buccaneer State Park with its proximity to the Gulf of Mexico, variety of recreational and environmental assets, and new funding opportunities, offers an incredible opportunity to transform the park into a regional attraction. The enhanced park will add a new dimension to Mississippi Gulf Coast's tourism, offering an experience that will be competitive with neighboring Gulf Coast states and their planned and proposed restoration and recreation projects. Additionally, the park will support Mississippi's economy by providing new recreational opportunities for Mississippi residents while drawing significantly greater numbers of out-of-state visitors. The proposal detailed in this report are consistent with the Gulf of Mexico Energy Security Act of 2006 (GOMESA) and the RESTORE objectives of supporting park infrastructure and outdoor recreation. Additionally, this proposal is aligned with all top-line goals of the Mississippi Department of Wildlife, Fisheries and Parks' Statewide Comprehensive Outdoor Recreation Plan (SCORP), 2015â€“2019. The Buccaneer State Park master plan is an $8 million project to offer greater access to Mississippi's natural coastal beauty while investing in one of our state's most desirable state parks. Buccaneer is one of Mississippi's top-five state parks and the only state park in Mississippi to consistently operate profitably, year after year. The proposed funding would be provided through a combination of potential RESTORE through MSDEQ and Gulf of Mexico Energy Security Act (GOMESA) Land and Water Conservation Fund (LWCF) grants that support outdoor recreation and conservation projects, with local matching funds appropriated by Hancock County of up to $1 Million and potentially assistance from the Mississippi Legislature for $4 Million in general obligation bond assistance.	Hancock	Yes		Yes	No	No	No	No	No	No		$ 8,600,000.00	$ 1,250,000.00	
	Infrastructure	5874	2/21/2019	MSU Northern Gulf Aquatic Food Research Center	Despite Mississippi's relatively short coastline, the Mississippi Gulf Coast produces an abundance of natural resources and economic impact. Coastal Mississippi was once renowned as â€œthe seafood capital of the world.â€ However, today approximately 90% of the fish consumed in the United States are imported. The entire Gulf Coast produces 70 percent of the nation's oysters, 69 percent of domestic shrimp and is a leading producer of domestic hard and soft-shell blue crabs. In 2014, the Mississippi seafood industry generated total economic impacts of $199 million and created 4700 jobs. As a component of this industry-wide impact, the Mississippi seafood processing industry annually produces approximately $100 million in economic impacts and supports approximately 1000 jobs in coastal counties. Gulf seafood contains many of the nutritional and taste qualities desired by consumers, including high-quality protein and vitamins, low calories and saturated fats, and high omega-3 fatty acids. Consumers have responded to these qualities by increasing seafood consumption, as reflected by a nearly 3-fold increase U.S. per capita consumption of shrimp over the past 25 years. Yet safety and quality of seafood products remain an important public health and economic issue as illustrated by water quality related beach closures and consumption restrictions associated with the Deep-Water Horizon oil spill. In addition to the oil spill, Hurricane Katrina and the opening of the Bonnet CarrÃ© Spillway have contributed to the dramatic decrease in oyster production. The Mississippi Governor's Oyster Restoration and Resiliency Council made a determination in 2015 to restore oyster reefs to promote oyster aquaculture and set a goal of 1 million sacks of annual oyster production by 2025. The increased focus on oyster restoration and aquaculture production in MS will greatly enhance the state economy. However, outbreaks of food-borne pathogens in raw oysters have produced a negative impact on oyster marketing. To successfully restore production and marketing of oysters and other seafood, research ensuring food safety and value-added utilization is needed. Additionally, catfish is the most important aquaculture product in the United States with a total production of about $400 million per year, concentrated in the mid-south coastal states. Mississippi leads in catfish production with a farm gate value of approximately $200 million. Eleven catfish fillet processing industries, with 7 in Mississippi, 2 in Alabama and 2 in Louisiana add value to catfish products. The total economic impact of the catfish processing industries is approximately $1 billion. However, to compete with imported catfish products, the USDA-ARS Research Unit in Stoneville in conjunction with the catfish processing industries have identified badly needed research areas to recover more meat, extend shelf-life and better utilize its by-products. The northern Gulf of Mexico region lacks a strong, modern seafood research center. Mississippi State University's Coastal Research and Extension Center supports a team of scientists and specialists at the Pascagoula Seafood Processing Laboratory that provides services to the state's seafood industry. However, the space and facilities have become inadequate to fulfill the increasing needs of the industries. The proposed development will establish a robust, state of the art base for conducting aquatic food research and product innovations. In addition to industry partners, the interest of a multitude of state and federal agencies (USDA-ARS, NOAA, FDA, MSDEQ, USM, and MDMR) on the gulf coast creates a rich opportunity for collaboration and synergism to promote the fish and seafood industries not only in Mississippi but also in the entire northern gulf. In addition to advancing science and technology to promote the utilization of seafoods and catfish, the Aquatic Food Research Center will serve as the base to build a strong value-added food processing cluster to promote the economy in the state and the region. To accomplish this goal, a permanent structured building of approximately 19,500 sq ft with components of the space and laboratory capacities, and examples of functions are outlined tentatively as below.	Harrison	Yes	100%	Yes	Yes	Yes	No	No	No	No		$ 15,700,000.00	$ 500,000.00	

	Infrastructure	5875	2/22/2019	The Lower Pearl River Watershed Environmental Education and Native Plant Restoration Center at the Crosby Arboretum in Picayune	Location: Picayune, Mississippi Environmental Education and Tourism: The primary objectives of this project are 1) to construct the Lower Pearl River Watershed Environmental Education and Native Plant Restoration Center at the Crosby Arboretum in Picayune, Mississippi and, 2) to increase tourism and access to the Crosby Arboretum, located adjacent to the I-59 Mississippi Welcome Center. The host site for the proposed Environmental Education Center is the nationally renowned and award winning public garden, the Crosby Arboretum, which is offers a 65 acre native plant conservatory and trail system that highlights sustainable management of habitat types that are key to a healthy Pearl River watershed. The Environmental Education Center will provide a peaceful and educational attraction that will appeal to travelers and locals where they can stop in to explore and learn about the primary native habitats and ecosystems found along the Lower Pearl River Watershed. This new state-of-the-art, sustainably-constructed (LEED) Environmental Education Center will feature hands-on exhibits that address the main issues impacting the resiliency, stream health, and biodiversity of the Pearl River watershed's habitats. The Center and its exhibits will educate visitors on the benefits of sustainable habitat management and the benefits to a healthy Pearl River watershed and downstream coastal water quality. One of the proposed interior exhibits will be dedicated to interpreting the impact of the 2010 Deepwater Horizon oil spill and its impact to the lower Pearl River. These indoor exhibits, along with the restored outdoor exhibits and trails of the Crosby Arboretum, will provide for a dynamic and unforgettable visitor experience. Additionally, the Environmental Education Center's training classrooms and conference rooms (including distance learning capabilities) will allow for teaching of audiences of all ages and for a greater impact and reach of educational programs and events currently offered at the Crosby Arboretum, which in 2017 included 44 programs and events benefiting 2,828 participants. The potential tourism and educational impact of the Environmental Education Center can leverage on the fact that the Crosby Arboretum is part of Mississippi State University, which provides access to specialized faculty and an abundance of educational resources for educational programming addressing coastal region issues such as environmental resiliency, habitat restoration and conservation, ecotourism and heritage tourism promotion and marketing, to name only a few. These educational events are offered to not only the public but also to K-12 students, garden and naturalist clubs, among others. The Crosby Arboretum is also home to a Mississippi landmark structure, the Pinecote Pavilion, designed by renowned architect E. Fay Jones, a student of Frank Lloyd Wright (Figure 2). This pavilion draws tourists from around the world and will continue to play a key role in the environmental and cultural education/stewardship programs of Crosby Arboretum. The Environmental Education Center will include a gift shop featuring nature-themed items and a Pinecote Art Gallery that will display the work of selected regional artists throughout the year. In addition, to support the research function of Crosby Arboretum and Lower Pearl River Watershed Environmental Education Center, dormitories will be constructed to house interns and student researchers who are visiting the facility to learn and conduct research. In order to support increased tourism access and opportunities for tourism expansion in Pearl River County, a partnership is being proposed between the adjacent I-59 Mississippi Welcome Center and the Crosby Arboretum. This project also proposes the construction of a road and/or walking path from the I-59 Mississippi Welcome Center and a parking area accessible only from the I-59 Mississippi Welcome Center to support the increase in visitation to the Environmental Education Center and Crosby Arboretum that will result from the connection between the I-59 Mississippi Welcome Center and the Arboretum. The proposal also requests funding to cover the expanded operation of the Crosby Arboretum and the proposed Environmental Education Center for ten years thus allowing access without a fee and increasing tourism. Additionally, an interpretive kiosk will be constructed in or adjacent to the Welcome Center to direct the tourists to the Education Center and other parts of Picayune and Pearl River County. This partnership with an interstate welcome center is nothing new. It is similar to the connection between the Infinity Science Center with the I-10 Mississippi Welcome Center in Hancock County and the partnership between the I-10 Welcome Center and the Mississippi Sandhill Crane/Grand Bay National Wildlife Refuge's Nature Trail. Native Plant Restoration: Since opening in 1986, the Crosby Arboretum has been called the PREMIER NATIVE PLANT CONSERVATORY in the Southeast, and has been the recipient of numerous top	Pearl River	Yes	100%	Yes	Yes	No	No	Yes	No	No		$ 9,700,000.00	$ -	
	Infrastructure	5876	3/4/2019	Unmanned Aircraft Systems (UAS) for Disaster Relief and Response	Mississippi's first responders have a substantial need for real-time, prioritized and on-demand aerial imagery and other airborne capabilities to support natural disasters such as oil spills, hurricanes, floods and fires. Airborne imagery provides up-to-the-minute information to support critical decisions on the allocation of response personnel, equipment and capabilities to save lives in the immediate aftermath of a disaster situation. Unmanned Aircraft Systems (UAS) are capable of providing high-quality, prioritized and persistent aerial imagery for sustained periods. Today's UAS technologies can provide: - Up to 12 hours of uninterrupted, high-resolution imagery or communications relay capability in a single mission; - On-demand prioritization and re-allocation of capabilities at the direction of the on-scene commander; - Delivery of medical supplies and support to areas that are inaccessible to first responders; - Relief from aircrew limitations due to the ability to rotate crews over the duration of a single flight; and - Reduced operating costs per flight hour when compared to many manned aircraft. The routine and normalized employment of UAS to support disaster response and relief efforts provides an exponential increase in Mississippi's capability to restore services, limit damage to critical infrastructure, and to save lives.	George,Harrison, Washington,Orleans,Perry,Forrest,Pearl River,Jackson,St Tammany,Stone, Hancock,Mobile	Yes	72%	Yes	Yes	Yes	Yes	Yes	Yes	Yes		$ 3,250,000.00	$ -	
New	Infrastructure	5874	4/4/2019	MSU Northern Gulf Aquatic Food Research Center	Despite Mississippi's relatively short coastline, the Mississippi Gulf Coast produces an abundance of natural resources and economic impact. Coastal Mississippi was once renowned as the seafood capital of the world. However, today approximately 90% of the fish consumed in the United States are imported. The entire Gulf Coast produces 70 percent of the nation's oysters, 69 percent of domestic shrimp and is a leading producer of domestic hard and soft-shell blue crabs. In 2014, the Mississippi seafood industry generated total economic impacts of $199 million and created 4700 jobs. As a component of this industry-wide impact, the Mississippi seafood processing industry annually produces approximately $100 million in economic impacts and supports approximately 1000 jobs in coastal counties. Gulf seafood contains many of the nutritional and taste qualities desired by consumers, including high-quality protein and vitamins, low calories and saturated fats, and high omega-3 fatty acids. Consumers have responded to these qualities by increasing seafood consumption, as reflected by a nearly 3-fold increase U.S. per capita consumption of shrimp over the past 25 years. Yet safety and quality of seafood products remain an important public health and economic issue as illustrated by water quality related beach closures and consumption restrictions associated with the Deep-Water Horizon oil spill. In addition to the oil spill, Hurricane Katrina and the opening of the Bonnet CarrÃ© Spillway have contributed to the dramatic decrease in oyster production. The Mississippi Governor's Oyster Restoration and Resiliency Council made a determination in 2015 to restore oyster reefs to promote oyster aquaculture and set a goal of 1 million sacks of annual oyster production by 2025. The increased focus on oyster restoration and aquaculture production in MS will greatly enhance the state economy. However, outbreaks of food-borne pathogens in raw oysters have produced a negative impact on oyster marketing. To successfully restore production and marketing of oysters and other seafood, research ensuring food safety and value-added utilization is needed. Additionally, catfish is the most important aquaculture product in the United States with a total production of about $400 million per year, concentrated in the mid-south coastal states. Mississippi leads in catfish production with a farm gate value of approximately $200 million. Eleven catfish fillet processing industries, with 7 in Mississippi, 2 in Alabama and 2 in Louisiana add value to catfish products. The total economic impact of the catfish processing industries is approximately $1 billion. However, to compete with imported catfish products, the USDA-ARS Research Unit in Stoneville in conjunction with the catfish processing industries have identified badly needed research areas to recover more meat, extend shelf-life and better utilize its by-products. The northern Gulf of Mexico region lacks a strong, modern seafood research center. Mississippi State University's Coastal Research and Extension Center supports a team of scientists and specialists at the Pascagoula Seafood Processing Laboratory that provides services to the state's seafood industry. However, the space and facilities have become inadequate to fulfill the increasing needs of the industries. The proposed development will establish a robust, state of the art base for conducting aquatic food research and product innovations. In addition to industry partners, the interest of a multitude of state and federal agencies (USDA-ARS, NOAA, FDA, MSDEQ, USM, and MDMR) on the gulf coast creates a rich opportunity for collaboration and synergism to promote the fish and seafood industries not only in Mississippi but also in the entire northern gulf. In addition to advancing science and technology to promote the utilization of seafoods and catfish, the Aquatic Food Research Center will serve as the base to build a strong value-added food processing cluster to promote the economy in the state and the region. To accomplish this goal, a permanent structured building of approximately 19,500 sq ft with components of the space and laboratory capacities, and examples of functions are outlined tentatively as below.	Harrison	Yes	100	Yes	Yes	Yes	No	No	No	No		$ 15,700,000.00	$ 500,000.00	
New	Infrastructure	5875	4/8/2019	The Lower Pearl River Watershed Environmental Education and Native Plant Restoration Center at the Crosby Arboretum in Picayune	The Lower Pearl River Watershed Environmental Education Center and Completing the Crosby Arboretum Location: Picayune, Mississippi Environmental Education and Tourism: The primary objectives of this project are 1) to construct the Lower Pearl River Watershed Environmental Education Center at the Crosby Arboretum in Picayune, Mississippi following the designs of E. Fay Jones, and 2) to increase tourism and access to the Crosby Arboretum, located adjacent to the I-59 Mississippi Welcome Center. The host site for the proposed Environmental Education Center is the nationally renowned and award winning public garden, the Crosby Arboretum, which is offers a 65 acre native plant conservatory and trail system that highlights sustainable management of habitat types that are key to a healthy Pearl River watershed. The Environmental Education Center will provide a peaceful and educational attraction that will appeal to travelers and locals where they can stop in to explore and learn about the primary native habitats and ecosystems found along the Lower Pearl River Watershed. This new state-of-the-art, sustainably-constructed Environmental Education Center will feature hands-on exhibits that address the main issues impacting the resiliency, stream health, and biodiversity of the Pearl River watershed's habitats. The Center and its exhibits will educate visitors on the benefits of sustainable habitat management and the benefits to a healthy Pearl River watershed and downstream coastal water quality. One of the proposed interior exhibits will be dedicated to interpreting the impact of the 2010 Deepwater Horizon oil spill and its impact to the lower Pearl River. These indoor exhibits, along with the restored outdoor exhibits and trails of the Crosby Arboretum, will provide for a dynamic and unforgettable visitor experience. Additionally, the Environmental Education Center's training classrooms and conference rooms (including distance learning capabilities) will allow for teaching of audiences of all ages and for a greater impact and reach of educational programs and events currently offered at the Crosby Arboretum, which in 2017 included 44 programs and events benefiting 2,828 participants. The potential tourism and educational impact of the Environmental Education Center can leverage on the fact that the Crosby Arboretum is part of Mississippi State University, which provides access to specialized faculty and an abundance of educational resources for educational programming addressing coastal region issues such as environmental resiliency, habitat restoration and conservation, ecotourism and heritage tourism promotion and marketing, to name only a few. These educational events are offered to not only the public but also to K-12 students, garden and naturalist clubs, among others. The Crosby Arboretum is also home to a Mississippi landmark structure, the Pinecote Pavilion, designed by renowned architect E. Fay Jones, a student of Frank Lloyd Wright (Figure 2). This pavilion draws tourists from around the world and will continue to play a key role in the environmental and cultural education/stewardship programs of Crosby Arboretum. The Environmental Education Center will include a gift shop featuring nature-themed items and a Pinecote Art Gallery that will display the work of selected regional artists throughout the year. In addition, to support the research function of Crosby Arboretum and Lower Pearl River Watershed Environmental Education Center, dormitories will be constructed to house interns and student researchers who are visiting the facility to learn and conduct research. In order to support increased tourism access and opportunities for tourism expansion in Pearl River County, a partnership is being proposed between the adjacent I-59 Mississippi Welcome Center and the Crosby Arboretum. This project also proposes the construction of a road and walking path from the I-59 Mississippi Welcome Center and a parking area accessible only from the I-59 Mississippi Welcome Center to support the increase in visitation to the Environmental Education Center and Crosby Arboretum that will result from the connection between the I-59 Mississippi Welcome Center and the Arboretum. The proposal also requests funding to cover the expanded operation of the Crosby Arboretum and the proposed Environmental Education Center for ten years thus allowing access without a fee and increasing tourism. Additionally, an interpretive kiosk will be constructed in or adjacent to the Welcome Center to direct the tourists to the Education Center and other parts of Picayune and Pearl River County. This partnership with an interstate welcome center is nothing new. It is similar to the connection between the Infinity Science Center with the I-10 Mississippi Welcome Center in Hancock County and the partnership between the I-10 Welcome Center and the Mississippi Sandhill Crane/Grand Bay National Wildlife Refuge's Nature Trail.	Pearl River	Yes	100	Yes	Yes	No	No	Yes	No	No		$ 9,700,000.00	$ -	
New	Infrastructure	5876	4/16/2019	Unmanned Aircraft Systems (UAS) for Disaster Relief and Response	Mississippi's first responders have a substantial need for real-time, prioritized and on-demand aerial imagery and other airborne capabilities to support natural disasters such as oil spills, hurricanes, floods and fires. Airborne imagery provides up-to-the-minute information to support critical decisions on the allocation of response personnel, equipment and capabilities to save lives in the immediate aftermath of a disaster situation. Unmanned Aircraft Systems (UAS) are capable of providing high-quality, prioritized and persistent aerial imagery for sustained periods. Today's UAS technologies can provide: • Up to 12 hours of uninterrupted, high-resolution imagery or communications relay capability in a single mission; • On-demand prioritization and re-allocation of capabilities at the direction of the on-scene commander; • Delivery of medical supplies and support to areas that are inaccessible to first responders; • Relief from aircrew limitations due to the ability to rotate crews over the duration of a single flight; and • Reduced operating costs per flight hour when compared to many manned aircraft. The routine and normalized employment of UAS to support disaster response and relief efforts provides an exponential increase in Mississippi's capability to restore services, limit damage to critical infrastructure, and to save lives.	George,Harrison, Washington,Orleans,Perry,Forrest,Pearl River,Jackson,St Tammany,Stone, Hancock,Mobile	Yes	72	Yes	Yes	Yes	Yes	Yes	Yes	No		$ 3,250,000.00	$ -	

New	Infrastructure	5878	4/17/2019	Biloxi Upstream and Downstream Storm Water Education and Community-Engaged Green Infrastructure	The people that live, work and visit the Biloxi peninsula are all within a few hundred yards of the Biloxi back bay or the Mississippi Sound and their actions have immediate impacts on the environment because all the stormwater runs into marine water either directly or by way of one of several bayous leading to the Back Bay. In the past few years most of the streets and the storm drainage systems on the peninsula have been or are being replaced, a situation that is positive as far as moving stormwater out of streets but will increase the stormwater impact on the bayous and back bay with more and faster moving storm water. What is more, the construction work itself has impacted the natural waterways due to increased silt running into the bayous from unpaved roads. The time for the Biloxi peninsula is right for a comprehensive community-engaged stormwater management campaign that improves and creates both upstream and downstream green infrastructure. Upstream, the project will improve the quality and quantity of water that enters the storm drainage system with four related activities: 1.Environmental education with Biloxi Public School students 2.Stormwater education to residents of the Biloxi peninsula 3.Low-impact development training and design resources for developers and city staff 4.A property owners small-grant program to do on-site and neighborhood-scale green infrastructure projects. Downstream, the project will improve the stormwater quality and quantity that enters the marine environment with two related activities: 1.Restoration and improvements of natural waterways that connect storm drainage to the Back Bay, especially Keegan Bayou and Bayou Auguste, which have been impacted most by the road construction work. 2.Coordination and leveraging of on-going and planned projects to bring green infrastructure planning and funds to install and maintain landscape areas Environmental education with Biloxi Public School students. For the past seven years GCCDS has developed and implemented educational outreach programs with Biloxi Junior High School, East Hancock Elementary, St. Martin High School, and with middle school students in the Gulfport School District. During the summer of 2017, GCCDS received funding through the National Marine Sanctuary Foundation in partnership with NOAA to further modify the curriculum for a summer program with the Boys and Girls Club of Hancock County. Measures of success: Over 400 students and teachers reached through direct programming with several hundred more potentially reached through exhibitions of work to parents, local leadership and the larger community. Outcome: Change of behavior for students, their families and larger community to reduce trash and pollution entering storm water drainage system. Stormwater education to residents of the Biloxi peninsula. The project will build upon the City of Biloxi's ongoing stormwater management resident outreach as well as with community workshops in conjunction with the property owner small grant program. Measure of success: outreach to all Biloxi residents through B-Mail and other media, at least 10 community workshops. Outcome: Change of behavior for residents to make improvements on their property to reduce run off and to reduce trash and pollution entering the stormwater drainage system. Low-impact development training and design resources. GCCDS will work with the City of Biloxi to develop training and explore possible incentives to promote low-impact development. Measure of success: Low impact development training material tailored to the Biloxi peninsula. Outcome: Economic growth with improved development Property owners small grant program to do green infrastructure projects. Around 20% of the proposed funds will have a direct impact on citizen's quality of life by making upstream stormwater improvements in the community. At least 75 small grants between $2500 and $5000 will be awarded to property owners on the Biloxi peninsula who apply for assistance to do green infrastructure projects on their property or on property along the streets in partnership with the city and with other property owners in their neighborhood. With the completion of the road and stormwater infrastructure construction such projects will be a welcome compensation for enduring the inconvenience of several years of road construction and will have multiple benefits: first, the projects will	Harrison	Yes	60	Yes	Yes	No	No	No	Yes	Yes		$ 2,080,000.00	$ -	
New	Infrastructure	5879	4/17/2019	KHSA Assault Landing Strip	This 4000' X 60' concrete Assault Landing Strip (ALS) will be constructed adjacent to the Airport's runway and provides needed training to local and transient US Military forces. The ALS supports Keesler Air Force Base's 403rd Tactical Airlift Wing, 815th Tactical Airlift Squadron and 53rd Hurricane Hunters' training missions. This specific designed asset will support transient C-130 airwings and joint warfighting training & readiness training. This project supports Naval Special Warfare (Special Boat Team 22 (SBT22), Naval Small Craft Instruction & Technical Training School (NAVSCIATTS), and WARCOM) at NASA's John C. Stennis Space Center, the U.S. National Guard's Combat Readiness Training Center (CRTC) at Gulfport-Biloxi International Airport (GPT)and the State's Camp Shelby. This project will support, Mississippi State University's ASSURE Center for Unmanned Aerial Systems (UAS, Vertical Take-offs & Landing Platforms (Both CV-22 & helicopters) and horizontally launched spacecraft as the Hancock County Port & Harbor Commission seeks Mississippi's first and only Federal Aviation Administration (FAA) Space Port License.	Hancock	Yes	100	Yes	No	No	No	Yes	Yes	No		$ 7,627,318.00	$ 766,500.00	
New	Infrastructure	5881	4/17/2019	Harbor Expansion Parking Area	Along the beachfront, adjacent to the Gulfport harbor, across from the upcoming Aquarium attraction, and with access to downtown's food and beverage, gaming, and lodging, the area around Gulfport's Jones Park / Barksdale Pavilion has become the City's hub for tourism. With the expansion of recreational activities and tourism in this area, the City of Gulfport has an immediate need for additional parking. Complimenting an adjacent lot, the proposed expansion of parking along the eastern edge of Jones Park will promote workforce development by providing additional areas for workers to park, will provide visitors access to tourism, eco-tourism, and recreational activities, provide additional public access for residents and visitors to the beach and fishing opportunities, and provide access to the educational benefits associated with the new aquarium. Ultimately this parking area will ensure inadequate parking will not stifle Gulfport's booming economic development. This additional parking will complement the proposed expansion of the Gulfport Harbor. It is proposed at the southeast corner of 20th Avenue and U.S. Highway 90 and will be asphalt-paved and striped to match adjacent areas. Any end cap islands will be constructed with curb and gutter and landscaping commiserate with the area will be added.	Harrison	Yes	75	Yes	Yes	Yes	No	Yes	Yes	No		$ 2,000,000.00	$ -	
New	Infrastructure	5882	4/17/2019	On-Site Animal Holding and Facility Operations Building	Development of on-site facilities at Mississippi Aquarium to house ambassador animal collection that the aquarium uses for educational outreach both at the aquarium and at schools throughout the state. The facility will also enlarge our on-site animal holding and treatment capacity to care for more animals on site and provide space for maintenance shops to handle rebuilding of pumps and equipment to increase life expectancy. Small office space for the maintenance team and aquatic team will also be included. This space will provide opportunities to partner with Mississippi higher educational institutions such as USM Educational Program, USM Marine Research Center, MSU Veterinary Program, MGCCC Veterinary Technician Training Program, as well as creating opportunities at the high school level. This building would go on the footprint of the Masonic Lodge Building.	Harrison	Yes		Yes	Yes	No	No	Yes	Yes	No		$ 1,750,000.00	$ -	
New	Infrastructure	5883	4/17/2019	Conservation Awareness Campaign (through interpretive signage and exhibits)	Development and installation of dynamic graphics throughout Mississippi Aquarium's campus that will highlight critical content that supports the conservation of Mississippi's most precious water systems. Utilizing a variety of media including digital monitors, informational signage, interactive displays, and live interpreters, the aquarium will provide these world-class visuals to teach guests about a variety of species in our waterways, bayous, and the Gulf to better understand why the knowledge they are gaining is so important.	Harrison	Yes		Yes	Yes	No	No	No	No	No		$ 1,000,000.00	$ -	
New	Infrastructure	5884	4/17/2019	Marine Science Digital Command Center	Construct an exhibit linking the USM Gulf Coast Research Laboratory and its fleet of vessels with visitors to the Aquarium through live and pre-produced video and interactivity by highlighting USM's research projects and scientists. Pre-produced programming would run on the screens at the Mississippi Aquarium on a regular basis including (1) Stories about scientists and how they became engaged in studying the Gulf; (2) featured research on aquaculture, marine ecology and oceanography; (3) highlights of the USM Gulf Coast Research Laboratory and related marine conservation and research resources in the region. Interpretive graphics, and large screen data sets and maps would provide context for understanding the role of specific research projects and needs in relation to challenges and opportunities in the Gulf of Mexico.	Harrison	Yes		Yes	Yes	No	No	Yes	No	No		$ 150,000.00	$ -	
New	Infrastructure	5885	5/2/2019	Development of	The ARC will build the body of knowledge around the growing One Health movement, a collaborative effort of multiple health science professionals â€“ veterinary medicine, human medicine, environmental, wildlife and public health â€“ to attain optimal health for people, animals, wildlife, plants and our environment. By exploring the connection between health and the environment, this interdisciplinary approach can help protect present and future generations. Over the last three decades, approximately 75% of new emerging infectious diseases have been zoonotic, meaning the diseases have been transmitted from animals to humans. Research that studies the link between human, animal and environmental health is critical to our future, yet much of the work in this area has been focused on terrestrial species. By exploring the connection between health and the environment, The ARC can help protect present and future generations. Given the centrality of water to human life, and the great diversity of species and habitats our ocean supports, there is an urgent need for research focused on aquatic ecosystems. Not only will this research lead to a greater understanding of the public health risks of contaminated seafood, beaches and water, but it could also lead to new treatments and medicines that are marine based. This space will provide opportunities to partner with Mississippi's higher educational institutions such as USM Educational Program, USM Marine Research Center, MSU Veterinary Program, MGCCC Veterinary Technician Training Program, as well as creating opportunities at the high school level.	Harrison	Yes		Yes	Yes	No	No	Yes	Yes	No		$ 2,500,000.00	$ -	
New	Infrastructure	5886	5/14/2019	Mississippi Aquarium Mobile Marine Unit (MMU)	The MMU will provide a hands-on education for both children and families alike throughout the State. Teachers and educators from grades K to 12 will have the ability to use the MMU at their schools and present a variety of lessons. These lessons can range from basic biology and anatomy, to animal care and building aquatic system all while threading in a message of costal conservation and preservation. As the MMU moves throughout the community, new relationships will be made in supporting the aquariums coastal conservation messaging to promote the health and well being of the community. The MMU enhances an important conversation about aquatic life, animal conservation, and sustainable lifestyles everywhere it rolls. The MMU will connect educators through association with the aquarium and will create a network of people passionate about the conservation and sustainability in the State of Mississippi. This request entails the build out of the MMU (a 31 ft Airstream Trailer that will be modified to look like a submarine), the vehicle to pull the MMU, and staffing of the MMU for the 4 years of operation. surrounding regions.	Harrison	Yes		Yes	Yes	No	No	Yes	No	No		$ 450,000.00	$ -	
New	Infrastructure	5887	5/20/2019	Inside Explorer Technological Programs	The Inside Explorer software utilized in educational programs will generate public awareness about the internal systems of native animals. Teaching our community about the different functions of living things gives the community a unique perspective on what they need to survive. Just like humans, living things have internal systems such as skeletal, muscular, circulatory and more. Knowing these intimate details provides a better understanding on what we can and should do to support a healthy environment and a sustainable Gulf.	Harrison	Yes		Yes	Yes	No	No	Yes	No	No		$ 270,000.00	$ -	

New	Infrastructure	5889	5/28/2019	I-10 Corridor Project - Hwy 63 to Hwy 613 Connector	Project Background The Mississippi Gulf Coast has experienced heightened growth along the Interstate 10 corridor over the last several decades. Locations of increased growth potential with convenient access are becoming scarce and the possible stagnation of that growth may be a result. Communities which are capable of providing transportation networks to facilitate growth enhance the economic viability of the area and the entire Mississippi Gulf Coast Region. To that end, this project proposes to tie three high traffic corridors together while providing areas for development to stimulate economic growth. Project Benefit and Need Interstate 10, the primary east-west corridor in the City of Moss Point, carries over 48,000 vehicles per day (according to 2015 traffic count data provided by MDOT). Highway 63 carries in excess of 22,000 vehicles per day while Highway 613 carries over 17,000 vehicles per day. This area has experienced growth over the years but discontinuity in the transportation network connecting these corridors has stifled that growth. The I-10 Corridor Project proposes to facilitate additional growth in this area by constructing 1.1 miles of roadway improvements that would connect Highway 63 to Highway 613 via a frontage road while also providing enhanced connectivity with improvements along existing roadways. These improvements include widening existing roadways and improving intersections for enhanced traffic safety while providing increased accessibility to the already existing developments. Unique Project Advantages As with all economic development projects, location is of utmost concern. In addition to the project's unique positioning between two relatively close north-south corridors adjacent to a high traffic east-west corridor, the I-10 Corridor Project takes advantage of the fact that the project area is located at least twenty miles from the nearest developed areas to either the east or the west. The economic growth derived from this project would not be primarily competing against either of those markets and as such, there is a distinct growth potential along the I-10 Corridor in this area which exists in no other populated area of the Mississippi Gulf Coast. Project Scope The I-10 Corridor Project involves the construction of approximately 0.8 miles of new roadway along with the improvement and widening of approximately 0.3 miles of existing roadway. The total project cost is anticipated to be $6.8 million. This total project cost includes the necessary environmental documentation and remediation, surveying, engineering design, right-of-way acquisition, and construction. All proposed work will conform to federal procurement guidelines and state procedures.	Jackson	Yes	6000000	Yes	No	No	No	Yes	No	No		$ 6,800,000.00	$ -	
New	Infrastructure	5891	11/28/2020	Special Needs Sports, Leisure, and Evacuation Complex	Justification for building and maintaining a recreational sports and leisure complex and multipurpose activity center for youths and adults with special needs: The problem: Of all the local cities/municipalities in the six southern-most counties of Mississippi, Biloxi is the only one that most visibly provides a variety of city-sponsored recreation and leisure activities for individuals with special needs and their families. Yet even these activities are scattered throughout the year. Recreational sports and leisure activities for youths and adults along the coast are mostly paid for and provided by organizations such as MS Gulf Coast Buddy Sports (Pass Christian), The Dream Program (Ocean Springs), South MS Special Needs Organization (SNO) (Jackson County), Coastal Civitan (Diamondhead), Ainsley's Angels (Harrison County), MS Coast Special Needs Soccer Association (D'Iberville), South MS Down Syndrome Society (Harrison County), The Disability Connection (Harrison County), and USM Institute of Disability Studies (Long Beach) These organizations operate independently and acquire funding independently. These organizations raise money to provide recreational and leisure activities for individuals with special needs and their families, free of charge or for a minimal fee. The expectations: For all cities along the MS Gulf Coast to provide a variety of year-round, on-going recreational and leisure activities for the youths and adults with special needs in their local communities at a minimal cost or for free. The reality of the matter: Most cities do not budget funds to provide recreation and leisure activities specifically for youths and adults with special needs, either through inclusive use or a separate program or activity. Usually, activities are provided by an organization in conjunction with the city or independently by the sponsoring organization. There is also few if any, after-school programs specifically designed to address the leisure needs of individuals with special needs. While the YMCA, Boys & Girls Clubs, and after-school programs provided by churches and schools are available and located throughout the local area, these programs are not set up, equipped, nor staffed to provide activities to groups of individuals with special needs. As well, entities such as Millcreek, South MS Regional Center, St. Francis Community Services, and the MS Department of Vocational Rehabilitation, provide Day Habilitation, Home and Community Based Waiver Services, Sheltered Employment, and other employment and habilitation activities during the day, these programs often do not extend into the late afternoon/evenings or on Saturdays. Regularly scheduled afternoon and evening programs for youths and adults with special needs is lacking and is desperately need here along the MS Coast. In addition, the MS Gulf Coast, as part of its Hospitality, One Coast, Coastal Mississippi push needs to provide special needs opportunities to out of town visitors that have family members with special needs. The solution: MS Gulf Coast Buddy Sports, Inc. desires to offer a variety of year-round, on-going recreational sports and other leisure activities to youths and adults with special needs at a centralized location. These opportunities will be available Monday through Friday during daytime and evening hours and on Saturday. Opportunities will be open to all individuals with special needs that are able to attend. All services and activities will be offered free of charge or for a minimal fee, preferably free of charge. Other non-profit organizations providing activities for individuals with special needs will also be allowed to schedule use of the facility when available. A special amenity will be a drop-in program. The drop-in program will allow non-frequent users to have a place for their family members to go during a time of unexpected need. The drop-in program will also be a huge advantage to families that have special needs members that are visiting here on the MS Gulf Coast. It is well-noted that many families do not go on vacations or visit areas that do not	Harrison	Yes		Yes	No	No	No	Yes	No	No		$ 6,500,000.00	$ 30,000.00	
New	Infrastructure	5892	7/31/2019	Hancock County Utility Authority - Kiln / Delisle Phase 3	This project is Phase 3 of the area East of the Hancock County Arena. It will be to install a sewer collection system with grinder pumps and lift stations in the designated area to connect approximately 80 homes and discontinue the use of septic tanks. These tanks are close to creeks, streams and bayous that empty out through Rotton Bayou into the Bay of St. Louis and eventually into the Gulf of Mexico. Rotten Bayou is on the EPA list of impaired waterways. The wastewater from this area will then be transported to the Northern Regional Wastewater Treatment Plant for proper treatment.	Hancock	Yes	70	Yes	No	Yes	No	Yes	No	Yes		$ 2,529,550.00	$ -	
New	Infrastructure	5896	10/7/2019	STORM SURGE BARRIERS FOR BAY ST. LOUIS & BILOXI BAY	I HAVE A NEW CONCEPT FOR THE DESIGN AND CONSTRUCTION OF HURRICANE STORM SURGE BARRIERS, BARRIERS THAT ARE SPECIFICALLY DESIGNED FOR OUR UNIQUE BAY MOUTHS. i HAVE THE APPROVAL OF THE CONCEPTS BY CLARK STANAGE, WHO IS THE LEAD WATER CONTROL ENGINEER FOR THE WEST COAST US ARMY CORPS OF ENGINEERS, AND HAS BEEN SO FOR THE PAST 30 YEARS. HIS HOME PHONE # IS (916) 487-5215. MY BARRIERS ARE A SERIES OF ISLANDS ACROSS THE BAY MOUTHS. SEPARATING THE ISLANDS ARE CONCRETE CULVERTS, WITH FLAT BOTTOMS FLUSH WITH THE BAY FLOORS. THEY HAVE VERTICAL SIDES, NO TOPS. HINGED TO THE SIDES OF THE CULVERTS ARE STORM SURGE BARRIER GATES, similar in concept to cattle gates across a road. THESE GATES ARE NEVER CLOSED, EXCEPT DURING A HURRICANE OR A HIGH-FLOODING TIDE. AS A STORM SURGE APPROACHES OUR BAYS, AND THE SS WATER LEVEL GETS 9" HIGHER THAN A HIGH TIDE, THE GATES START TO FLOAT, AND THE INCOMING WATER CLOSES THEM. TO A VEE, NOT A WALL. A VEE SIMILAR TO THE BOW OF A SHIP, WHICH WILL BREAK UP THE SMASHING WAVES. THE STORM SURGE HIGH WATER HOLDS THE GATES CLOSED, THEY ARE NOT LOCKED CLOSED. WHEN THE SS GOES DOWN, THE HIGHER WATER INSIDE THE BAYS BLOWS THE GATES BACK OPEN. OTHER DETAILS PROVIDE FOR SHIPPING LANES, AND RAILROAD BRIDGES. I AM CURRENTLY WORKING WITH GULF COAST PRESTRESS FOR THE CONCRETE CULVERTS, AND TALKING TO ENGINEERING COMPANIES FOR THEIR ASSISTANCE. FURTHER PLANS AND LOCATION DRAWINGS ARE AVAILABLE ON REQUEST.	HARRISON, JACKSON, HANCOCK	Yes		Yes	Yes	Yes	Yes	Yes	Yes	No	COMPLETE PROTECTION FROM STORM SURGE	$ 100.00	$ -	
New	Infrastructure	5897	1/24/2020	Walter Anderson Museum of Art Creative Complex	The Walter Anderson Museum of Art requests $1,554,000 for Phases 2-4 of the Creative Complex, a campus expansion for coastal discovery and innovation, public access, and quality of life empowered by immersion in the natural world. The Creative Complex, a combined 15,000 square feet of interior and exterior spaces and public gardens, will be a center of education and recreation where visitors make connections to 21st century landscapes and applications, including those in science and technology, aquaculture and foodways, tourism, environmental stewardship, and restoration. The purpose of the project is to cultivate lifelong curiosity and connection to place through the convergences of culture, economy, education, and the environment. As American author Wendell Berry writes, â€œNeither nature nor people alone can produce human sustenance, but only the two together, culturally wedded.â€ Art, as a force for meaning-making and cultural resonance, is critical to the story of the Gulf Coast's resiliency. Walter Anderson's art contributes to the region's public education systems, tourism and community development, and conservation efforts. His studies of flora, fauna, and landscapes â€“ and his history of exploring the barrier island wilderness â€“ provide points of ignition for recreational and research-based programs that connect communities to their estuarine landscapes, as well as to the urgent need to study and protect them. WAMA's partners in science and restoration, including The University of Southern Mississippi Marine Education Center and the Grand Bay National Estuarine Research Reserve, are looking to art to communicate about complex systems. â€œOur goal is conservation, but conservation is complicated,â€ says Dr. Ayesha Gray of the Grand Bay NERR. â€œConnecting nature, art and science is part of the heritage of the Gulf Coast and that legacy is exemplified by Walter Anderson's work,â€ says Kelly Lucas, Ph.D., Interim Associate Vice President for Research of Coastal Operations and Director of the Thad Cochran Marine Aquaculture Center at The University of Mississippi. â€œ[Walter] Anderson is THE artist of the Gulf of Mexico,â€ writes Jack E. Davis in his Pulitzer Prize-winning environmental history, 'The Gulf: The Making of an American Sea.' Anderson's journeys to the federally-designated wilderness of Horn Island from the 1940s through 1960s exposed him to its biodiversity and its scientific and geographical importance. He depicted its hurricanes, its animal and plant life, its eroding sands, and its unadulterated brilliance. â€œ... His lines are vivid, limber, and alive,â€ continues Davis. â€œThey are the lines of the Gulf of Mexico and its wildlife. They transpired from his search for wholeness in nature, a â€˜significant form' that he sought to discover not merely from the visual form but from the biological, by touching, feeling, listening, and even tasting.â€ This art history sets the stage for programs and excursions, both on land and water, that merge recreation, observation, and creative communication with geographical study, microplastics sampling, beach restoration, oceanography, and environmental science. Programs at the completed Creative Complex will focus on five areas: Nature and Conservation; Science and Technology; Industry and Business; Culture and Community; and Art and Creativity. Partners include the University of Southern Mississippi Marine Education Center its School of Ocean Science and Engineering at John C. Stennis Space Center, the Grand Bay National Estuarine Research Reserve, the Sandhill Crane National Wildlife Refuge, the Pascagoula River Audubon Center, Chevron, Mississippi Power, and Ingalls Shipbuilding, as well as a host of regional and local tourism entities	Jackson	Yes	70	Yes	Yes	No	Yes	Yes	Yes	No		$ 2,500,000.00	$ 900,000.00	

New	Infrastructure	5898	3/3/2020	Improvement of Rehabilitation Facilities for Sea Turtles and Marine Mammal sin Mississippi to Service to north central Gulf of Mexico Region (MS, AL, LA)	The north central Gulf of Mexico is home to endangered and protected species such as bottlenose dolphins (Tursiops truncatus), West Indian manatees (Trichechus manatus), as well as loggerhead (Caretta caretta), green (Chelonia mydas) and Kemp's ridley (Lepidochelys kempii) sea turtles. These species are all at risk to both anthropogenic and natural threats such as pollution, boat strikes, infectious diseases, fisheries interactions, and natural disasters â€" making necessary the creation of rehabilitation centers to rescue and treat sick and injured marine mammals and sea turtles. The Institute for Marine Mammal Studies (IMMS) is a marine mammal and sea turtle rehabilitation facility, strategically located on the Mississippi gulf coast. IMMS has been involved in the rescue, rehabilitation, and release of marine mammals and sea turtles since 1984, and IMMS' staff along with veterinarians from MSU's College of Veterinary Medicine have the necessary experience, facilities, and capabilities to conduct rescues and rehabilitation activities within this region as well as coordinating with both State and Federal agencies. Following the Deepwater Horizon (DWH) Oil Spill in 2010, IMMS built a turtle rehabilitation center to house sick and injured sea turtles and marine mammals. This structure was originally intended to be temporary and allow IMMS to respond to the spill alone. Since 2010, IMMS has responded to over 1,000 live sea turtle strandings, and has assisted in the rehabilitation of a large number of cold-stunned sea turtles which were flown to Gulfport from the New England Aquarium. Many of the turtles admitted to the facility do not fully recover during the warm summer months, resulting in the use of the rehabilitation facilities on a year-round basis. IMMS is in need of a permanent rehabilitation facility to provide better conditions for turtles that over-winter. An increased number of tanks, as well as larger tanks, and an improved drainage system will also allow IMMS and MSU to provide care for large sub adult and adult sea turtles that require a long-term rehabilitation plan. Moreover, with an enhanced rehabilitation center, IMMS will be able to facilitate sea turtle conservation on a national and regional level by being able to offer support to other stranding facilities and provide optimal high level rehabilitative care for a large number of turtles during environmental disasters (e.g., oil spills, blue-green algal blooms, and red tide). Currently, the IMMS stranding team responds to live turtles in Alabama and Mississippi, and has historically responded to marine mammal and sea turtle strandings in eastern Louisiana. The work of the IMMS stranding team can be greatly enhanced by the establishment of two satellite facilities, created for the purpose of triaging sick and injured sea turtles prior to transport back to the main campus in Gulfport, MS. This would enable IMMS to better respond to sea turtle strandings in eastern Louisiana and Alabama. The first of these satellite facilities would be established in/or around Slidell, Louisiana, enabling IMMS to respond to incidentally captured sea turtles in eastern Louisiana. The second satellite facility would be established near Mobile, Alabama and would allow for the enhancement of IMMS' established response to live turtle strandings in Alabama. Furthermore, the addition of these facilities would for enhanced education and outreach in these regions, as the mitigation of incidental capture is only minimally addressed in these areas at present. IMMS is a registered organization in the States of Alabama and Louisiana.	Harrison	Yes	75	Yes	Yes	No	No	No	No	No		$ 4,950,000.00	$ -	
New	Infrastructure	5900	4/30/2020	TYR Resolution	Transitional housing for veterans to assist in stabilizing their return to being a productive citizen. Purchase property to house up to 6 veterans coming out from programs within the Biloxi Gulf Coast Veterans Health Care System (VA hospital). Whether they are coming out of the PTSD, Alcohol or Drug rehabilitation they need a place for temporary housing until HUD/VASH can get them long term housing - rather than rushing them into a drug trafficking location or a similar non-healthy recovery location. Currently, several go back out to homelessness and return to being a problem to society. This facility would provide them 24 hour management, temporary shelter in a clean environment, provide food and counseling on site, as well as retail experience working on site; thereby, starting a working resume. A coffee shop would be built on this property to provide a job for these veterans transitioning without them having to worry about transportation or safety in walking to and from work as well as provide continued income for sustainability for this program. This stage is estimated to cost $1.5 Million and provide the state of Mississippi valuable productive tax paying citizens, provide the city a property that has sit vacant for 10 years to be used, property taxes paid and rid of rats and vermin - along with business growth, homelessness resolution, crime reduction and self sustaining citizens. (1 full time employee and 3 part time employees)	Harrison	Yes	35	Yes	No	No	Yes	No	Yes	No		$ 1,500,000.00	$ 27,000.00	Land Acquisition
New	Infrastructure	5903	4/30/2020	ISC Sustainability and Restoration Initiative	The project will expand upon projects from 2015 NRDA funding received by INFINITY Science Center that would introduce the importance of sustainability and renewable energy as valuable aspects of restoration and future protection of wetland ecosystems. Electricity that is non-solar requires the use of fossil fuels and the expansive use of fossil fuels created the demand that led to the BP disaster. Reducing the use of fossil fuels for electricity decreases the demand for fossil-fueled sources of electricity thereby reducing the overall risk of further disasters. This project includes the addition of solar panels with battery backup for INFINITY Science Center with an educational component inside the building to increase public learning and awareness about the importance of sustainability and renewable energy in ongoing wetland protection. The project will also ensure that our electric trams, purchased through INFINITY's initial NRDA award, are solar powered rather than powered by electricity that is from non-renewable fossil fuel sources. The project aligns with NRDA and Restore Funding purpose and guidelines. INFINITY plans to lead by example along the Gulf Coast of Mississippi through the implementation of non-fossil fueled solar energy use thereby encouraging others along the coast to adopt renewable energy practices and sources. INFINITY is highly visible along eastbound I-10. Passing travelers will see the solar panels and our sign will encourage these travelers to go to our website to learn more about renewable energy and why INFINITY chose to lead along the coast with solar renewable energy. The program aligns with the main strategic goals of INFINITY Science Center for financial sustainability to ensure continued programming and to lead in environmental education and stewardship of our wetlands.	Hancock	Yes	50	Yes	Yes	No	No	Yes	No	No		$ 2,000,000.00	$ -	
New	Infrastructure	5947	11/25/2020	PAWS (Pets and Wildlife) Exploratorium	HSSM is seeking funds to construct a new facility on their property, which will serve as an education and community event location. Set in a nature-inspired landscape, the PAWS Exploratorium will provide an aesthetically pleasing venue at the juncture of 28th Street and Highway 49 and we will also get with the Gulf Coast Restoration Initiative to create a nature trail in conjunction with the new facility. This new area will focus on education and conservancy of all animals while also focusing on the human component of humanity-which is already at the center core of HSSM's mission and ingrained culture related to animal welfare and humanity. This facility will provide an additional mission based attraction for families to visit while being complimentary to and not competitive with surrounding aquatic organizations. The facility will feature live engaging exhibits with animals such as turtles, snakes, opossums, raccoons, etc., enhanced interactive educational opportunities, children's activities, a small Re-Tail store, various nature trails for bird watching and a pollinator path. The Exploratorium will also be open and available to other animal welfare organizations, such as Wild at Heart Rescue and Audubon MS and can be a destination for several local summer camps such as the City of Gulfport Summer Camps and Lynn Meadows Vet Camp. The facility will utilize existing HSSM land and will enhance current programs while also serving as a centrally located site for partner organizations. This new facility will perpetually support HSSM's lifesaving efforts and strive to educate the importance of animal welfare, preservation, conservation and humanitarianism. We will seek guidance from top architect consulters that have worked on tourist engaging projects in order to create an engaging and interactive experience for all attendees. The requested funds would support design and construction plus year 1 operations and encourage ongoing fundraising. HSSM plans to sustain PAWS by funneling Club Paw summer camp registration fees back into the program and by requesting parent/teacher organizations to provide a small fee for students and charge additional adult fees for each tour/education session as well as special event rental fees. Because of PAWS HWY 49 location-a major tourist acess road- and its proximity to the Aquarium, we plan to partner with the Aquarium and possibly the Institute for Marine Mammal Studies to offer joint tourism tickets. In addition, we will use our extensive individual & corporate donor network as we have an established fundraising platform for our mission based initiative. We will also share trained HSSM staff with the new facility and veterinarians are already in place and could partner with local community colleges such as MGCCC for workforce training and internships. PAWS could potentially raise additional funds by hosting a snack bar that sells only local products from Pop Brothers, Karen's Cookies and other local businesses as well.	Harrison	Yes	90	Yes	Yes	No	Yes	Yes	Yes	No		$ 1,123,500.00	$ 224,700.00	
New	Infrastructure	5953	12/3/2020	Flint Creek Water Park-Water and Sewer Enhancements	The Pat Harrison Waterway District (PHWD) is a State of Mississippi special fund agency with the statutory missions of flood control, water management and recreation within the Pascagoula River Basin. The PHWD operates and maintains eight (8) multi-use/multi-purpose public reservoirs/dams and 65 water retarding structures projects to protect lives, property and support economic development in the Pascagoula Basin. PHWD's water parks provide residents and tourists water dependent and enhanced family oriented outdoor recreation opportunities to camp, fish, boat, hike, picnic, and swim. In 2017, more than 650,000 residents and tourists visited the PHWD's parks spending an average of $126.26 generating an estimated $5.1 million in local purchasing in nearby cities. The University of Southern Mississippi estimated that visitors' spending generated $4.4 million of output (revenue plus certain taxes, 68.48 jobs with $1.4 million of labor income and $2.9 million of value added. Visitor spending annually generates roughly $55,014 in local/county tax revenue and $363,808 in state tax revenue. The 1,900-acre Flint Creek Water Park with a 650-acre lake in Stone County near the City of Wiggins is a major recreational venue for Mississippi Gulf Coast residents. Flint Creek won the Sun Herald People's Choice Award for Best Campground/RV Park in 2018 and 2019. The PHWD is constantly looking for opportunities to increase the number of visitors and the length of their stays by adding amenities and hosting special events such as Flint Creeks' Annual Seafood Festival, antique car shows, and a multi-state horse polo competition. Flint Creek's water and sewer infrastructure requires significant upgrades to continue meeting visitor expectations and to continue protecting the Flint Creek Lake's water quality. These proposed three (3)phase upgrades will be planned and integrated into the City of Wiggins and Stone County's existing water and sewer infrastructure.	Stone	Yes	100	Yes	No	No	No	Yes	No	No		$ 16,063,800.00	$ -	
New	Infrastructure	5955	12/3/2020	Enhanced sea turtle mortality investigations	This project will enhance NOAA's existing necropsy facility to expand sea turtle mortality and supplementary investigations, and meaningfully improve the collaboration through the in-person and remote participation of researchers and education staff in Mississippi and beyond. Data gathered from necropsies constitutes the most vital source of knowledge on mortality factors and sometimes represents the sole source of that information. Enhancements to the necropsy laboratory (e.g. AV technology for remote participation, ceiling-mounted examination lighting, floor drainage, safety upgrades, and height appropriate necropsy tables) would considerably improve the capacity of the facility to manage sea turtle necropsies in a sterile and collaborative environment. Upgrading the facility is a cost effective approach since it takes advantage of an existing structure. The modernized facility will serve as an important resource for the state Sea Turtle Stranding and Salvage Network by providing a collaborative, technologically advanced work environment for its constituent partners and organizations to conduct postmortem examinations of stranded sea turtles. This will allow for early detection of natural and anthropogenic mortality events such that mortality sources can be addressed more rapidly and solutions implemented wherever possible. In conjunction with the Backtracking Analysis and Mortality Mapping tool developed by NOAA researchers, these timely necropsies will also help to pinpoint the origins of these mortality sources. Necropsies conducted at this facility would also assist with sample collection and analyses for law enforcement cases enabling more rapid responses for these investigations. The proposed work will contribute significantly to the natural resource issue of restoring and protecting sea turtles species within Mississippi waters. The project would expand and improve the information collected on sources of sea turtle mortality in Mississippi.	Jackson	Yes		No	Yes	No	No	No	No	No		$ 150,000.00	$ -	
New	Infrastructure	5956	12/3/2020	Convert Highway 90 to a Raised Highway in Portions of Jackson County	On the eastern end of Jackson county, portions of Highway 90 act as a levy restricting the natural flow of water from nearby rivers such as the Pascagoula. Much of this area, from the intersection of Highway 90 ad Highway 63 all the way to the Mississippi/Alabama state line, is surrounded by marsh, wetlands and estuaries which drain into the Mississippi Sound. Currently, adjacent rivers are forced to drain through the handful of bridges, mainly short in length, thereby reducing the marshlands natural ability to filter this river water of the nutrient loading which happens upstream and which can be detrimental to the marine ecosystem in the Mississippi Sound and beyond. By converting Highway 90 to a raised highway, similar in construction to the Mobile Bay Causeway, the watershed would revert closer to it's origins and in doing so contribute to increased water quality and potentially more productive nursery grounds for many of the commercially and recreationally targeted species fish, as well as shrimp, crabs and oysters. This same concept of raising the highway could also lend itself to the portion of Highway 90 which spans the East and West legs of the Pascagoula River (on the boundary of Pascagoula and Gautier). My only caveat is that before undertaking such a project, one would need to ensure that raising the eastern most portion of Highway 90 in Jackson county would not cause undue harm, via flooding, to families which reside south of the highway in that area.	Jackson	Yes		No	No	Yes	No	No	No	No		$ -	$ -	
New	Infrastructure	5957	12/3/2020	Waste Water Treatment Changes	This project focuses on the water treatment plants on the Lower Pascagoula River in Gautier and Pascagoula. Both plants are antquated and in need major improvements and/or relocated to a more desirable location. The MDMR tests the water outside the mouths of both the West and East Pascagoula Rivers and the water contains E.coli bacteria which exceed the limits for healthy oyster production. This project would be a benefit to the health of the ecosystem as well as to the citizens of the great state of MS that use these waters for recreational activities.	Jackson	Yes		Yes	No	Yes	Yes	Yes	No	No		$ -	$ -	
New	Infrastructure	5958	12/3/2020	Water Facilities Plan - System Upgrades	Scope of work includes the development of a Facilities Plan for the DWSD's water system to address the deficiencies identified in the Water Distribution System. Based on study, Southeast Water Main Phase project to upgrade water mains in Southeast area of Diamondhead, MS (Hilo Street area). Being engineered by Seymour Engineering (attached contract copy) and have MSDH Permit. Map included. Estimated construction of water main upgrades in this area of $1.5M.	Hancock	Yes	100	No	No	No	No	No	No	No		$ 1,500,000.00	$ -	
New	Infrastructure	5959	12/3/2020	Water Facilities Plan - Water Mains	Scope of work includes the development of a Facilities Plan for the DWSD's water system to address the deficiencies identified in the Water Distribution System. Study found need for additional water tower, water mains, main loops. Estimated cost of $6M.	Hancock	Yes	100	No	No	No	No	No	No	No		$ 6,000,000.00	$ -	
New	Infrastructure	5960	12/3/2020	Water Main System Upgrades - Phase I & II	Scope of work includes the development of a Facilities Plan for the DWSD's water system to address the deficiencies identified in the Water Distribution System. Study found multiple areas of water mains requiring upgrades/replacements including new mains, new water loops, to upgrade 50+ year old system. Project will be Phased with the estimated cost of Phase I & II being $12M. Maps attached.	Hancock	Yes	100	No	No	No	No	No	No	No		$ 12,000,000.00	$ -	
New	Infrastructure	5961	12/7/2020	Basin 13 Improvements	Re-lining of clay sewer pipe in Basin 13 due to 50+ year old aging pipes that are deteriorating and must be upgraded.	Hancock	Yes	100	No	No	No	No	No	No	No		$ 275,000.00	$ -	
New	Infrastructure	5962	12/7/2020	Basin 17 Improvements	Re-lining of clay sewer pipe in Basin 17 to 50+ year old aging sewer pipes that are deteriorating and must be upgraded.	Hancock	Yes	100	No	No	No	No	No	No	No		$ 500,000.00	$ -	

New	Infrastructure	5963	12/7/2020	Lift Station #16 - Force Main	Replacement of entire force main from Lift Station #16 (approximately 1,900LF).	Hancock	Yes	100	No	No	No	No	No	No	No		$ 300,000.00	$ -	
New	Infrastructure	5969	12/7/2020	Sewer Model Project	Development of a sewer model for the DWSD's sewer system, which will include the following tasks: • Review and verify available information • Perform flow monitoring and rainfall monitoring • Estimate base wastewater flow, groundwater infiltration and rainfall dependent I/I • Develop model and perform analyses of sewer system • Prepare report	Hancock	Yes	100	No	No	No	No	No	No	No		$ 300,000.00	$ -	
New	Infrastructure	5974	12/8/2020	Restoring Sea Turtles to the Blue and Beyond: Establishing Mississippi's preeminent, sea turtle rescue, rehabilitation, and education (RRE) center at the Mississippi Aquarium (MSAQ)	NOAA Project ID# 14535: MSAQ will be Mississippi's first and only Association of Zoos and Aquariums (AZA) accredited facility. Our goal is to build and open a state-of-the-art sea turtle rescue, rehabilitation, and education (RRE) center that serves as an epicenter of local sea turtle rescue and rehabilitation. The RRE will be a combined use resource that reaches 350,000 guests annually. Establishing the RRE center on MSAQ's main campus will allow guests to experience daily rescue and rehabilitation operations first-hand, including intake, triage, and advanced medical procedures. Once turtles are rehabilitated, community focused events will be established to engage the public in re-introductions of sea turtles to the gulf coast waters. Objective 1: Create infrastructure for a preeminent sea turtle rescue, rehabilitation, and education center in Mississippi - Provide a foundation for a scalable rehabilitation and rescue operation with dedicated and expert staff to care for stranded sea turtles - Space to rehabilitate a minimum of 30 turtles -Increase capacity to receive and rehabilitate turtles from AZA partners and established rescue and rehabilitation facilities nationwide -MSAQ's Animal Research Center (ARC) provides additional capacity for facility growth and can serve as an epicenter during emergency scenarios (environmental disasters, unusual mortality events, or mass stranding events) - Establish educational opportunities for aquarium guests, school groups, students, and community members Objective 2: Utilize RRE as ground zero for enhanced mortality investigations and provide early detection and response to anthropogenic threats and emergency events in Mississippi -RRE's impact on injured turtles will help compensate for injuries that occurred due to the Deep-Water Horizon oil spill -Increase capacity for local stranding response and allow for mortality investigations, addressing restorations outlined for sea turtles -Provide world class veterinary care to Mississippi's stranded turtles to reduce injuries and mortalities -MSAQ employees two veterinarians, both trained by sea turtle experts in medicine, biology, stranding, and rehabilitation. Both have worked at world-renowned facilities -Advanced medical capabilities: dedicated hospital, radiology equipment, surgical suite, endoscopy equipment, CT scanner, mobile necropsy unit, field and in-house laboratory and infectious disease diagnostic capacity -Collaborate with local and national stakeholders -Present and publish scientific findings -Train future scientists and educators Date Entered: Nov 30, 2020	Harrison,, Jackson, Hancock	Yes		No	Yes	No	No	No	No	No		$ 4,000,000.00	$ 600,000.00	
New	Infrastructure	5975	12/8/2020	Data gathering for restoration and monitoring of sea turtles using Mississippi waters	NOAA Project ID#14534: Restoration activities for turtles include reducing mortality in commercial fishing activities (Approach 1) and reducing anthropogenic threats (Approach 6). The goal of this project is to characterize and monitor sea turtle populations using Mississippi waters, which will help understand the effectiveness of restoration (and other conservation) actions. In addition to overall density, distribution and species composition of the sea turtle assemblage using MS waters, this project will provide fine-scale details of habitat use and movement patterns. These data can contribute to threats analyses being conducted by the Principle Investigator (PI; Lamont) in the northern Gulf of Mexico and also to larger scale (e.g. Gulf wide) threats indices being produced by the PI (and others). Finally, by specifically targeting turtles using recreational fishing piers, this project can provide detailed information to help refine restoration projects aimed at reducing mortality at those sites. Previous studies have examined the use of recreational fishing piers by sea turtles in MS Sound. However, those studies have all focused on turtles after capture on piers (e.g. Dr. Andy Coleman's work tracking pier-caught turtles released from rehabilitation facilities). This project would supplement those studies by examining turtle movements and habitat use of piers prior to being caught and by documenting movements of individuals that use the area but are not caught on piers. Understanding why some individuals are caught while others are not may help develop restoration actions that could reduce mortality in recreational fishing activities . The PI is currently funded through the Alabama TIG to investigate population structure of marine turtles using Alabama waters, including the eastern end of Mississippi Sound. This project, initiated in 2019, will continue through 2023 and activities conducted as part of that project would complement and potentially leverage a similar study in Mississippi. For example, turtles captured in Alabama waters may move west into Mississippi waters (and vice versa); fieldwork timeframes for both projects could coincide to leverage travel funds; PI already has appropriate NOAA permits to conduct the work thereby reducing start up times; and data collected in Alabama could be leveraged as contributed data to this proposed work. In addition, the PI is currently completing a study funded by the Bureau Ocean and Energy Management (BOEM) that investigated sea turtle distribution and density in the northern and western Gulf of Mexico, including Mississippi Sound. This project involved satellite tracking turtles and aerial surveys. Results from that study (completed in August 2021) could be leveraged as contributed data to this proposed work. The objectives of this project are to initiate a long-term monitoring program for sea turtles in coastal and nearshore waters of Mississippi. The goals of this project are to determine: 1. distribution 2. movements and habitat use 3. vital rates, including survival rates 4. connectivity 5. potential impact of anthropogenic activities on turtles using MS waters (including recreational fishing piers). Methods used to address these goals will include: 1. acoustic tracking and installation of receivers on piers throughout MS Sound 2. genetic analyses 3. stable isotope analyses 4. mark-recapture	Harrison	Yes		No	No	No	No	No	No	No		$ 975,000.00	$ -	
New	Infrastructure	5981	2/5/2021	Port of Pascagoula 22 Acre Open Storage and Parking Expansion	The Jackson County Port Authority is proposing the expansion of the aggregate parking area at the Port of Pascagoula's South Terminal in the Pascagoula River Harbor and drainage improvements at the terminal to support the improvements. The project would consist of the installation of approximately 3,000 linear foot of new concrete drainage pipe of sizes varying from 24 inches to 48 inches and new drainage inlets; construction of a new 20' vinyl sheet pile wall to allow the parking improvements at an elevation comparable to the existing parking areas onsite; installation of approximately 105,100 square yards (approx. 22 acres) of parking expansion consisting of 24 inches of sand base, 24 inches of aggregate pavement, and 2 layers of structural geogrid to handle heavy haul loading at the site; installation of new riprap shoreline protection and drainage outfall protection; approximately 2,300 linear feet of chain link fence expansion, and seeding disturbed areas. The parking area expansion will include expansion of the existing aggregate paved areas to support heavy haul loads for equipment and offloaded cargo at the terminal, and would increase the available space for storage and staging of offloaded cargo at the site to almost 250% of the current available space. The project will support significant terminal expansion possibilities in the future. The parking area expansion and terminal improvements project provides a significant long term impact to the commercial life span of the facility. The parking, drainage, and other terminal improvements at the South Terminal would consist of several components. The estimated cost of the project is anticipated to be approximately $12.4 million dollars. The property is under full control of the Jackson County Port Authority. The cost estimate is current as of November 2020.	Jackson	Yes	100	Yes	No	No	No	No	No	No		$ 12,410,000.00	$ -	
New	Infrastructure	5982	2/11/2021	Southern Bulkhead Extension at the Port of Pascagoula South Terminal	The Jackson County Port Authority is proposing the extension of the sheet pile bulkhead of the Port of Pascagoula's South Terminal in the Pascagoula River Harbor to the south. The project would consist of the installation of 800 linear feet of 90 foot long sheet piles and associated tie backs; approximately 4,000 cubic yards of select fill material behind the new sheet pile bulkhead; providing a new concrete top cap along the dock edge; and the installation of a cathodic protection system to protect the bulkhead from corrosion. The extension of the sheet piling bulkhead will support deeper dredging alongside the terminal and facilitate development along the shoreline in areas that do not presently have a bulkhead. The project will support significant terminal expansion possibilities in the future. The bulkhead will provide an extended terminal interface at this location. The increased bulkhead length would increase the available space for ships to moor at the terminal to more than 200% of the current available space. The extension of the sheet pile bulkhead provides a significant long term impact to the commercial life span of the facility. The southern extension of the sheet pile bulkhead of the South Terminal would consist of several components. The estimated cost of the project is anticipated to be approximately $7.37 million dollars. The property is under full control of the Jackson County Port Authority. The cost estimate is current as of November 2020.	Jackson	Yes	100	Yes	No	No	No	No	No	Yes		$ 7,370,000.00	$ -	
New	Infrastructure	5983	6/3/2021	Port of Pascagoula South Terminal Extension of Bulkhead North to Terminal A	The Jackson County Port Authority is proposing the extension of the sheet pile bulkhead of the Port of Pascagoula's South Terminal in the Pascagoula River Harbor to the north. The project would consist of the installation of 960 linear feet of 90 foot long sheet piles and associated tie backs; approximately 6,000 cubic yards of select fill material behind the new sheet pile bulkhead; providing a new concrete top cap along the dock edge; and the installation of a cathodic protection system to protect the bulkhead from corrosion. The extension of the sheet piling bulkhead will support deeper dredging alongside the terminal and facilitate development along the shoreline in areas that do not presently have a bulkhead. The project will support significant terminal expansion possibilities in the future. The bulkhead will provide an extended terminal interface at this location. The increased bulkhead length would increase the available space for ships to moor at the terminal to almost 250% of the current available space. The extension of the sheet pile bulkhead provides a significant long term impact to the commercial life span of the facility. The northern extension of the sheet pile bulkhead of the South Terminal would consist of several components. The estimated cost of the project is anticipated to be approximately $8.94 million dollars. The property is under full control of the Jackson County Port Authority. The cost estimate is current as of November 2020.	Jackson	Yes	100	Yes	No	No	No	No	No	Yes		$ 8,940,000.00	$ -	

New	Infrastructure	5984	6/4/2021	Port of Pascagoula Deep Water Access Improvements	The Jackson County Port Authority is proposing the replacement and rehabilitation of the sheet pile bulkhead of the Port of Pascagoula's South Terminal in the Pascagoula River Harbor and expansion of the concrete wharf adjacent to the bulkhead. The project would consist of the installation of 1,200 linear feet of 90 foot long sheet piles and associated tie backs; installation of approximately 1,725 new timber pilings and an approximately 43,000 square foot concrete foundation slab adjacent to the existing concrete slab; installation of approximately ten thousand cubic yards of sand and flowable fill between the existing sheet pile bulkhead and the new sheet pile bulkhead, and above the concrete foundation slab; construction of a new approximately 200,000 square foot concrete wharf adjacent to the new bulkhead; the installation of a new fender system for the vessels to moor to while at the berth; and the installation of a cathodic protection system to protect the bulkhead from corrosion. The existing sheet pile bulkhead is over fifty years old and requires substantial rehabilitation. The bulkhead is the key terminal interface at this location. The rehabilitation of the existing bulkhead will include installation of longer sheet pilings and the existing dock being elevated approximately 18 inches to match adjacent dock elevations. The longer sheet pilings will support deeper dredging alongside the terminal. The project will support significant terminal expansion possibilities in the future. The increased bulkhead length would effectively double the available space for ships to moor at the terminal, and the larger wharf will increase the available space for staging and offloading operations to 500% of the current capacity. The replacement and rehabilitation and extension of the sheet pile bulkhead and wharf improvements at the South Terminal would consist of several components. The estimated cost of the project is anticipated to be approximately $24.2 million dollars. The property is under full control of the Jackson County Port Authority. The cost estimate is current as of November 2020. The Port of Pascagoula is a deep draft commercial harbor that has been the center of trade since the early 19th century. It is the largest port in the State of Mississippi. Five other counties are adjacent to Jackson County from the Alabama state line to the Louisiana state line. These counties have historically realized economic benefit and will be affected by any further development and use of the Port. The facilities of the port are centrally and strategically located on federal ship channels that extend to the Gulf of Mexico. The federal ship channel is maintained by the U.S. Army Corps of Engineers to an authorized depth of -42 feet. The Port is located approximately nine miles south of Interstate 10 providing additional benefits to shipping firms that require relatively easy and uncongested access to the U.S. highway systems. Primary exports and imports moving through the Port of Pascagoula include forest and paper products, general cargo, project cargo, machinery, petrochemicals, crude oil, and construction aggregate. For the last decade, the Pascagoula River Harbor has averaged more than 100,000 tons of cargo per year. The Port's transportation infrastructure provides cost effective ways to transport cargo to its intended destination. Port of Pascagoula rail service connections are the CSX and Mississippi Export Railroad which connects to the Canadian National Railroad. The South Terminal is the site of the former Louis Dreyfus Corporation grain elevator. The grain elevator facility would have been best described as the single biggest impact player in the port, outside of the Chevron refinery, with regard to cargo volume throughput. It was the largest cargo terminal in the Pascagoula River Harbor and accounted for some of the largest ships calling that harbor. Upon completion of the project, the 55-acre marine terminal with truck and rail access could easily have that distinction again in the near future. When constructed in the 1950's, the bulkhead sheet piling lengths were directly proportional to the depths of the water near and adjacent to the facility. However, the authorized water depths have been deepened over the last several decades. That trend is expected to continue in the future to afford larger vessels the ability of carrying more cargo in the utilization of the federal ship channels. To accommodate the projected deeper vessel operations, engineering studies have shown that modifications to this bulkhead would have to be performed. From an infrastructure improvement perspective, the project cost effectively provides the best return on investment relative to expenditures of available resources. The replacement, rehabilitation and extension of the sheet pile bulkhead provides the greatest long-term impact to the commercial life span of the facility.	Jackson	Yes	100	Yes	No	No	No	No	No	Yes		$ 24,220,000.00	$ -	
New	Infrastructure	5987	7/16/2021	Springwood Sewer Collection System	This project would provide sanitary sewer service for the Springwood Subdivision. The project will use individual grinder systems at each residence that will discharge into a small diameter sewer collection system. A proposed sewer lift station at the corner of Oak and Kingswood will pump the sewer through a 4-inch sewer force main to the nearest lift station by Cypress Street on US Hwy. 90.	Hancock	Yes		Yes	No	Yes	No	Yes	No	Yes		$ 2,573,150.00	$ -	
New	Infrastructure	5988	7/20/2021	Bay St. Louis Lift Station Upgrades	The lift station will need upgrades to both pumps and the electrical system to increase capacity. These upgrades are needed do to the possibility of overflows near waterways and wastewater going out into the Bay of St. Louis. Also, pipes and valves will need to be replaced.	Hancock	Yes		Yes	No	Yes	No	Yes	No	Yes		$ 600,000.00	$ -	
New	Infrastructure	5989	6/4/2021	NASA Wastewater Connection to HCUA	This project consists of connecting to a force main that NASA has constructed and continuing to run that force main from the North gate of NASA Eastward to the entrance of HCUA's Northern Regional Wastewater Treatment Plant. It will consist of 5 lift stations and 7 miles of pipe. This will allow for NASA officials to shut down both the lagoons permanently and also eliminate the outfall line into the Pearl River.	Hancock	Yes	100	Yes	No	Yes	No	No	No	Yes		$ 10,250,000.00	$ 2,000,000.00	
New	Infrastructure	5990	6/17/2021	Water System Rehabilitation and Replacement Project	Install 50,000 LF of new 12" and smaller water distribution system including valves, fittings and fire hydrants.	Jackson	Yes	100	Yes	No	No	Yes	Yes	No	No		$ 6,500,000.00	$ 650,000.00	
New	Infrastructure	5992	7/16/2021	Colonial Estates Area Septic Tank Abatement Project	Extension of public sewer service to underserved Colonial Estates area just outside Ocean Springs City Limits. Project will extend sewer service to the area and convert existing residential structures from existing individual onsite wastewater treatment systems (IOWDS) and connect them to public sewer. The new collection system will provide immediate service to existing homes and allow abandonment of approximately 115 existing septic systems. The collection system would be sized to accommodate connection of the approximate 150 remaining lots should future development occur. This project is 1 of 2 phases with the 2nd phase abandoning another approximately 150 septic tanks.	Jackson	Yes	100	Yes	No	No	No	Yes	No	No		$ 2,800,000.00	$ -	
New	Infrastructure	5993	7/20/2021	Jackson County Septic System Abatement Project - Phase 2	Extension of sewer collection systems to underserved areas of Jackson County including Vancleave, Hurley, Three Rivers, & Helena Areas while allowing for the conversion of approximately 900 residences from on-lot septic systems to public systems at no cost to the resident. Converted on-lot systems would be owned and maintained by JCUA.	Jackson	Yes	100	Yes	Yes	Yes	No	Yes	No	No		$ 4,500,000.00	$ -	

UNFUNDED PORTAL PROJECTS (WHITE CELLS)

	Go Coast	PROJECT ID	PROPOSAL DATE	PROJECT NAME	DESCRIPTION	LOC_COUNTY	INFRASTRUCTURE COMPONENT	INFRASTRUCTURE_BUDGET_PC	ECONOMIC_DEVELOPMENT	RESEARCH AND EDUCATION	SEAFOOD	SMALL BUSINESS	TOURISM	WORKFORCE DEVELOPMENT	ECO RESTORATION	ACT_OTHER	ESTIMATED_COST	FUNDING_AVAILABLE	COMMENTS
	Infrastructure	11	10/18/2013	Ocean Springs High School Bike Path	Add crape myrtle shaded walking, jogging, bike path between Gulf Park Estates along Biddix Evans Road to Ocean Springs High School;	Jackson	Yes	90	No	No	No	No	Yes	No	No		$ 697,000.00	$ -	
	Infrastructure	22	10/19/2013	PVRV Resorts	Solar-Powered RV Resorts described in attachment. Build PV carports high enough to park motorhomes, trailers and even mobile homes in the shade. The idea is to make money from thesun and from renting recreation spaces in the shade. Same concept could be used for more permanent housing for senior citizens living in disaster resistant modular housing.	Hancock Harrison, Jackson	Yes		Yes	Yes	No	No	Yes	Yes	No		$ 1.00	$ -	
	Infrastructure	25	10/21/2013	Enhancement of IMMS Public Outreach and Education Programs	The events surrounding the Deepwater Horizon oil spill stressed the need for having a well-informed citizenry regarding marine conservation and restoration. A key to this goal is to support education and outreach programs whose mission is to teach the public about the great natural resources of the Gulf of Mexico. The institute for Marine Mammal Studies â€" Center for Marine Education and Research (IMMS-CMER) is a premier marine education and conservation facility that offers a variety of educational programs designed to meet the academic and outreach needs of multiple audiences on educational topics including marine mammals, sea turtles, fish biology, marine invertebrates, threatened/endangered species, invasive species, point and non-point pollution, marine habitats, and water quality. Our current educational programs consist of: â€¢ Student camps that provide hands-on exploration of coastal wetlands, beach and barrier islands, birding, and fisheries, â€¢ Academic field-trips designed to familiarize students with the plants, animals, habitats, and processes of marine and aquatic environments tailored to the visiting age group, â€¢ Teacher Workshops provide teachers with opportunities to expand their knowledge of coastal issues and provide a venue for teachers to earn continuing education units (CEUs) or college credit, and â€¢ College field courses that expose students to applied marine science and marine mammal and sea turtle rescue and rehabilitation. IMMS seeks to continue and enhance current educational and outreach programs while actively engaging in development of new programs to educate the public. These include: â€¢ Ecotours to provide unique, hands-on field experiences â€¢ Technology labs to introduce students to modern research techniques â€¢ Exhibit enhancements for our public Discovery Room facility â€¢ Outreach capabilities for community festivals and events Investing in public education regarding marine conservation issues will contribute to ultimate goal of a restored and healthy Gulf of Mexico for generations to come. IMMS is committed to fostering a sense of appreciation and stewardship for the great coastal and marine resources in Mississippi and the Gulf of Mexico for those young and young at heart.	Hancock Harrison, Jackson	Yes	15	No	Yes	No	No	Yes	No	No		$ 3,000,000.00	$ -	
	Infrastructure	53	10/24/2013	Seafood Receiving,Processing, and Distribution Dock	The proposed location for this Working Waterfront Seafood Receiving, Processing, and Distribution Dock is the site of the former Gulf City Fisheries which is located on the east side of the Pascagoula River just north of the Highway 90 bridge. This facility will provide a one-stop, short-term and long term mooring, unloading, ice and fuel service as well as value added processing which occurred at this location from the the late 1950's to the 1990's. This is a sincere effort to revitalize the local commercial fishing fleet which has been at-risk since Hurricane Katrina and further negatively impacted by the BP oil spill. A thorough hard copy of this proposed project has been forwarded to MDEQ Director Ms. Trudy Fisher. Thank you, Bruce W. Maghan	Jackson	Yes		Yes	No	Yes	Yes	Yes	Yes	Yes		$ 4,881,792.00	$ -	
	Infrastructure	77	10/27/2013	Wildlife Rehabilitation Center	The proposed project has four major components: 1. Land acquisition 2. Construction 3. Management & Administration of WCRC main mission 4. Education Land acquisition will involve locating and purchasing 5 to 30 acres with a bias toward Western Jackson County or Eastern Harrison County and also for properties which have at least power, water and sewer service on site. Further preference will be towards parcels with standing homes and or barns to reduce construction expenses. Smaller parcels within this size range may be favored to reduce continuing expenses. A donated parcel of land in the interim would eliminate this component of the project and the proposal would continue with the remaining points. Construction involves the renovation of any existing structures or the building of a suitable clinic space, a learning annex, and a separate protected rehabilitation space for animals in recovery. Animal enclosures of various characteristics and size would be needed. The largest of these would be an eagle flight cage built to the size and material regulations set by US Fish and Wildlife. It would be the only one of its kind in the state and, contingent upon occupancy, be available to house eagles in need from all parts of Mississippi. The main mission of WCRC is to rescue, rehabilitate and release injured and orphaned wildlife while educating our community on wildlife and our environment. This portion of the award would cover operational and administrative expenses such as taxes, insurance, and other scheduled recurring costs. Fundraising efforts would continue and help support the more daily expenses such as animal food and veterinary care currently encountered. To further this mission, we propose a full-time paid director and a volunteer coordinator be funded for the term of this project. They would administer the grant and the execution of the project under direction of our Board of Directors and fulfill the time-intensive roles indicated by their titles. The proposed educational component of this project will increase the number of public education programs provided by WCRC and increase the level of training for our volunteers. This will be accomplished by enrolling volunteers in state, regional and national conferences and symposia. This will enhance their ability to care for the wildlife and to conduct additional educational programs locally.	n/a	Yes		No	Yes	No	No	No	No	No	No		$ 1,368,000.00	$ -	
	Infrastructure	93	10/30/2013	William Carey University School of Pharmacy	In response to the goals outlined in Blueprint Mississippi 2011 regarding health care as an economic driver, William Carey University (WCU) seeks to open a School of Pharmacy on its Tradition Campus in Biloxi, Mississippi. While it is projected that Mississippi will need 409 additional pharmacists by the year 2016, there are not enough available slots to produce the number of graduates needed through the state's existing school of pharmacy. A second program on the Gulf Coast would ensure that Mississippians have the opportunity to pursue a degree in-state, thus increasing the likelihood they will remain in the state to practice and ultimately addressing the state's shortfall of pharmacists. Further, the WCU School of Pharmacy would create 41 new employees through faculty and support services positions with a payroll in excess of $4.5 million annually. Additional infrastructure, including roads, parking, water/sewer lines and facilities, will be needed upon implementation of the project which will foster job creation, growth and economic development in the Health Care Industry Zone designated within the 5-mile radius surrounding WCU's Tradition Campus. Based on conversations with the American Association of Colleges of Pharmacy (AACP), the established College of Osteopathic Medicine and other health related programs currently operating at WCU will be beneficial in obtaining pre-candidate status for the proposed School of Pharmacy. Program design and preliminary accreditation will take at least two years. The University will not receive revenue from student tuition to support the program until the third year. Therefore, WCU is requesting $4 million for start-up costs associated with the implementation of the School of Pharmacy. Additional funding for the construction of the facility and infrastructure, which is estimated to be $18 million, will be sought from alternate sources. (see attachment for full description)	Harrison	Yes		Yes	No	No	No	No	No	No		$ 4,000,000.00	$ 200,000.00	
	Infrastructure	96	10/31/2013	Pass Christian - East Harbor Expansion Improvements/Enhancements	The City of Pass Christian is currently constructing a harbor that is funded via CDBG (economic development - must create 50 jobs in 3 years), CIAP grant and BP block grant. The 22+ acre harbor basin, dredged to 10 ft. depth, includes 164 recreational and commercial boat slips, 96 truck/trailer parking slips, 215 automobile parking slips, 4 tractor/trailer slips, 4 publicly accessed boat ramps, landscaping, water/sewer and electrical infrastructure and 2 public restroom facilities. An elevated access structure along the east breakwater perimeter allows public access for fishing and will serve as base of operations for commercial seafood operations. Additional items include signage denoting protected and endangered species and public information regarding invasive aquatic species and how to prevent spreading. The design includes approximately 240 recreational and commercial slips but approximately 75 slips were bid as alternates due to funding constraints. Additional items designed and bid as alternates are a splash pad/spray park, pier for commercial operations related to shrimp off-loading, additional public restrooms and improvements to existing harbor area serving commercial operations. Additional items to consider funding include public laundry facilities for transient boaters and handrails along southwest breakwater that will allow public access. The project is designed to meet clean marina program criteria. Construction completion at 10/31/13 is approximately 50%.	Harrison	Yes		Yes	Yes	Yes	No	Yes	Yes	No	commercial seafood industry	$ 3,500,000.00	$ -	
	Infrastructure	1152	11/9/2011	BSL Municipal Harbor Improvements	(ORIGINAL ID#11459) This project consists of improvements to the BSL Harbor located at 100 Jody Compretta Drive, near Downtown. Proposed projects consist of: 1. The City proposes to construct Pier 5 inside the BSL Harbor. The project consists of permitting and coordination with regulatory agencies, design, bidding and construction of a new 10' wide timber pier with concrete piling associated water and electrical utilities and lighting. The BSL Harbor has proven to be an economic driver for Hancock County and BSL since it's opening in 2013 and boasts one of the highest occupancy rates of all harbors on the MS Coast. The proposed Pier 5 project will add approximately 18 65' wet slips and approximately 25 35'-40' wet slips. These slip sizes represent the size range in most demand, all current slips in this size range are leased to long term slip holders. 2. Planning and preparing a maintenance dredging plan for BSL Harbor dredging and for removal of approximately 60,000 CY of material from the BSL Harbor basin. The planning stage will consist of hydro graphic surveying of all canals and the harbor basin to determine the amount of material which needs to be dredged and utilized for marsh restoration. 3. Bay St. Louis proposes to extend the existing Day Pier which is located adjacent to the Rutherford Pier at the Municipal Harbor. The Day Pier is used daily to dock local transient vessels which frequent the nearby downtown establishments. The current pier is approximately 200 LF in length can not support the amount of vessels which frequent the area. The extension would add an additional 400 LF of docking space and enhance and support local and regional tourism efforts.	Hancock	Yes		Yes	Yes	Yes	No	Yes	No	Yes		$ 4,300,000.00	$ -	
	Infrastructure	1153	9/26/2011	Popp's Ferry Causeway Park Master Plan	(ORIGINAL ID#11206) Popp's Ferry Causeway Park Master Plan combines wetlands preservation, environmental education, marine access, and increasing preparedness for a Gulf disaster by improving a convenient, protected area for Gulf access. The site is composed mostly of brackish water marshes. The inclusion of wetlands interpretative stations and an educational facility into the project would allow BP to participate in not only preserving brackish water marshes but also to teach others about their vital importance to the ecosystem. Additionally, the plan includes improving staging areas used by BP in its clean up operations and would therefore also put in place improvements necessary to quickly respond to future Gulf of Mexico catastrophes. Both the City of Biloxi and the State of Mississippi have invested in this project and again this is a unique opportunity to mesh the wishes of the City of Biloxi, the State of Mississippi and BP, PLC. The project funding necessary from BP, PLC to complete this project is $4,656,250.00. An entry sign and wood guardrail on Burnt Bridge would create an inviting entrance. A boardwalk system was designed to hang from the structure of the bridge to bring people to what so many described as the best fishing spot in the area. Two fishing piers occur along the new boardwalk system and another fishing pier faces the river side of the park. The first system of marsh and wetland boardwalks branches off from this location into the Back Bay. Additional parking was added to service this cluster. The boat launch itself would remain with the incorporation of new boarding docks. The existing parking has been reconfigured to more safely separate pedestrians, boaters, and vehicles. A new covered fishing pier and parking complex will be constructed in place of the previous dilapidated pier. This will mark the entrance to the second system of marsh boardwalks. The Back Bay Interpretive Center and Gardens makes up the final component of the park. The ground level would be an open pavilion area where outdoor exhibits could occur. The gardens associated with the Center would contain educational exhibits focusing on marsh development and the flora and fauna native to the area. Additionally, a Back Bay playground will be located among the exhibits. The gardens encircle a wildflower meadow which ties them all together. The roadway terminates in a cul de sac with a radius large enough to accommodate buses and returns visitors to the picnic area it borders.	Harrison	Yes		No	No	No	No	Yes	No	No		$ 4,656,250.00	$ -	

	Infrastructure	1154	9/26/2011	Hiller Park Environmental Enhancement Project	(ORIGINAL ID#11204) Hiller Park Environmental Enhancement Project is designed to increase public awareness of the Coast's natural resources such as wetland plant and animal species unique to the bayou ecosystem. Included in the proposal is funding to restore Bayou La Porte's natural tidal flow thereby improving water quality and marine conditions for aquatic animals as well as restoration of wetlands to eradicate non-native plant species and replacement with native wetland plants. The total cost to BP, PLC to partner with the City of Biloxi would be $2,900,000. The plan for Hiller Park includes those improvements in the original Tidelands Grant application and also replacement of the existing boat ramp with finger piers and a parking area in Bayou La Porte. Dredging of Bayou La Porte to remove sediment will enhance the natural tidal flow to the Bayou, improve water quality in the bayou and Back Bay, provide better marine habitat conditions, and provide better access to the boat ramp. Also proposed are four fishing piers, an 800' boardwalk to be located in Back Bay along the north shore of the park as well as wood footbridges in other natural areas. The piers will provide access to recreational fishing, crabbing, and shrimping, and will assist the City of Biloxi Summer Playground program by allowing children to fish, throw the cast net, and learn about nature. The boardwalks will increase public access throughout the park and will have benches, lighting, and educational signage describing native plant and animal species as well as other resources of coastal and bayou ecosystems. The existing bulkhead will be replaced to provide safer access to onshore fishing in the park. The Mississippi Renaissance Garden is a public garden and horticulture center that will promote horticulture therapy, sustainable healthy lifestyles and economic growth to the residents, volunteers, and visitors of the Mississippi Gulf Coast. It will include walkways, gazebos, specialty gardens, water features, outdoor classroom, festival area, benches, greenhouse, composting area, and pervious parking lots. The City also proposes to perform wetland restoration along the banks of Back Bay and Bayou La Porte to include removal of non-native plant species and replaced with native wetland plants. This will restore the shoreline's ability to act as a natural filtration system of the stormwater runoff and will enhance the natural ecosystem of the bayou and support marine and wildlife habitat.	Harrison	Yes		No	No	No	No	Yes	No	Yes		$ 2,900,000.00	$ -	
	Infrastructure	1155	9/26/2011	Bayhead Swamp Environmental Enhancement and Wetland Restoration Project	(ORIGINAL ID#11201) Bayhead Swamp Restoration project is a unique opportunity to create a highly visible environmental project along the major Biloxi tourist thoroughfare Hwy 90. The City of Biloxi has $4,000,000 of the total $8,815,000 needed to complete this project. The State of Mississippi has approved this environmental project and the project is currently awaiting award of Public Trust Tideland money. Located across from the Biloxi Lighthouse, a national registered monument, the original Bayhead Swamp has been filled by private owners and more recently Hurricane Katrina. In its original state, the swamp served as a catch basin for an estimated 40 acre area of the City of Biloxi. The City proposes to purchase land from private ownership, restore Bayhead Swamp to a functioning catch basin, and restore native plant species. The total project funding from BP, PLC would be $4,815,000. The City proposes to purchase approximately 3.25 acres of property from various private property owners and restore the northern portion of the property to its original role as a functioning bayhead swamp. This will include removal of accumulated sediment and illegal fill and the re-contouring of the banks to restore the natural drainage flow and to hold stormwater runoff. Wetland and wildlife habitat will be restored along the banks through the removal of invasive plant species and reintroduction of native plants. The native marsh grasses and plants will enhance the bayhead swamp's natural filtration process, help to remove nonpoint source pollutants from stormwater and improve water quality before entering the Mississippi Sound. This project provides opportunities to enhance the environment but also to expand public recreation and coastal resource education through public walking trails, benches, and educational signage. Additional parking will be installed along Hwy 90. Construction of a pedestrian bridge will increase public access and link the parking area to the children's playground area and a nat ure trail that will loop through the restored bayhead swamp. All weather educational signage will be installed along the trail to identify bayhead swamp ecosystems, functions, wildlife, plant species and other coastal resource information. Bench type seating will be located along the trail to allow park visitors a place to stop and enjoy the unobstructed views of the Biloxi Lighthouse and the Mississippi Sound from the shade of ancient oak trees.	Harrison	Yes		No	No	No	No	Yes	No	Yes		$ 4,815,000.00	$ -	
	Infrastructure	1159	6/9/2011	Ocean Expo Learning Center - A World Class Aquarium	(ORIGINAL ID#10101) The Institute or Marine Mammal Studies will construct a 175,000 square foot Ocean Expo Aquarium Complex on 11.5 acres at the southwest quadrant of the intersection of Interstate 10 and Interstate 1-110 in D'Iberville, Mississippi. Ocean Expo will be a public educational and tourist destination that will support and accommodate the following education programs: Place emphasis on dolphins and other marine mammals, both in the wild and in captivity, provide students and the general public with an opportunity to learn about nature and marine life, and combine elements of aquatic displays, presentations, and unique interactive exhibits that will make learning fun. The Ocean Expo will be an internationally recognized institution promoting education, conservation and research while providing recreation to people of all ages. The facility will replace Marine Life Oceanarium, the well known landmark that was destroyed by Hurricane Katrina. This project will be a major economic development project that will create a family destination attraction. This plan as the "Gateway to the Gulf" will beautify the area and increase tourism while providing educational and interactive learning experiences. The Institute of Marine Mammal Studies (IMMS) is a non-profit organization established in 1984 for the purpose of public education, conservation and research of marine mammals in the wild and under human care. The Center for Marine Education and Research provides a place for IMMS to fulfill its mission and share its work with the public. The IMMS is a stranding network participant that currently holds a USDA/APHIS Exhibitor's License. The Ocean Expo will continue this purpose through its stranding and rehabilitation services. The City of D'Iberville has partnered with Dr. Moby Solangi's Ocean Expo Aquarium project. In this partnership, the City has been presented with a great opportunity, but also significant challenges regarding the financial investment made by the City. The foremost of these challenges is the acquisition of land and necessary infrastructure improvements. The City is requesting approximately $10,000,000 from BP for land acquisition and pertinent infrastructure improvements. The Ocean Expo will enhance marine education and environmental stewardship; we can truly discover the wonders of the Gulf.	Harrison	Yes		Yes	Yes	No	No	Yes	No	No		$ 12,000,000.00	$ 2,000,000.00	
	Infrastructure	1161	7/8/2013	Brodie Bayou Reclamation/D'Iberville Waste Water Treatment Facility Adaptive Reuse	(ORIGINAL ID#12022) The Brodie Bayou Reclamation/Public Access is a unique project that seeks to convert the old D'Iberville waste treatment plant ($4.5M) to support the collection and transmission of saltwater to the Ocean Expo project at the Interstate. Also, plans envision acquisition of adjoining shoreline and wetland areas to allow public access to Back Bay. Approximately 12 acres ($3.0M) is needed to join with 17 acres of city owned land. This adaptive re-use project provides new public access to a very special shoreline area known as Brodie Bayou. Wetlands reclamation and enhancement in this bayou will provide immediate benefits for the ecology and public access to these once off-limits shorelines. This would create a new bay front park on the west side of the I-110 where no such facilities currently exist. Adaptive reuse of the facility to support Ocean Expo is both creative and an efficient use of city property and facilities.	Harrison	Yes		Yes	Yes	No	No	Yes	No	Yes		$ 7,500,000.00	$ -	
	Infrastructure	1162	7/8/2013	French Market Conference Facility	(ORIGINAL ID#12021) The French Market Conference Facility is a major component of the city?s post Katrina recovery plan for the redevelopment of the downtown area. The availability of public land (14 acres) at the former D'Iberville middle school site would form the core assemblage along with other city owned property. This location now houses the Town Green/Historical Center and will soon be home to the first phase of the CTA Transit Center. This location is one block from the City's waterfront and together with the proposed commercial seafood harbor, D'Iberville hopes to complete the multi-faceted restoration of the downtown. Roads and utilities have been upgraded throughout this area to support major growth in the downtown to coincide with planned casinos south of Racetrack Road. The centerpiece of the French market is a meeting facility with attached hotel and decked parking to grow the conferencing portion of the tourism trade that compliments gaming and overall tourism development. An asset of this type will help diversify our economy and act as a catalyst for rebuilding this area. A 20,000 square foot meeting facility scaled to meet the city?s modest needs is expected to cost $12 million. The City would secure a private hotel developer/operator to co-manage the combined facility.	Harrison	Yes		Yes	Yes	No	No	Yes	No	No		$ -	$ -	
	Infrastructure	1163	7/8/2013	Fountain Beach Public Access and Wetlands Restoration	(ORIGINAL ID#12020) The Fountain Beach Public Access and Wetlands Restoration is another waterfront restoration project that seeks to expand the available acreage for public access to the shoreline. The unique wetland areas and near shore waters associated with Fountain Beach would be restored and enhanced. The City has invested local and Tidelands funds over the last decade to make Fountain Beach a popular bay front park for the public use. New public fishing piers would be constructed in an already popular public facility. Approximately 4 acres is needed to expand the current footprint along the Bay. With improvements and amenities, the project is estimated to cost $4.0M.	Harrison	Yes		No	Yes	No	No	Yes	No	Yes		$ 4,000,000.00	$ 200,000.00	
	Infrastructure	1164	7/8/2013	D'Iberville Working Waterfront & Commercial Seafood Harbor	(ORIGINAL ID#12018) 1) The idea of a working waterfront for the seafood industry in D?Iberville is not new. In fact, the City has tried for over 20 years to raise sufficient money to expand the current harbor limited to the space underneath the I-110 Bridge. The City has tried to negotiate leases with bay front property owners to no avail. The City has prepared several plans over the years to construct a working waterfront harbor but funds to acquire shoreline properties have not been available. The commercial harbor is part of the overall plan to revitalize the downtown one block north linked with the French Market one block north. The City has Tidelands funds that would be leveraged to effectuate land purchases and then on to construction of the harbor. The attached summary provides an overview of the project and how well it fits the Seafood Industry portion of the GoCoast 2020 report. Approximately 10 acres of property is needed to accommodate waterside and landside needs. Wetland restoration on both sides of the existing harbor is planned. The working waterfront is a key component of the City's downtown revitalization plan. In conjunction with existing Tidelands Funds, land and development costs are estimated to be$8.5M	Harrison	Yes		Yes	No	Yes	Yes	No	Yes	Yes		$ 8,500,000.00	$ 800,000.00	
	Infrastructure	1170	6/1/2015	Waterfront Master Plan: Shepard State Park and Riverwalk	(ORIGINAL ID#11215) The City of Gautier assumed the daily operations and management of Shepard State Park in January of 2013. Shepard State Park is a 395 acre park located south of US 90 on Graveline Road in Gautier. The park is open year-round and currently has a mix of developed campsites and primitive camping sites. The park offers approximately eight miles of trails over five different locations and features live oaks, long leaf pines, and magnolias as well as a variety of coastal plants and wildlife. In order to maintain and enhance public access to park amenities, the City of Gautier requires funding for improvements that include shoreline restoration and wildlife observation decks, road repair, clearing underbrush and invasive species, adding water lines, sewer lines, power, and lights; and the addition of a bathroom, pavilion, and a playground area. In addition, Gautier desires to preserve the 35 waterfront acres just south of Shepard Park, owned by the Shepard family, south of Graveline Road. These tidally-influenced lands would be preserved and a riverwalk constructed for eco-tourism, to increase the out-of-state visitors who already visit the park annually. The park's trails, wetlands, and wildlife offer unique educational opportunities.	Jackson	Yes	100	No	No	No	No	Yes	No	Yes		$ 6,000,000.00	$ 100,000.00	
	Infrastructure	1173	9/26/2011	Dantzler Street Bridge Elevation	(ORIGINAL ID#11209) The Pascagoula River Audubon Center is being relocated to downtown Moss Point. The Dantzler Street Bridge needs to be elevated three feet to accommodate this relocation and the tour boats and to compliment the waterfront walkway proposed for areas around Pelican Landing and Beardslee Lake and from McInnis Avenue to Elder Street. The bridge and bridge approaches will need to be raised as will existing city utility lines.	Jackson	Yes		No	Yes	No	No	Yes	No	Yes		$ 651,000.00	$ -	
	Infrastructure	1174	9/26/2011	Marina Purchase	(ORIGINAL ID#11208) Purchase of the River City Marina in Moss Point with frontage on O'Leary Lake and Escatawpa River. The purchase includes boat slips, restaurant and sports bar, warehouse, and piers.	Jackson	Yes		No	No	No	Yes	Yes	No	No		$ 3,400,000.00	$ -	
	Infrastructure	1175	9/26/2011	Property Acquisition to Complete Waterfront Walkway	(ORIGINAL ID#11207) Identification and fee title acquisition of waterfront properties in three areas of Moss Point for protection via restriction for waterfront greenspace, conservation of natural communities and habitat, and for low impact public use such as boardwalks or trails. The three areas are adjacent to and around Pelican Landing, the area along McInnis Avenue from Downtown Waterfront Park to Elder Street, and within Beardslee Lake on the Escatawpa River.	Jackson	Yes		No	No	No	No	Yes	No	Yes		$ -	$ -	
	Infrastructure	1177	8/19/2011	Fort Bayou Boat Launch Improvements	Old Fort Bayou Blueway Boat Launch Improvements and access for Public Safety Rescue Flotilla -- Acquire property on Fort Bayou adjacent to existing boat ramp and pier at Fort Bayou on Bristol Blvd. for $200,000 in order to create additional parking, pavilion and picnic area. An additional $300,000 is needed to dredge the inlet from the boat ramp east toward apartments to accommodate Sheriff's and OS Fire Department Rescue Boats in a boathouse located there. Fort Bayou is an attractive venue for nature based tourism, including kayak races, skiing and paddleboarding, and public safety improvements are needed to promote increased use of this recreational resource.	Jackson	Yes		Yes	No	No	No	Yes	No	No		$ 500,000.00	$ -	Land Acquisiti on
	Infrastructure	1178	8/19/2011	Environmental Impact Assessment at Gulf Island National Seashore for Bike Lanes	(ORIGINAL ID#860) This project consists of an Environmental Impact Assessment at the Gulf Island National Seashore for bike lanes ($60,000; for conducting a NEPA assessment to place safe bike routes along major arteries within Gulf Islands National Seashore - a National Park Service facility - to connect Highway 90 to the Mississippi Sound, Park Visitor Center, bayous, and picnic areas). Construction of lanes and elevated walkways through the forest is estimated at $1.5 million and would include interpretive plaques with a description of the wildlife and fauna found in the park.	Jackson	Yes		No	Yes	No	No	Yes	No	No		$ 1,560,000.00	$ -	
	Infrastructure	1179	8/19/2011	East Beach Sidewalk	(ORIGINAL ID#859) East Beach Sidewalk ($600,000). The City has bid specifications ready to go. This is a shovel-ready project for placing a sidewalk just south of the seawall on East Beach Drive for safe pedestrian access to the water and beach.	Jackson	Yes		No	No	No	No	Yes	No	No		$ 1,000,000.00	$ -	
	Infrastructure	1180	8/19/2011	Harbor Boat Ramp Repair and Parking	(ORIGINAL ID#858) Harbor Access and Amenities. The city/county are currently improving boat ramps, piers, harbor road and adding sidewalks, a pavilion and lighting to the Ocean Springs Small Craft Harbor. In partnership with the Department of Marine Resources and Jackson County, the City created a landscaped public green space where the former boat shed once stood. The proposed new project would increase economic development opportunities for special events by enhancing the attractiveness of the harbor to the public and adding removable rest room cabanas, picnic tables with shade structures and building faux 'lighthouse' structures over the seven elevated electric transformers, helping to protect them from vandalism and high winds. A courtyard with new flags and benches in front of Harbormaster Hill will grant the public an elevated view of the harbor. It would also fund an arts mosaic commemorating the history of commercial fishing industry and shrimpers, to be placed upon the retaining wall that will be built in front of the harbormaster house.	Jackson	Yes		No	No	No	No	Yes	No	No		$ 1,000,000.00	$ -	
	Infrastructure	1182	8/19/2011	Old Fort Bayou Walking Track/ Pier/ Park/ Kayak Launch/ Restrooms/ bird-watching Pavilion/ Parking	(ORIGINAL ID#856) Old Fort Bayou Walking Track/Pier/Park/Kayak Launch/Rest rooms/bird watching Pavilion/Parking - $3 million (City has conceptual design); Ten-acre site will soon be conveyed to the City at no cost. Walking path along beautiful Old Fort Bayou and wetlands ties into nature trail on adjacent property owned by Land Trust for the Mississippi Coastal Plain, preserving over one mile of pristine bayou front property and enhancing low-impact public access. This project would be ready to bid in three months.	Jackson	Yes		No	No	No	No	Yes	No	Yes		$ 3,000,000.00	$ -	
	Infrastructure	1184	8/19/2011	Acquisition and Restoration of Harbor Landing Boat Storage Facility and Restaurant	(ORIGINAL ID#854) This project consists of acquisition and renovation of the Harbor Landing boat storage facility and restaurant - $4.5 million (Mississippi Department of Marine Resources [MDMR] has indicated they would sell this to willing buyer- City could acquire it and put out RFP for an operator); already built - could be done immediately - City already has letter from MDMR that they would be willing to sell at this price. Would restore parking and boat storage for 180 boats and office/restaurant/boater supply facility at harbor, thereby restoring tax base and public access to enjoy the water, and reduce congestion from boaters with boat trailers trying to enter the harbor.	Jackson	Yes		No	No	No	No	Yes	No	No		$ 4,500,000.00	$ -	
	Infrastructure	1185	8/19/2011	Municipal Marine Facility and Boat Ramp Parking Lot at	(ORIGINAL ID#853) Municipal Marine Facility and Boat Ramp Parking Lot at "Allman Site" between Biloxi Bay Bridge and CSX Railroad. The project has a $2.3 million budget and preliminary engineering design has been completed. This economic development project would allow the City to attract restaurants and other amenities. The project could be ready to bid in six months	Jackson	Yes		No	No	No	No	Yes	No	No		$ 2,300,000.00	$ -	
	Infrastructure	1186	8/19/2011	County Fishing Pier near Biloxi Bay Bridge	(ORIGINAL ID#852) This project consists of extending the County fishing pier near Biloxi Bay Bridge on longer concrete pilings ($200,000). Project mobilized; immediately shovel ready. This project ties in to walking path on Front Beach and parking for ideal access to Biloxi Bay and Mississippi Sound. It is a site of children's fishing rodeos.	Jackson	Yes		No	No	Yes	No	Yes	No	No		$ 200,000.00	$ -	
	Infrastructure	1187	8/19/2011	Permanent Restroom for Beach Area	(ORIGINAL ID#868) This project consist of adding permanent restroom to the beach area. The budget would be $150,000, and would involve acquisition of a small elevated parcel near lift station on Porter to meet FEMA regulations, and building appropriate public restrooms.	Jackson	Yes		No	No	No	No	Yes	No	No		$ 150,000.00	$ -	
	Infrastructure	1188	8/19/2011	Purchase of Fayard Property	(ORIGINAL ID#851) As part of the Front Beach Master Plan, Ocean Springs desires to acquire property and build improvements on former Seafood Plant Site. Total cost for Project would be $2.85 M and would consist of purchasing Fayard Property on Front Beach Drive at foot of Jackson Avenue and developing into fishing/boating/picnic area with pavilion, parking and lighting. ($1.35 million for purchasing land, $1.5 million for improvements). Improvements will consists of a Bulkhead and pier/dock for transient boaters; Structures for Seafood Restaurant and for special events space. City has Conceptual Design and preliminary agreement with land owner of this former seafood plant to purchase property pending funding. Once developed, the site will accommodate beachgoers, picnics and special events, seasonal bike, kayak and paddleboard rentals and potential fresh fish/shrimp market. Project can be ready to bid in 3 months.	Jackson	Yes		No	No	No	No	Yes	No	No		$ 2,850,000.00	$ -	
	Infrastructure	1190	11/9/2011	Point Park	(ORIGINAL ID#11450) This project consists of the design, engineering, and construction for the development of Point Park. This currently undeveloped site was used by BP during cleanup operations. This includes demolition of existing structures, deteriorated piers, and concrete areas and the development of drainage, flood control, and erosion prevention structures and water and sewer infrastructure. Improvements would be made to roads, walkways, boardwalks, and parking areas as well as existing piers, wharfs, boat ramps, and pavilions. New boardwalks, fishing and birding amenities, and a restroom would be added at the site. An amphitheater and playground would be constructed to improve entertainment and recreational resources. Included would be landscaping, benches, tables, BBQ units, and trash receptacles.	Jackson	Yes	90	Yes	Yes	No	No	Yes	No	No		$ 15,990,250.00	$ 1,000,000.00	

	Infrastructure	1191	11/9/2011	Lowry Island Marina	(ORIGINAL ID#11449) This project would assist with the redevelopment of the Lowry Island Marina. An interpretive boardwalk would be constructed with appropriate width and length to accommodate various recreational uses and pedestrians and to allow for better access from various points of Lowry Island. Included would be landscaping, directional signs, benches, tables, BBQ units, trash receptacles, as well as lighting for the boardwalks, parking areas, and educational signs. An amphitheater for entertainment, functions, and public gatherings would be constructed as well as pavilions with restrooms and storage. Berthing areas for nature trouism boats and kayak launching facilities will be added. A wall would be placed along the river for fishing, picnics, and viewing. Harbor improvements would provide water, sewer, fuel, and power for boat slips, lighting of piers and walkways, and construction of a multi-level dry dock structure. The road to the northern tip of the island would be enhanced for better access to the existing businesses.	Jackson	Yes	90	Yes	Yes	No	No	Yes	No	No		$ 12,312,848.00	$ 3,601,000.00	
	Infrastructure	1193	12/8/2012	B.B. Jennings Park Ecological and Wetlands Education Center & Blueway Connection	(ORIGINAL ID#11861) Pascagoula is pursuing a citywide revitalization strategy to reconnect neighborhoods to their waterfronts on bayous and wetlands, the Pascagoula River, and the Mississippi Sound. In its Parks Master Plan, the City identified B.B. Jennings Park in a historic, low-income neighborhood as an opportunity for residents to gain an understanding of the region's complex hydrology and ecology. The Mississippi Department of Marine Resources chose the park as a demonstration project for its Coastal Smart Growth Initiative and provided funding for conceptual redesign. Planned activities at B.B. Jennings Park include: 1. A citywide nature education center where visitors and local school children will be introduced to the region's plants, animals and ecosystem processes. 2. The stabilization and restoration of a natural streambed via marsh and wetland habitat plantings and erosion prevention measures. 3. New green infrastructure to include a nature trail, green parking and stormwater management best practices. These projects will demonstrate the use of these water quality strategies to the public and encourage wider use. 4. Connections from Pascagoula's Complete Streets bicycle and trail network to the Park's interpretive nature trails. 5. Property acquisition to expand habitat and visitor capacity. 6. Creation of a Pascagoula River Blueway connection from B.B. Jennings Park to the Pascagoula River. Environmental benefits include marsh and wetland restoration in the Pascagoula River watershed, which suffers from numerous water quality impairments. The bayou flowing through this park is part of a larger system that traverses marshland and drains from Krebs Lake into the Pascagoula River. The demonstration of best stormwater management practices and acquisition of adjoining undeveloped parcels will produce measurable water quality benefits onsite and in the region. Reducing stormwater pollution will improve water quality for fish and wildlife and support economic development through the area's growing eco-tourism industry. Increased amenities also serve Pascagoula's economic development goal of retaining professionals, who cite local quality of life as a key reason for relocation. Mississippi ranks highest in the nation in obesity, and community benefits to the project include expanded recreational opportunities for physical fitness through hiking, jogging and boating.	Jackson	Yes	70	Yes	Yes	No	No	Yes	No	Yes		$ 2,781,250.00	$ 50,000.00	
	Infrastructure	1201	6/5/2013	Repair Port Bienville Dock Area	(ORIGINAL ID#11995) Bulkhead Dock Repair May 19, 2013 FACTS: The bulkhead and docking facilities at Port Bienville Industrial Park (PBIPP play a major role in the recruitment and retention of industries. This facility suffered extensive damage from hurricane Katrina and hence has not been able to be utilized to its fullest potential. One of the reasons for the company Linear Peninsula leaving PBIP was the damage to this facility. Industries wishing to locate at PBIP always inquire as to our berthing and dock facilities. JUSTIFICATION: The replacing of the bulkhead and upgrading of docking facilities would enhance the use of maritime traffic to be able to transport goods and services to our industries. This project would also pique the interest of larger shipping vessels to use the facility and thus increase the amount of commerce going to and from Port Bienville. The spinoff of new jobs created by increased stevedoring, trucking, and warehousing of goods would benefit more than just industry. REMEDY: Plans and specifications are completed. The Corps of Engineers has issued a 5 year permit on this project with 2 years remaining. Once funding is received this project can begin immediately.	Hancock	Yes		No	No	No	No	No	No	Yes		$ 6,000,000.00	$ -	
	Infrastructure	1202	6/5/2013	Replace Train Bridge Over Pearl River	(ORIGINAL ID#11994) Replacement of train bridge across the Pearl River 6-2-2013 FACTS: The CSX train bridge which is located at 30.11'.41 latitude and 89.32'.11 longitude.is currently a swing bridge with a horizontal clearance of 87' and a vertical clearance of 14'. This bridge has the smallest horizontal clearance of any train bridge located on the line from New Orleans, LA. to Mobile, AL. (NOAA chart 11367). The location of the open swing portion is located where the current of the Pearl River is at its strongest making it difficult for vessels pushing a tow to navigate between the bridge and the bank. The opening mechanisms of the bridge are located directly below the rail in the middle of the Pearl River with no protection; every time a high water event occurs this link to opening and closing the bridge becomes disabled and halts the passage of train and maritime traffic. The area abounds with marsh and wetlands. CSX is the only rail carrier. When this structure is incapacitated for a period of time industry at the Port Bienville Industrial Park (PBIP) suffers greatly causing an increased cost of transportation and an uncertainty of receiving and sending materials and product. JUSTIFICATION: The replacement of the swing bridge with a bascule bridge would have numerous benefits. It would increase the horizontal clearance of this area of the river to allow vessels to navigate in such a manner that they could avoid the strongest currents; larger size vessels could now navigate the river with increased clearance; and damage to bridge mechanisms would be minimized with the control structure being on land as opposed to over the water. REMEDY: A replacement bridge is greatly needed. As time continues the current bridge will deteriorate even further causing a loss of commerce and transportation due to the numerous repairs and upkeep.	Hancock	Yes		No	No	No	No	No	No	No		$ 60,000,000.00	$ -	
	Infrastructure	1210	1/1/1900	Replacement for R/V Tom McIlwain	(ORIGINAL ID#191) Funds for the purchase of a replacement research vessel for the Gulf Coast Research Laboratory.	Hancock, Harrison, Jackson	Yes		No	Yes	No	No	No	No	No		$ -	$ -	
	Infrastructure	1221	5/23/2013	Flood Barrier for Port Bienville Industrial Park	(ORIGINAL ID#11984) Flood Barrier for Port Bienville Industrial Park. FACTS: Port Bienville Industrial Park (PBIP) is located in the southwest portion of Hancock County, MS. The port encompasses 3600 acres and is located on Bayou Mulatto a tributary to the Pearl River. PBIP is home to 15 industries with an average employment of 800 people. The industries located at PBIP are a major source of employment for residents of Hancock County and Pearl River County as well as St. Tammany Parish in Louisiana. A tug and barge canal with a mean draft of 12' and a class 3 railroad with 15 miles of track are the primary sources of transportation of imported raw materials and export of finished products produced and distributed by the industries. The major employers at PBIP include Calgon, DAK North America, Sabic and Polychemical International. These industries are involved in the production of critical plastics and Calgon is a major provider of refined materials to the United States Department of Defense. JUSTIFICATION: On August 29, 2005 hurricane Katrina inundated PBIP with an unprecedented tidal surge of 25 plus feet of water. Even though PBIP is situated on a natural ridge, the surge of water caused extensive damage to our rail and buildings and caused the relocation of whatever supplies and debris would float. The area in the vicinity of PBIP includes significant wetlands, low lying lands, and lands held in trust for their protection. Costs of replacement of rail ran into the millions of dollars and restoration and renovation of existing buildings to previous Katrina standards were extremely high as well. Significant flooding of the PBIP in the future will also likely result in displacement of supplies and debris; and will include depositing them in the nearby protected lands. Existing industries as well suffered major damage from the surge. Many were closed for periods of 2-3 months in the aftermath of Katrina causing a steep drop in production, employment, and generation of revenue. Se veral industries contemplated the closing of their facilities and moving elsewhere due to the damage they incurred and the lack of flood protection at PBIP. Subsequently two industries did leave PBIP. They were Linear Peninsula and Eagle brook Industries. In 2008 hurricane Gustav made landfall in southeastern Louisiana as a category 2 hurricane. The flood surge was 11.7 ft. (NOAA Data Buoy 8747437) in Hancock County, MS. While this storm being only a category 2 on the Saffir-Simpson scale. An extensive feasibility study was completed in March 2013. The bulk of the report focuses on environmental considerations, impacts to wetlands, cultural resources, threatened species, endangered species, hazardous waste, toxic waste, and radioactive waste. The Port Bienville Industrial Park is surrounded by low lying areas, wetlands, and waterways. An integrated approach is needed to marry the needs of industry with those of the adjoining and surrounding wetlands so that in the event of high water, flooding, or internal discharges and spills the entire area is protected.	Hancock	Yes		No	No	No	No	No	No	Yes		$ 36,000,000.00	$ -	
	Infrastructure	1225	11/9/2011	Completion of the Water Distribution System in Bayside Park	(ORIGINAL ID#11452) This project consists of the completion of the water distribution system in Bayside Park. The original section was construction under the Gulf Region Water & Waste Water Plan. However funding was not available to complete the entire project area. The estimated cost of the project is $6.3 million.	Hancock	Yes	98	Yes	No	No	No	No	No	No		$ 6,300,000.00	$ -	
	Infrastructure	1226	11/9/2011	Hancock County Utility Authority - Installation of a Water Distribution System in Wards 5 and 6 in the City of Bay St. Louis, MS	(ORIGINAL ID#11451) This project consists of installation of a water distribution system in Wards 5 and 6 in the City of Bay St. Louis, MS. The Bay St. Louis project area is characterized as being the Whitney Street Project and Lagan Street Project. This area is one of the only remaining areas with-in the city limits that is not provided water by the city. Also, the area on the West side of Hwy. 603/43 within the city limits of Waveland. This area consists of the Harbor Drive Community. The estimated cost of the project is $13 million.	Hancock	Yes	98	Yes	No	No	No	No	No	No		$ 13,000,000.00	$ -	
	Infrastructure	1229	9/7/2011	Rebuild Veterans Avenue Pier	(ORIGINAL ID#1066) The Veterans Avenue Pier was damaged by Hurricane Katrina. Prior to Hurricane Katrina, this pier had been a major beach amenity. The pier will be re-constructed and will be approximately 700' long. The damage to the pier was mainly destruction of the superstructure. The support structure is basically in tact, but may need some repair/replacement. The superstructure of the pier will be timber and will be approximately 20' wide. The water bottom around the pier will be enhanced to attract more aquatic life through constructing an artificial reef, planting aquatic vegetation and other habitat enhancements.	Harrison	Yes		No	Yes	No	No	Yes	No	Yes		$ 1,000,000.00	$ -	
	Infrastructure	1230	9/7/2011	Beach Access Parking with Shade Structures	(ORIGINAL ID#1082) The Harrison County "Sand Beach Master Plan" envisions parking areas south of Hwy. 90 with some type of shade structures (pavillion, etc.) to provide access to and increased use of beach. These are to be placed along the beach at strategic locations. This grant request is for ten (10) locations. The parking areas will: - eliminate parking along Hwy. 90 resulting in a safer condition for traffic on Hwy. 90 and people using the beaches; - provide more beach use through providing more parking spaces adjacent to beach; - provide shade structures as convenience to beach goers and as a gathering place; and - provide additional protection to existing seawall along Hwy. 90.	Harrison	Yes		No	No	No	No	Yes	No	No		$ 7,500,000.00	$ -	
	Infrastructure	1231	9/7/2011	Beach Pavilions	(ORIGINAL ID#1064) The Harrison County "Sand Beach Master Plan" envisions providing various sized pavilions along the beach for outdoor gatherings. These pavilions may either be adjacent to boardwalks, parking areas, the existing seawall or at beach grade. This grant request is for three (3) large (able to serve 200 people) pavilions for beaches in Biloxi, Gulfport and Pass Christian, MS and twenty (20) smaller pavilions (able to serve 20 people) in various locations along the beaches in Harrison County. The large pavilions will be able to serve large gatherings (civic events, family reunions, concerts, etc.) while the smaller pavillions will serve as a beach amenity for beach users, family outings and other activities.	Harrison	Yes		No	No	No	No	Yes	No	No		$ 2,700,000.00	$ -	
	Infrastructure	1232	9/7/2011	Protection of Exposed Outfalls	(ORIGINAL ID#1067) Harrison County has approximately 180 outfall pipes that direct stormwater from areas north of Hwy. 90 (commercial and residential land uses) to the Mississippi Sound. A significant number of the outfall pipes are exposed and are a source of sand accretion, erosion and silting of downstream end of outfall pipes. The exposed outfall pipes are subject to damage from storm surges and maintenance activities on the beach. The exposed outfall pipes are also aesthetically unpleasing to beach visitors. These exposed outfall pipes have been an issue raised by both locals and tourists when public input was sought during the preparation of the "Sand Beach Master Plan" in 2008. This project will design and construct protection over the outfall pipes that will be aesthetically pleasing, will blend with the surrounding area, will prevent damage to the existing pipes and will control beach erosion and siltation around the ends of the outfall pipes.	Harrison	Yes		No	No	No	No	Yes	No	No		$ 5,000,000.00	$ -	
	Infrastructure	1235	9/6/2011	Comfort/Restroom Stations along Sand Beach	(ORIGINAL ID#1045) Provide additional comfort/restroom stations as amenities along the Harrison County beaches. There are presently 4 comfort/restroom stations along the beach in Harrison County. One comfort/restroom station (Rodenburg Avenue) has not been repaired since Hurricane Katrina. Additional stations are needed to make the beaches attractive to users and additional funds ($250,000) are needed to supplement FEMA funds designated to repair the Rodenburg Avenue comfort/restroom station. Additional stations are needed near Edgewater Mall, Biloxi; Pratt Avenue, Porter Avenue and Preservation Oaks Parking.The comfort/restroom stations will be designed to serve as bus transit points for the Coast Transit Authority (CTA). The proposed comfort/restroom stations will keep the beaches and water cleaner, will increase the use of the beaches and make the beaches more attractive to tourists and local users.	Harrison	Yes		No	No	No	No	Yes	No	No		$ 10,250,000.00	$ -	
	Infrastructure	1241	9/26/2011	Channel Protection, Graveline Bayou Jetty	(ORIGINAL ID#11185) This project would consist of the construction of a new jetty providing protection to the channel, increase access for commercial and recreational fishermen. Increase access to the natural resources of the area. This project would help keep the movement of sand from impacting the channel. The Jetty would parallel the channel.	Jackson	Yes		No	No	Yes	No	Yes	No	No		$ 2,022,300.00	$ -	
	Infrastructure	1244	9/26/2011	Pascagoula Channel Protection and Public Access Project	(ORIGINAL ID#11182) This project would consist of the construction of a new jetty at the west end of Beach Boulevard providing protection to the shipping channel to keep the movement of sand out of the channel and improve public access.	Jackson	Yes		No	No	No	No	Yes	No	No		$ 1,225,000.00	$ -	
	Infrastructure	1248	9/26/2011	Lake Mars Boat Ramp and Jetty	(ORIGINAL ID#11177) This project is in the construction/improvement phrase. Jackson County, through Tidelands and county funds, has constructed a boat launch with two piers, along with ample parking. The project was not completed because of a lack of funds to complete the jetty which protects the boat channel from siltation. Seymour Engineering has stated it will cost approximately $350,000 to complete the jetties. This facility is very popular because it is only a 10- to 15-minute ride to Horn Island.	Jackson	Yes		No	No	No	No	Yes	No	No		$ 350,000.00	$ -	
	Infrastructure	1259	12/3/2013	Ocean Springs YMCA Expansion/Renovation Plan	The Mississippi Gulf Coast YMCA located in Ocean Springs and Tradition serves the entire Gulf Coast region with our facilities and outreach programs. The 7,000+ members between our two branches have access to fitness equipment, group exercise classes, recreational and fitness activities in the pool, child watch, social and family activities, wellness programs, and corporate membership benefits. We are able to extend our reach to promote healthy communities through our after-school programs, career engagement programs, evidence-based chronic disease prevention programs, and water safety programs. The Mississippi Gulf Coast YMCA serves over 10,000 participants annually with 5,000 of those being under the age of 18. In the last 5 years, the Mississippi Gulf Coast YMCA has provided over $500,000 in free and subsidized programs to youth, families, and seniors seeking health and community. In order to have a greater impact to families and businesses on the Gulf Coast, the Mississippi Gulf Coast YMCA is proposing the renovation of the Herbert Wilson Community Center in Gulfport into a new facility. With this additional facility, the YMCA would be able to offer a family-based fitness facility convenient to residents and businesses in the area. (This would allow us tackle the health and social needs that affect the area including diabetes, hypertension, youth obesity, and arthritis with our chronic disease prevention programs, youth engagement, and after-school and camp programs.) The facility would benefit local employees through our corporate membership benefits program to provide employee wellness through membership at the Y. We assist employees and their families in managing their total health and well being through a variety of services such as adult and children's land and water-based fitness classes, reduced programming fees and other family-oriented activities and special events. In the 2017 County Health Rankings, Harrison County is ranked 24th while neighboring counties, Jackson and Hancock, are ranked 8th and 6th respectively. A local YMCA provides access to exercise opportunities, chronic disease prevention programs, youth programs, and social opportunities â€" all areas that can improve the overall social and physical health of residents thus, improving the local health ranking. A new facility will not only serve Gulfport and Harrison County but will impact the quality of life in all surrounding areas including all 7 coastal counties in our service area. Having an additional facility can increase the number of these programs by increasing awareness of the programs to individuals, schools, and employers. Gulfport is a centrally located area along the coast that also brings coastal residents who may not reside there to the area for work. These outreach programs include programs to improve physical and social health as well as youth development. The following is a list outlining the current health statistics among residents, according to the Behavioral Risk Factor Surveillance Survey: â€¢ 31% of residents are overweight with 37% of those being obese, â€¢ 14% have diabetes and an additional 29% are at risk, â€¢ 35% have hypertension, and â€¢ 30% are considered sedentary in Health District XI which includes the coastal counties. The Mississippi Gulf Coast YMCA offers programs that can address all of these health issues as well as better our workforce and increase safety in water which is a large part of our culture. The Evidence-Based Health Initiatives offered at the YMCA currently include the Diabetes â€™s Prevention Program, Healthy Weight and Your Child, and Enhance® Fitness. These programs are geared to meet the health needs of Gulf Coast residents through methods proven to increase activity and reduce weight. The Diabetes Prevention Program targets the 29% of adults over 18 who are at risk for developing type 2 diabetes. The program is a one-year lifestyle change program focused on increasing activity and losing weight. Enhance® Fitness is an evidence-based group exercise program for	Jackson	Yes		No	Yes	No	No	Yes	Yes	No		$ -	$ -	

	Infrastructure	1261	12/4/2013	Mississippi Gulf Coast Arboretum Trail -- Coastal Arboretums for Restore Canopy and Reduce Injury	The MS Urban Forest Council is a 30 year old nonprofit organization that works with community leadership and citizen to establish healthy tree canopies. We have the only arboretum program in the state and have been certifying arboretums in Ms for over 10 years. This project addresses community resilience, injury, restoring canopies, economic development, tourism benefits and much more. This project has two phases. Phase I of developing arboretums along the MS Gulf Coast will include 3 arboretum, one per county. The project is to scale, landscape level,easily managed, no land acquisition and shovel ready. We can have trees in the ground as early as six months after approval. This project will fully develop local public green spaces into arborvitae creating a network of linear green spaces. This project has multiple benefits - Community resilience, job training, eco-tourism, economic development, recreation, social and ecological benefits, water quality and storm mitigation, and other benefits. This project will be phase one on creating quality green spaces in the three coastal counties. Three sites (one per county) will be created another 10-20 existing sites will be identified and certified as arboretums. Phase II will include developing an arboretum for every coastal city, (12) sites. In all, a total of 15 arboretums developed and another 15 existing sites that can qualify as an arboretum will be certified. So when the project is complete there will be a minimum of 30 certified arboretums along the coast that can be linked as green way, tourism and promotion of communities and other sites. The arboretum will be included on a GPS system so that citizens and visitors can visit and view these sites. These sites will be highly visible. The value of related water quality functions will be determined for these sites based on i-Tree formulas. The project has four basic components. 1. The key objective is to establish healthy Ms Gulf Coast Arboretae in every city in the 3 counties of the Mississippi Gulf Coast; Harrison, Hancock and Jackson. 2. MUFC already has an established and working network of communities on the Ms Gulf Coast through the Scenic Communities and Tree City USA programs. We will work in partnership with local communities, other organizations and counties to plant perpetual green spaces, and provide management training, job training, and all resources to create sustainable green spaces. There are identified spaces on the coast that will remain forever green. Identified by the Gulf Legacy Inventory and the proposed urban tree canopy inventory. We will combine our efforts with other restore projects to add the urban forestry element. We will provide training and other skills, develop a long term inventory of trees, replant the right tree in the right place, address storm preparedness and ensure long term green infrastructure and healthy tree canopies. 3. We will work with each entity. responsible for these green spaces to develop a series of strategies/activities including massive tree planting. Currently, we have 15 Tree City USA on the MS coast. These partner communities will be included in our project. We will provide resources, training and strategies working with local communities, provide advanced long term training on tree maintenance and use of tree inventories to better manage trees and identify important environmental and social values for existing and new trees and community forests. The project will do all these activities through partnerships with local city/county to build knowledge, resilience, create citizen involvement, develop interactive conservation activities and ownership. Communities will learn community resilience aspects and connecting to a healthy gulf based on their actions within their own community. 4. Includes policy implementation on local and regional level as well as storm preparedness and mitigation for landscapes. Funding: This funding includes complete development of 15 arboretum inn the six coastal counties. Project elements include planting over 50 native species trees (1-3) inch trunk diameter), tree	Hancock, Harrison, Jackson	Yes		Yes	Yes	No	No	Yes	Yes	Yes	water quality, trees	$ 420,000.00	$ 50,000.00	
	Infrastructure	1263	12/4/2013	Coastal Exhibits and Promote Natural Resource Stewardship and Enviromental Education	1. Promote natural Resource Stewardship and Environmental Education: MMNS proposes to promote and enhance coastal natural resource stewardship through environmental education efforts that include formal and informal education opportunities, professional development for teachers and outdoor activities for all ages. The types of projects and programs that could be implemented under this objective may include: environmental stewardship and education programs tied to gulf Coast resources that encourage and coordinate the use of existing environmental education and outreach networks and institutions; establish a more effective relationship between research and education communities; and provide meaningful hands-on ecosystem education that includes local. cultural, environmental and economic values with the belief that education will encourage action toward a healthier Gulf Coast. 2. Touch Screens for current coastal exhibits: Technology provides museums with new ways to educate, entertain, and to connect larger and more diverse audiences. In short, the old paradigm of films, tape recordings, signage, and brochures is being replaced by a new paradigm of interactive mobile phone applications and social media. State-of -the-art technology provides expanded tools for learning because it is portable, flexible, and affordable. Elo Touch screens will be installed in three coastal exhibits. The exhibits are Mississippi Sound, Brackish Marsh, and the Barrier Island Grass Beds. A media player is included wit each monitor. 3. Pop-Tank 4. 2-Cylinder Tanks 5. Custom Mobile Touch Tank: A new self contained mobile touch tank designed to mimic the habitat on Mississippi's amazing barrier islands. This mobile touch tank will present wonderful marine creatures from the Gulf of Mexico in a format representative of this facility and our state. The museum's exhibits build on children's natural curiosity about the world around them and foster a sense of wonder about nature. They are designed specifically to encourage family learning and to help young children develop science skills through play and exploration. These exhibits would represent coastal habitats and display animals specific to the coast.	n/a	Yes		No	Yes	No	No	No	No	No		$ 208,019.00	$ -	
	Infrastructure	1264	12/4/2013	Family Life Center	St. Michael is also known as the fisherman's Church and has served the people of Biloxi's Point since it was established as a mission in 1907. The Church is still going through restoration, reconstruction and rebuilding from Hurricane Katrina. We are asking for funds for four major areas: Purchase of a House(Rector), Family Life Center, Grotto, and Parking Lot.	Harrison	Yes	100	No	No	No	No	Yes	No	No		$ 3,000,000.00	$ -	
	Infrastructure	1273	12/9/2013	Adaptive Sports Program	"If they dream about it, they can do it!" Provide a means for all people to enjoy inlet waterways and adapt multi-use facility to accommodate mobility impaired citizens and wounded warriors. -New and existing multi-use facilities need to be built or added to for accommodating mobility impaired citizens and wounded warriors. To enable Disability Community options enhancements of family Orientated Recreational Activities /Educational/Stewardship programs for all ages or even physically unconditioned Citizens	Hancock, Harrison, Jackson	Yes		Yes	Yes	No	No	Yes	Yes	No		$ -	$ -	
	Infrastructure	1287	1/2/2014	Pascagoula- Moss Point POTW Relocation	The Authority is currently developing a feasibility study to review relocating the referenced POTW, MS0020249. The study is being funded as part of the Corps of Engineers, Section 22 Program. The project includes relocation of the existing facility and consolidation with Escatawpa POTW, MS0021521. The consolidation of the two facilities would move both to higher ground away from the floodplain which both currently reside. The relocation would provide an opportunity to construct a facility that would treat the wastewater to reuse quality and provide and industrial water supply within the county to supplement the raw water intake structure on the Pascagoula River. The reuse of the water would remove 5-6 MGD of treated effluent wastewater from the Escatawpa and Pascagoula River Basins and Mississippi Sound. The PMP facility was originally constructed in the 1950s and has been upgraded many times for compliance purposes. The proposed project would provide the county with an upgraded treatment facility to comply with the expected future numeric nutrient criteria. Our current facilities are both land locked and do not have sufficient space to construct new treatment technologies for nutrient removal. To complete the proposed project additional improvements would be required to the existing wastewater transmission system to convey wastewater to the proposed facility. This would include the expanding availability of sewer to other areas currently served by onsite wastewater treatment systems.	Jackson	Yes	100	Yes	No	No	No	Yes	No	No		$ 400,000,000.00	$ -	
	Infrastructure	1288	1/3/2014	Consolidation of Public Water Supply Systems - Helena Park Subdivision	The Helena Park Subdivision (PWS ID 0300026) is an existing community water system with approximately 40 connections. The system has significant deficiencies and has requested the JCUA provide a connection to its East Regional Water System to consolidate the two systems. The project would require an extension to the water system of approximately 15,000 LF to connect the two water systems. Along this extension it is estimated the JCUA would pass 40 existing homes currently provided water from individual water wells. These homes would also be connected to the project. The project includes upgrades to the existing water distribution system in Helena Park Subdivision as the existing distribution system is comprised of water mains smaller than 4" in diameter. The upgrades would meet the requirements of the Mississippi Department of Health and the Jackson County Utility Authority. Upon completion of the project the Authority would have the ability to connect to Helena Utility District and provide a wholesale water connection.	Jackson	Yes	100	No	No	No	No	No	No	No		$ 1,250,000.00	$ -	
	Infrastructure	1289	1/3/2014	Consolidation of Public Water System - Pine Grove PW ID MS030028	The Pine Grove Water System is an existing community water system along Gautier Vancleave Road in Jackson County, MS. The system provides water to approximately 30 homes along the banks of Paige Bayou. The system has significant deficiencies noted by the regulatory agency and has contacted the JCUA for connection to the West Regional Water System. The project includes extension of the West Regional Water System approximately 17,000 LF to reach the community system. Along the extension it is estimated the JCUA would pass 25 to 30 existing homes currently provided water from individual water wells. These homes would also be connected to the project. The extension of the system to connect to Pine Grove would consolidate water supply systems and get the existing system back in compliance with the MS Department of Health regulations.	Jackson	Yes	100	No	No	No	No	No	No	No		$ 1,750,000.00	$ -	
	Infrastructure	1290	1/3/2014	Consolidation of Public Water System - Bluff Creek Mobile Home Water System (PWS ID MS0300079)	The Bluff Creek Mobile Home Water System is an existing water system along Poticaw Bayou Road in Vancleave, MS. The system provides water to approximately 70 homes on the banks of Bluff Creek. The System is located relatively close to the JCUA West Regional Water System. The Project includes an extension of the West Regional Water System approximately 5000 LF to connect to the system and provide a master meter for the mobile home park. It is estimated that the extension will pass 5 to 10 additional homes that would be connected to the system. The extension of the system to connect Bluff Creek Mobile Home Water System would consolidate water supply in the county.	Jackson	Yes	100	No	No	No	No	No	No	No		$ 500,000.00	$ -	
	Infrastructure	1291	1/3/2014	Consolidation of Public Water System - Rouses Marina (PWS ID MS0300110)	The Rouses Marina Water System is an existing community water system off Poticaw Bayou Road in Jackson County, MS. The system provides water to approximately 55 homes along the banks of Paige Bayou. The system has contacted the Authority is past about possible wholesale connection/consolidation to meet the requirements of the regulatory agency. The project includes extension of the JCUA West Regional Water System approximately 25,000 LF to reach the community system. Along the extension it is estimated there are 60-70 homes that would be connected to the system as well that are currently served by individual water supply wells.	Jackson	Yes	100	No	No	No	No	No	No	No		$ 1,750,000.00	$ -	
	Infrastructure	1292	1/3/2014	Consolidation of Public Water System - Home of Grace (No PWS ID)	The Home of Grace is an addiction recovery facility in Vancleave, MS. The facility houses those recovering from addiction. The facility is located a short distance from the JCUA West Regional Water System and is currently served by an individual water supply well. The facility can house up to 110 men at any time. The facility is a non-profit organization and requires assistance to cover the cost of the infrastructure necessary to connect. The project includes the extension of the west regional water system approximately 3000 LF along Jerricho Road to reach the facility. Along the route it is estimated that 5+ existing homes will also be passed and will be connected to the extension.	Jackson	Yes	100	No	No	No	No	No	No	No		$ 200,000.00	$ -	
	Infrastructure	1293	1/3/2014	Consolidation of Public Water System - Community Care Network Women's Shelter (No PWS ID)	The Community Care Network Women's Shelter is a located near Ocean Springs, MS off Fountainbleau Road. The facility is a transitional home for women and children. It includes 8 bedrooms for families with 5 bathrooms and a caretaker's home. The project includes extension of the west regional water system along Fountainbleau Road. The extension will pass an estimated 20 additional homes which would be connected to the water system.	Jackson	Yes	100	No	No	No	No	No	No	No		$ 350,000.00	$ -	
	Infrastructure	1294	1/3/2014	Consolidation of Wastewater Treatment Systems - Bluff Creek Mobile Home and Campground Lagoon (MDEQ Permit MSU099063)	The existing lagoon is located within 1 mile of the JCUA West Regional Sewer System. The Authority constructed the system as part of the CDBG program following Hurricane Katrina to meet the needs of the county and consolidate facilities. Their permit requires the connection to sewer system when such is available in the area. The project includes a pumping station (estimated size 100-150 gpm) and a force main to convey the sewer to the Authority's collection system. Installation of the infrastructure would remove the onsite treatment system which is located on the banks of Bluff Creek.	Jackson	Yes	100	No	No	No	No	No	No	No		$ 500,000.00	$ -	
	Infrastructure	1295	1/3/2014	Consolidation of Wastewater Systems - Pine Grove Mobile Home Lagoon (NPDES Permit MS0032115)	The existing lagoon is located at the Bluff Creek Mobile Home Park on Pine Grove Road off Gautier-Vancleave Road. It is located within a few miles of the JCUA West Regional Sewer System. The Authority constructed the system as part of the CDBG program following Hurricane Katrina to the meet the needs of the county and consolidate utility facilities. Installation of the project would consolidate utilities and remove a discharge of treated wastewater from Paige Bayou. The project would include a pump station (estimated 100 to 150 gpm) and approximately 20,000 LF of force main to reach the west regional wastewater collection system. It is estimated that many homes along the route may be able to connect via low pressure grinder pump system that are currently utilizing septic tanks.	Jackson	Yes	100	No	No	No	No	No	No	No		$ 1,000,000.00	$ -	
	Infrastructure	1296	1/3/2014	Consolidation of Wastewater Treatment Systems - Home of Grace (None Permitted Facility)	The Home of Grace is a facility for addiction recovery. The facility has a capacity of 110 men and currently utilizes an onsite wastewater treatment facility. The facility is a non-profit organization. The project includes a pumping station and force main to convey the sewer approximately 1 mile to the West Regional Wastewater System installed as part of the CDBG program after Hurricane Katrina. The extension will be along Jerricho Road and connect to the existing collection system on Jim Ramsay Road. The extension will pass 5 other homes that may be connected as part of a low pressure sewer system.	Jackson	Yes	100	No	No	No	No	No	No	No		$ 200,000.00	$ -	

	Infrastructure	1297	1/3/2014	Consolidation of Wastewater Treatment Systems - Community Care Network Women's Shelter (Non Permited Facility)	The Community Care Network Facility is an 8 bedroom shelter for women and children. It is a transitional house for those of need including a separate caretaker house. The facility is located 1 mile from the Authority's transmission system. The project would be to connect the facility to a centralized sewer system as it currently utilizes an onsite individual treatment system. The project includes a low pressure sewer system that would also provide sewer collection for approximately 20 homes along the route of the project that also utilize onsite individual treatment systems. Project would remove individual onsite wastewater treatment systems (i.e. septic tanks) from operation and connect 20+ homes/structures to a centralized collection system. Many of these treatment systems are located in or adjacent to wetlands and typical fail in these type soil conditions.	Jackson	Yes	100	No	No	No	No	No	No	No		$ 250,000.00	$ -	
	Infrastructure	1298	1/3/2014	Study of Potential for Contaimination of Raw Water Intake at Cumbest Bluff	The county and port authority own and operate a raw water intake for industrial water supply at Cumbest Bluff on the Pascagoula River. This supply is being used for the Authority's Surface Water Treatment Plant currently in construction. The treatment facility will provide potable water for the southern portion of the East Regional Water System and other potential wholesale water customers in the future such as the Helena Utility District. The mouth of the river at the Mississippi Sound has many possible sources of contamination including chemical manufacturers, oil and gas industry, etc. The Authority proposes to have a study completed to evaluate the possibility of contamination of the water supply from events such as natural disasters, sea level rise, saltwater, etc. Expected questions are, (1) is there any real potential from contamination from the industry along the coast line? (2) what kinds of events have the potential to contaminate the water supply? (3) what recommendations or procedures are necessary to protect the water supply as a supplement to our emergency plans.	Jackson	Yes		Yes	Yes	No	No	No	No	No		$ 500,000.00	$ -	
	Infrastructure	1567	1/1/1900	Acquisition of Marina and Jourdan River Boat Launch	(ORIGINAL ID#2) Acquisition of an existing damaged marina, removal of existing structures, and site modifications to provide for a public boat launch facility.	Hancock	Yes		No	No	No	No	Yes	No	No		$ -	$ -	
	Infrastructure	1582	7/7/2011	Bay St. Louis Harbor	(ORIGINAL ID#521) To develop a harbor in downtown Bay St. Louis as a catalyst for restoring eco-tourism in Hancock County	Hancock	Yes		No	Yes	No	No	Yes	No	Yes		$ -	$ -	
	Infrastructure	1583	7/7/2011	Mississippi By-ways to Space & Mississippi Scenic Beach Boulevard By-ways	(ORIGINAL ID#522) 43 miles of eco tourism by-ways connecting the INFINITY Science Center to the outdoor laboratory to re-establish the visitor market for the gulf coast region	Hancock	Yes		No	Yes	No	No	Yes	No	Yes		$ -	$ -	
	Infrastructure	1589	8/2/2011	Maritime & Seafood Industry Museum Expansion with Restoration Initiatives	(ORIGINAL ID#761)The Maritime & Seafood Industry Museum located on Pt. Cadet, Harrison County, Biloxi, MS serves as a welcoming beacon to the great City of Biloxi, an educational tool and a superior exhibit, for residents and visitors of the Mississippi Gulf Coast region, and for the great state of Mississippi. The Museum was established in March 1986 to preserve and interpret the maritime history and heritage of Biloxi and the Mississippi Gulf Coast, which came to prominence more than a century ago as one of the worldâ€™s great seafood producers. Since itâ€™s opening, the Maritime and Seafood Industry Museum has become recognized for its interpretation of Mississippi Gulf Coast history, culture, and heritage. The Museum exhibits, the replicated sailing schooners, the educational programs, the schooner pier complex, and the research collections have proven invaluable to the citizenry of Mississippi as well as national and international clientele. Special programs held within the museum, has seen it featured on regional and national television. The Museum expanded another 8,000 sq. ft. in 2003 and in 2005 was destroyed by Hurricane Katrina. The new three story 20,000 sq. ft. museum reopened in August 2014 at a cost of approximately $10 million. Since 1986, the Museum has been on a steady path of accomplishment â€" from our award-winning building to our exhibits and tools â€" but there is much more to accomplish. Our educational and economic impact within the community, the region and the state has made the Maritime and Seafood Industry Museum a destination of enjoyment and a significant economic contributor. Our $8 million expansion would build a state of the art Exhibit Hall that will play host to world class traveling exhibits. The Museum is convinced the addition of the Exhibit Hall will elevate the Museum experience and enhance the regional economy through the distribution of admission dollars and funds raised from sponsored traveling exhibits. It would also enable the Museum a larger venue for convention space for one night events away from the Casinos. Tourism is frequently seen as a way of creating new employment opportunities in regions which have suffered from devastating hurricanes or oil spills. Mississippiâ€™s Gulf Coast has embraced the tourist industry, bringing in major casinos and support services to keep tourist engaged. Visitors stay at hotels, eat at restaurants, visit cultural sites and consume goods and services within a local economy. This serves as an economic boon to drive benefits across many other sectors. Regional museums are an important magnet to draw visitors, as they flavor the experience, present the regionâ€™s history, display their treasures and share the artistic and cultural essence of the region. Giving visitors a variety of exciting activities and events impacts their experience and ensures their return. Recently published reports from the American Alliance of Museums, show indisputable evidence that museums are true economic engines for their communities, supporting jobs and wages that are vital to the health of their hometowns. And, as an industry, Museums have widespread public support that transcends political affiliations and geographic locations. Along with the revenue generated from patron visits, museums have a wider economic impact as they purchase goods and services from local vendors (such as caterers, exhibit designers, and window washers), and provide community gathering spaces and alternate venues for conferences and social gatherings. Now, it is time to enhance our offering to the public, while enhancing the regional economy. And with these goals in mind, we are requesting the assistance of the Resources and Ecosystems Sustainability, Tourist Opportunity and Revived Economies of the Gulf States Act of 2011 (RESTORE).	Harrison	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes		$ 7,549,904.00	$ -	
	Infrastructure	1596	9/6/2011	St. Stanislaus High School	(ORIGINAL ID#1011) St. Stanislaus High School is located on the beach in Bay St. Louis and was directly impacted by the oil spill. The school beaches and pier were closed and the summer camp had to cease all water activities during the summer of 2010, due to the oil that washed up on shore. The school campus also received extensive damage in 2005 from Hurricane Katrina, is still recovering from the damage; losses exceed $30 million. This project would renovate the Marine Science, Chemistry, and Physics Laboratories for St. Stanislaus School in Bay St. Louis. The equipment and facilities in these rooms were built in 1971 and are in desperate need of upgrading. Specifically, the project would replace all countertops to a modern stone top that is chemical resistant, build new display cases for specimens and fish tanks and upgrade the water and gas lines to allow students to have easier access for projects. This necessary upgrade would be a great investment in the future of our student?s education.	Hancock	Yes		No	No	No	No	No	No	No		$ 50,000.00	$ -	
	Infrastructure	1598	9/7/2011	Oil Spill Restoration Technology Center	(ORIGINAL ID#1056) An Oil Spill Restoration Technology Center would provide research, testing, and training in the use of new technology for oil spill response. It would deal with new product development and testing. The facility would also provide laboratories for the testing and study of the breakdown of oil and dispersants, including the effect on water quality, the longevity of its effectiveness, and long-term and/or short-term impacts on the environment. Oil spill response training would be major component of this project. The suggested location for the Center would be the Waveland Business Center (Coleman Avenue with field trial area located near water/marshes).	Hancock	Yes		No	No	No	No	No	No	No		$ -	$ -	
	Infrastructure	1599	9/7/2011	Sealife Rehabilitation Center	(ORIGINAL ID#1061) This project would address the need for recovery of injured animals as a result of habitat destruction from such things as oil spills and hurricanes. Sea life would include turtles, dolphins, shore birds, and fish. Ongoing studies would be conducted every 6 months to evaluate habitat quality and the health of the Gulf of Mexico. This project would have a 20-year funding trust set up for this purpose. There would be an education center included to form an outreach for interested students and other visitors. Training for specific areas such as bird de-oiling would be under the direction of a veterinarian. Suggested locations include the Hancock Port and Harbor (Alcan Building), near Jordan River, or near Wolfe River.	Hancock	Yes		No	No	No	No	No	No	Yes		$ -	$ -	
	Infrastructure	1600	9/7/2011	Cleansing of Clermont Harbor	(ORIGINAL ID#1062) This project would provide equipment and manpower to fully clean the harbor. Specifically, the project would consist of removal of sludge and silt brought in by the Deepwater Horizon oil spill. It further would include replanting of indigenous grasses. (This project could be added to other NRDA projects proposed by Women of the Storm.)	Hancock	Yes		No	No	No	No	No	No	Yes		$ -	$ -	
	Infrastructure	1611	11/9/2011	Nursery for Marsh Grass Restoration	(ORIGINAL ID#11437) This project consists of providing funding for the full implementation of a plant nursery to allow for statewide marsh restoration. The Center for Plant Restoration and Coastal Plant Research (CPR) is located at the University of Southern Mississippi's Gulf Coast Research Laboratory in Ocean Springs. The mission of the CPR is to provide expertise and assistance for the restoration of coastal wetlands, salt marshes, beach and dune vegetation, and submerged aquatic plants including sea grasses. To that end, the University operates a 1,200 square foot state-of-the-art temperature controlled greenhouse, routinely growing over a dozen species of common native salt marsh and beach plants. In addition, CPR has indoor and outdoor growing facilities for propagation of four important species of submerged aquatic vegetation. For large scale restoration and mitigation projects, the CPR partners with local nurseries and agency partners to provide the necessary numbers of plants. Three project scenarios are envisioned depending on restoration needs: 1. Small scale (<100,000 plants): Requires at a minimum 4,000 sq ft of heated greenhouse space and 10,000 - 20,000 sq ft of outdoor open space for final staging of plants. 2. Medium scale (100,000 to 1 million plants): Requires at a minimum 8,000 sq ft of heated greenhouse space. Additionally 0.5 - 5 acres of outdoor open space for final staging of plants. 3. Large scale (> 1 million plants): Requires at a minimum 16,000 sq ft of heated greenhouse space. Additionally 5 or more acres of outdoor open space should be available to final staging of plants. CPL anticipates that several sites will be established along the coastal counties in Mississippi, depending on the requirements of the restoration projects necessary. Some existing areas are available.	Jackson	Yes		No	No	No	No	No	No	Yes		$ 5,000,000.00	$ -	
	Infrastructure	1630	3/20/2013	Mississippi On-Site Wastewater Treatment Project	(ORIGINAL ID#11937) 1) BACKGROUND OF RC&D PROGRAM -The Mississippi Association of Resource Conservation & Development Councils (MARCDC) has 7 local Resource Conservation & Development (RC&D) Councils that cover the entire state of Mississippi. The MARCDC & RC&Ds are 501c3 non-profit organizations made up of volunteers who identify unmet needs in their communities and create solutions that work. 2) NATURAL RESOURCE DAMAGE- The MARCDC recognizes the need to fund a statewide project to address environmental damage caused by rural homeowners with failing septic tanks & homes without septic tanks (straight line pipes) to protect upstream damage from polluting streams that drain into the Gulf of Mexico. According to the Mississippi Department of Health(MDOH), 425,000 homes or 40% of homes are not connected to sewer systems located in rural areas of the state. A MDOH official estimated 15-20% of rural homeowners statewide have failing septic tanks or without septic tanks. 3) EXECUTIVE SUMMARY- Goal is to install a minimum of 200 wastewater treatment systems in existing low-income households within rural areas of MS. The MARCDC is capable of administering this project. Plan is to give sub-grants to local groups such as; RC&D Councils, Conservation Districts, Health Dept. Boards, and other community groups. 4) ACTION PLAN -The MARCDC will make sub-grants to local organizations to allow septic tanks to be installed in a timely and efficient manner. Local organizations will work with local health departments to complete these activities; A) homeowner completes application B)health department determines homeowner eligibility rating (health department makes on-site evaluation & system type needed D)eligible homeowners receives septic system maintenance training E) groups of at least 5 septic tanks will be advertised in the local newspaper F)mailletter to eligible homeowners G)open bids and award contracts to certified contractors H)health dept. certifies work meets standards. 5)BUDGET- A) 200 Se ptic Tanks installed ($1 ,000,000) B) Project Coordination- Local Organizations ($160,000) C) MARCDC- 4% Administrative Fee ($46,400) 6) EVALUATION OF PROJECT- A)Number of septic tanks installed B)Efficiency & timeliness of project completion (Reduction of fecal coliform bacteria into the Gulf of Mexico.	Tate	Yes		No	Yes	No	No	No	No	Yes		$ 1,206,400.00	$ -	
	Infrastructure	1645	7/12/2013	Establishing Institute for Biodiversity Studies at the GCRL	(ORIGINAL ID#12031) An Institute for Biodiversity Studies will be created with the purpose of conducting long-term ecological studies of wildlife in the lower Pascagoula River and associated estuary. The institute will be housed at the GCRL or Cedar Point Campus and will unite and house the GCRL Museum vertebrate and invertebrate collections in a new visitor friendly facility. The Institute will also facilitate research projects from outside agencies, collaborate with the Pascagoula River Audubon Center, and serve as a repository for specimens collected associated with the Audubon All Taxa Inventory Initiative, as well as continue to serve in its regular capacity as a premier regional lending repository for marine specimens from the Gulf of Mexico. The institute will provide taxonomic training and guidance to USM Coastal Science graduate students, contribute to the USM Marine Education Center Summer Program, and employ undergraduate students interested in museum and ecosystem- based studies. The institute would make a logical home office for the Gulf and Caribbean Reports.	Jackson	Yes		No	Yes	No	No	No	No	No		$ 5,000,000.00	$ -	
	Infrastructure	1656	1/16/2014	Ingalls Drainage	The waterway connecting Yazoo Lake to the bayou to the north allows for limited drainage, but does not support natural sediment transport or ecological biodiversity. There is currently a manmade dranage structure running the length of the project. Restoring the open flow will allow for better tidal influences upstream, to support plant and animal life, as well as provide an opportunity for a greenway connection between the Point Park, Beach Promenade, and revitalization efforts along the Pascagoula Riverfront. Major drainage improvements are needed as well, which will be addressed by opening the channel as proposed.	Jackson	Yes	40	No	No	No	No	No	No	Yes		$ 2,170,050.00	$ -	
	Infrastructure	1658	1/16/2014	Hwy 90 Beachfront Boardwalk	The project proposes additional beachfront concrete boardwalks along the south side of Highway 90. This restoration project intends on improving public access and recreational activities to portions of the sand beach where access was limited due to oiling during the 2010 oil spill. This project will benefit residents and tourists. More than 85% of the nearly 8 miles of shoreline within Gulfport City limits already has an ADA-compliant concrete boardwalk in place; aside from pedestrian and bicycle access, this boardwalk offers benches overlooking and stairs leading to Gulfport's beaches. The remaining 15% of shoreline (approximately 6,350 linear feet) without an existing boardwalk is divided into 4 sections. Completion of these unfinished sections would offer safe recreational walking and biking options. It would further serve to promote public pedestrian access to, not only Gulfport's beaches, but also the revitalized downtown Gulfport, Jones Park, and the Gulfport Small Craft Harbor as well as casinos, proposed developments, etc. Finally, this boardwalk will also help minimize beach erosion and act as a barrier between the beach and Highway 90. This will help reduce sand migration onto the highway, lowering road hazards and decreasing maintenance time and costs. In addition to the boardwalk, beachfront enhancements are proposed that are in line with the current "Gateway" projects already underway within Harrison County. These enhancements may consist of aesthetic improvements (landscaping, etc.) and recreational improvements such as fire pits, showers, volleyball courts, pavilions, etc.	Harrison	Yes	75	Yes	No	No	No	Yes	No	No		$ 3,000,000.00	$ -	
	Infrastructure	1662	1/20/2014	Flat Branch Drainage Improvements	Flat Branch Creek is a major drainage Basin that runs north/south between Three Rivers Rd and Hwy 49. It intersects with Bernard Bayou at the west end of Crossroads shopping center. This portion of the City is vital to its overall economy with Garden Park Medical Center, movie theatre, Crossroads Center and heavily developed Hwy 49 in close proximity. This project intends on general maintenance, debris removal, and improving the segment of the Flat Branch Creek between Community Rd and the confluence of Flat Branch Creek and Bernard Bayou. These upgrades at the mouth of Flat Branch Creek will benefit the entire creek, particularly at the critical commercialized zone along these proposed improvements. Lower water surface elevations and less potential for localized flooding will ensure uninterrupted access to all the businesses in the area and benefit community-resilience.	Harrison	Yes		Yes	No	No	No	No	No	No		$ 5,000,000.00	$ -	
	Infrastructure	1663	1/20/2014	O'Neal Rd Drainage Improvements	The area located south of O'Neal Rd, just west of Fritz Creek is prone to flooding of streets and, in heavier rainfall events, flooding of homes and apartments. This project proposes updates to install a new lake outfall to Flat Branch Creek to the west along with other drainage improvements (maintenance, debris removal, stabilization, etc.) in this area. These projects will increase the quality of life for local residents and businesses by alleviating flooding conditions. Further, the better drainage conditions could potentially attract additional business and workforce housing development to this growing area located near the Gulfport Highlands Development, resulting in more revenue streams for the City of Gulfport. It will also benefit community-resilience due to increased flood risks associated with sea-level rise by encouraging development in portions of the city that are generally located outside the FEMA-established floodplains more common south of I-10.	Harrison	Yes		Yes	No	No	No	No	No	No		$ 1,400,000.00	$ -	

	Infrastructure	1664	1/20/2014	Gulfport North Wastewater Treatment Plant Expansion	Gulfport proposes to expand their North Wastewater Treatment Plant (WWTP) to consolidate sewer flows to one WWTP; this project benefits both the economy & ecological resources and improves water quality. As is, Gulfport treats wastewater at its existing North & South WWTPs. The North and South WWTPs are permitted to handle 7.75 MGD and 10.5 MGD respectively. Both plants monitor nutrient levels with nutrient limits anticipated in the near future. The North WWTP will likely meet its nutrient requirements as is (its discharge is considered 4 times cleaner than the South). However, upgrades, just for nutrients, at the 70+ year old South WWTP could cost over $20 million dollars. This wouldn't address aging structures, piping, etc on site and wouldn't positively impact treatment capacity for the City. Instead of nutrient upgrades at the South WWTP, the City proposes to expand the North WWTP and convert the South WWTP into a lift station to reroute flow to the North WWTP. While this represents a higher initial cost, it produces lower operating, maintenance, and future upgrade costs over the life of the plants. The North WWTF expansion results in cleaner sewage discharges to Bernard Bayou (eventual outfall to the Back Bay of Biloxi). Further rerouting the South WWTP will eliminate a sewer discharge in this same bayou. This project protects the ecological system of Back Bay and its tributaries. Beyond the water quality benefits, the ability of the City to readily provide wastewater treatment is imperative for accommodating economic development. The proposed Vertical Loop Reactor aeration system expansion to the North WWTP would provide an additional capacity of 12 MGD. This increase will add capacity beyond the rerouted South WWTP's flow and will promote economic growth including: Port of Gulfport Expansion, Gulfport Highlands Commercial Development, Casinos, Centennial Plaza enhancements, etc. Demolishing the South WWTP potentially has job creating & economic benefits. This allows for the redevelopment of a centrally-located 90 acre parcel. Bernard Bayou is designated a "blueway" by Heritage Trails. Gulfport proposes a Bayou-side park complete with kayak rental facility and other amenities to promote recreation, public access, and eco-tourism. This benefits the existing golf course and boat ramp as well. Land Leases and tax revenues from private development on the remainder of the parcel could continually benefit the City for years.	Harrison	Yes	90	Yes	No	No	No	No	Yes	No		$ 102,000,000.00	$ -	
	Infrastructure	1665	1/20/2014	North Gulfport Sewer Expansion	In December of 1993, the City of Gulfport annexed 33 square miles north of its then current limits making it the second largest city in Mississippi. As with any annexation, the City has since worked on incorporating private infrastructure into its public system. This infrastructure project consists of adding sewer service to 17 different areas encompassing over three square miles in northern portions of the City still on private sewer and septic systems. Providing access to adequate sewer utilities could benefit the local economy and stimulate job-creation by encouraging future development. Similarly, this project could benefit community-resilience due to increased flood risks associated with sea-level rise by encouraging development in portions of the city that are generally located outside the FEMA-established floodplains more common south of I-10. It would also serve to benefit the local ecological resources by removing environmentally-taxing septic tanks. This would help improve water quality by alleviating nutrients and pollutants discharged into nearby Fritz Creek, Flat Branch, and water tables from damaged and/or overflowing septic tanks. Aside from the construction jobs offered by this project, it also promotes development of workforce housing.	Harrison	Yes	100	Yes	No	No	No	No	Yes	No		$ 5,200,000.00	$ -	
	Infrastructure	1666	1/20/2014	Three Rivers Rd Widening	Located immediately north of a 0.5 mile stretch of a four lane section of Three Rivers Rd (from Creosote Rd to Seaway Rd), the bulk of the approximately 1.25 mile stretch of Three Rivers Rd between the industrialized Seaway Rd and Dedeaux Rd is two lanes with no center turn lane. This commercial corridor is vital to the City of Gulfport economy as Three Rivers Rd provides direct access between the Gulfport-Biloxi International Airport and many commercial developments, and between the airport and Dedeaux Rd. This project seeks to widen this 1.25 mile stretch from the existing two lane road to a proposed four lanes with a center turn lane. Combined with the Dedeaux Rd widening project currently under design, with recently constructed projects, and with other already-funded design projects in the area, this project will be the last leg of 5-laning all main collector roads on the heavily-commercialized north side of the airport. The economic benefits of the road widening in this area will be realized with the potential for new businesses and tax revenues also bringing needed jobs to the area. The quality of life improvements for these businesses and local residents will be seen in less congested and safer roadways. It will also benefit community-resilience due to increased flood risks associated with sea-level rise by encouraging development in portions of the city that are generally located outside the FEMA-established floodplains more common south of I-10. Finally, this project will improve the ability of the public and tourists to access recreational areas as there are two campgrounds on this stretch of road offering approximately 170 campsites. This project improves public access to recreational activities by providing a connecting sidewalk between Seaway Road and Dedeaux road. These pedestrian and bike paths will be the last section needed to connect the Beach all the way to the Crossroads development.	Harrison	Yes	100	Yes	No	No	No	Yes	Yes	No		$ 5,000,000.00	$ -	
	Infrastructure	1667	1/20/2014	Hewes Ave Widening	Located immediately adjacent to the east side of the Gulfport-Biloxi International Airport (GPT), the bulk of the existing 1.5 mile stretch of Hewes Ave from Pass Rd to the Air National Guard Base is a two lane road with no center turn lane. This project proposes to widen this 1.5 mile stretch to a proposed four lanes with a center turn lane/raised median. This section of road will match the remainder of Hewes Ave northbound to its intersection with Washington Ave. This infrastructure project will immediately benefit the Gulfport economy. It will also improve public access to recreational areas by providing safer and more efficient routes between the airport and the beaches along Hwy 90. This section of Hewes Ave is the primary north/south roadway located on the east side of the airport. Hewes Ave connects the local businesses and industries east of the airport with the heavily traveled Pass Rd. It is the most direct north/south road connecting Hwy 90 and its beaches to the airport, and will be the most direct route between Centennial Plaza and the airport. The increased traffic flow and capacity of this section of road will encourage future industrial, commercial, and residential development resulting in additional revenues for the City. It will also improve the quality of life by alleviating congestion of commuters and commercial/industrial traffic.	Harrison	Yes	100	Yes	No	No	No	Yes	No	No		$ 5,000,000.00	$ -	
	Infrastructure	1668	1/20/2014	Interstate 10 Frontage Rd/34th Ave Improvements	The intersection of Hwy 49 and I-10 has always been attractive to developers as prime commercial real estate. However, the northwest quadrant of this intersection has seen the least development, primarily due to the lack of accessibility. Currently, there is a frontage road that follows the north side of I-10 from Canal Rd to the west stopping at 34th Ave to the east (approximately one mile west of Hwy 49). 34th Ave is then a two lane unpainted road which runs north to its intersection with Landon Rd. Landon Rd, also a two lane road, runs east to its intersection with Hwy 49, where it then becomes Crossroads Parkway. In order to improve public access to this commercially viable area as well as Gulfport Sportsplex and Gulf Islands Water Park, this project proposes the following: extending the frontage road nearer to Hwy 49 and creating a new intersection with Landon Rd, widening 34th Ave between the frontage road and Landon Rd to two lanes with a center turn lane, and widening Landon Rd from 34th Ave to Hwy 49 from two lanes to four lanes plus a center turn lane (environmental phase and engineering design are underway for this portion of the work). In doing this, the City will provide easy access to over 100 acres of virtually undeveloped prime commercial real estate and better access to the Gulfport Sportsplex (which has a planned expansion). This improved access will allow for increased traffic flow on these roads and should quickly attract new businesses for the area. This economic advancement will create new jobs for citizens of Gulfport and introduce new tax revenues to the City. Encouraging such economic development in this area will also benefit community-resilience due to increased flood risks associated with sea-level rise as it is within portions of the city generally located outside the FEMA-established floodplains more common south of I-10.	Harrison	Yes	100	Yes	No	No	No	Yes	No	No		$ 10,000,000.00	$ -	
	Infrastructure	1669	1/20/2014	Dedeaux Rd Widening	Currently, Dedeaux Road is four lanes plus a center turn lane for approximately 1.5 miles between US 49 & Three Rivers Road. The bulk of the remaining 2.6 mile stretch between Three Rivers Road & MS 605 (Cowan-Lorraine Extension) is only two lanes wide with no center turn lane. This shovel-ready project (route and environmental review complete) proposes to widen this stretch from two lanes to a proposed four lanes plus a center turn lane. Considering safety concerns due to approximately 18 local roads that access this 2.6 mile stretch, portions of the center turn lane will be converted into a raised median. Portions of this road expansion have been funded through the FY 2006 Transportation Appropriations Bill. This project is vital to provide an important east/west connection between US Hwy 49 and MS 605 which will in turn decongest clogged traffic routes north of I-10. It will increase community-resilience by providing a critical link between US 49 and MS 605 for emergency evacuation preparedness. It will also benefit community-resilience due to increased flood risks associated with sea-level rise by encouraging development in portions of the city that are generally located outside the FEMA-established floodplains more common south of I-10. This project will also provide an economic development stimulus for this section of the City connecting existing and proposed recreational activities. The benefits of this infrastructure project were identified by Scott Delano with the development firm, DDR in a recent interview. DDR owns 90 acres of property that sits on the north and south sides of Dedeaux Road west of MS 605. In this interview, Delano said â€œAnytime you have an increase in traffic flow it is a great seed or new development and a higher demand for businesses to locate in the area.â€ Delano pointed out this leads to â€œincrease tax base for the area [and] sales taxes for the area.â€ Ward Six Councilman R. Lee Flowers also commented â€œthere is no doubt in anyoneâ€™s mind that Dedeaux Road will be a business corridor.â€ The jobs and tax revenues generated by additional businesses in the area will benefit the coastal economy, particularly this growing portion of Gulfport.	Harrison	Yes	100	Yes	No	No	No	Yes	No	No		$ 17,500,000.00	$ 7,500,000.00	
	Infrastructure	1670	1/20/2014	Northwest Gulfport Water System Expansion	In December of 1993, the City of Gulfport annexed 33 square miles north of its then current limits making it the second largest city in Mississippi. As with any annexation, the City has since worked on incorporating private infrastructure into its public system. This infrastructure project consists of expanding public water service to northern portions of the City still on private wells and private utilities. Limited public water supply is provided to residents and businesses encompassed by Canal Rd to the west, the City of Gulfport corporate limits to the north, John Clark Rd to the south, and Hwy 49 to the east. This project seeks to establish a more accessible public water system in this area through the installation of water mains and services to any remaining unserved regions north of I-10. This system will then be connected with the overall system north of I-10. Not only will this project improve the quality of life of existing residents by providing reliable access to clean water, but it also proposes to strengthen existing facilities. Consequently, this will encourage future development, including additional workforce housing and associated light commercial. These immediate and anticipated future service connections will add utility customers that will provide an ongoing revenue stream for the City of Gulfport. These revenue streams will further be supported by the additional tax revenues from new residents and businesses. Similarly, this project could benefit community-resilience due to increased flood risks associated with sea-level rise by encouraging development in portions of the city that are generally located outside the FEMA-established floodplains more common south of I-10. Aside from the construction jobs offered by this project, it also promotes development of workforce housing.	Harrison	Yes	100	Yes	No	No	No	No	No	No		$ 3,000,000.00	$ -	
	Infrastructure	1671	1/20/2014	Canal Rd/28th St Elevated Tank and Water Main	Located at the intersection of 28th St and Canal Rd near the western corporate limits of the City of Gulfport, immediately north of the Naval Construction Battalion Center (NCBC) of Gulfport, this project seeks to install a new elevated storage tank to replace the existing 75,000 gallon tank in the area. This project will also provide new public water mains along Canal Rd to strengthen existing infrastructure. The proposed water tank and water infrastructure will provide more capacity and more reliable service for the City of Gulfport system. With proposed Navy Base upgrades and expansions combined particularly with the needs of the nearby Port of Gulfport expansion, upgrades to the existing water system are imperative for the City to provide adequate service to all existing and proposed customers in order to encourage not stifle economic development. This project will provide an immediate pressure and capacity upgrade to allow for uninterrupted service to existing and future customers, allowing for future business in the area resulting in more tax revenue for the City, more jobs for its citizens, and more utility customers.	Harrison	Yes	100	Yes	No	No	No	No	Yes	No		$ 3,500,000.00	$ -	
	Infrastructure	1672	1/20/2014	Mast Arm Traffic Signals	Many of the traffic signals within the City of Gulfport are still supported by span wires, which are prone to damage during high wind events. In an effort to improve community resilience by reducing the damage to transportation infrastructure and to greatly decrease the time required to restore traffic flow following heavy storm events, the City of Gulfport proposes to replace existing span-wire supported traffic signals with mast arm traffic signals. These heavier-duty supports resist wind events much better and, given less damaged signals, would assist the City in rebounding from heavy storms. The restoration of normal traffic will ensure a quicker economic recovery for the City and will improve quality of life by limiting road closures and associated heavy traffic congestion.	Harrison	Yes	100	No	No	No	No	No	No	No		$ 4,500,000.00	$ -	
	Infrastructure	1673	1/20/2014	34th St Widening	34th St is an east/west road that connects heavily traveled Hwy 49 with Hewes Ave, immediately south of Gulfport-Biloxi International Airport (GPT). This area is centrally located between the airport and the Port of Gulfport. While the eastern half of this road tends to be single-family residential, the western portion tends to be commercial with some heavier industrial sites in the middle. In order to encourage growth of the commercialized portion of this road, the City of Gulfport proposes to widen the section of 34th St from Hwy 49 to 13th Ave from a two lane road with no center turn lane to a proposed four lanes with a center turn lane/raised median. This project will provide better traffic flow thereby encouraging new business development, increasing tax revenues for the City. These new developments will likely occur rapidly as this project provides better access to the nearby expanding Port of Gulfport and the airport and will add a significant number of jobs to the community. Further, this particular project presents a unique revenue source for the City of Gulfport. Located west of 13th Ave, the City of Gulfport owns an approximately 80 acre site, formerly leased to Struthers Industries. Enticing a future tenant to this site will provide a large single payment to the City if the property is purchased or an ongoing revenue source if the property is leased.	Harrison	Yes	100	Yes	No	No	No	No	No	No		$ 4,000,000.00	$ -	
	Infrastructure	1674	1/20/2014	MS 605 Frontage Rd	North Gulfport is experiencing rapid growth evidenced by the ongoing development of Gulfport Highlands at the northeast corner of John Ross Rd (Lorraine Rd) and MS 605 approximately one mile north of I-10. The overall development consists of Methodist Senior Services Retirement community and current plans show about seven acres of outparcels, 200,000 sf of commercial development, and over 100,000 sf of office space. Given the scale of this development and the limited access allowable on MS 605, in order to accommodate the economic boost made by this and future area development, the City of Gulfport proposes to add a frontage road along the east side of MS 605 between John Ross Rd and Old Neal Rd. This frontage road will immediately begin separating highway traffic from shopping center traffic and ensure adequate access is provided to entice new business and residents to the area. Encouraging such economic development will result in jobs creation and development in this area benefits community-resilience due to increased flood risks associated with sea-level rise as it is within portions of the city generally located outside the FEMA-established floodplains more common south of I-10.	Harrison	Yes	100	Yes	No	No	No	No	No	No		$ 7,000,000.00	$ -	

	Infrastructure	1675	1/20/2014	15th St/Old Pass Rd Widening	located generally west of Hwy 49, south of the Naval Construction Battalion Center (NCBC) of Gulfport, and approximately 2/3 of a mile north of the coast, the bulk of the existing approximate 2.0 mile stretch of Old Pass Rd and 15th St (name change occurs around 44th Ave) from Lewis Ave to 30th Ave is a two lane road with no center turn lane. As a result, left-hand movements are creating hazardous driving conditions. This project will widen this 2.0 mile stretch from the existing two lanes to a proposed two lanes with center turn lane. This project is important due to its proximity to Memorial Hospital (major expansion underway) and the Port of Gulfport (1/3 mile south). This road widening project will prepare the area as it grows in line with the Port and the Hospital Expansion and should encourage new business development along its limits.	Harrison	Yes	100	Yes	No	No	No	No	No	No		$ 4,250,000.00	$ -	
	Infrastructure	1676	1/20/2014	MS 605/Lorraine Rd St Lighting at Seaway Island	The length of Lorraine Rd (MS 605) along Seaway Island currently has no street lights. However, both the south side and north side of Seaway Islands are well lit. This section of non-contiguous lighting on Seaway Island has created less desirable conditions for commercial development. This project proposes to install street lights along Lorraine Rd the length of Seaway Island (from Kramer Marina to Industrial Seaway). This better visibility during evenings should encourage more businesses to develop the many existing vacant lots resulting in jobs for the community and tax revenue for the City. This project will also improve the quality of life for local residents and business by increasing safety along Lorraine.	Harrison	Yes	100	Yes	No	No	No	No	Yes	No		$ 650,000.00	$ -	
	Infrastructure	1677	1/20/2014	Gulfport Sportsplex Expansion	The City of Gulfport's Sportsplex is strategically located near the northwest corner of the busy intersection of Interstate 10 and Highway 49. The facility offers 9 multipurpose baseball/softball fields, 4 Multipurpose athletic fields (i.e. soccer), associated buildings (concessions, restrooms, maintenance, etc.), associated infrastructure, and an area leased to Gulf Islands Waterpark. In 2013, this facility directly produced nearly $100,000 in revenue and is estimated to have had a $20-$25 million total economic impact. The bulk of this impact came from the 52 tournaments across 6 different sports hosted at the Sportsplex in 2013 alone. Despite its ongoing success, the facilities size and field offering limits the types of tournaments and other opportunities it can handle. Routinely, regional tournaments consider the Mississippi Gulf Coast for its centralized location, but ultimately are relocated to competitive markets due to the lack of facilities. This proposed project consist of three concurrent phases. First, after its 14 years of operation, a growing number of repairs and improvements to existing facilities is required. Secondly, the City of Gulfport already owns enough land to add some facilities; current planning efforts consider adding: batting cage facilities, 4 soccer/multipurpose fields, 8 tennis courts, 4 baseball/softball fields, and associated infrastructure. The final step of this proposed project would be land acquisition north to Landon Road for additional expansion. This would provide the Sportsplex with the remaining area and facilities needed to expand to be truly competitive in this growing market. All portions of this work would be designed to compliment the wetlands within and adjacent to the Sportsplex with onsite mitigation possible. The opportunities associated with this project would further bolster the already notable revenues and economic impacts of Gulfport's Sportsplex. Encouraging economic development in this area will also benefit community-resilience as it is within portions of the city generally located outside the FEMA-established floodplains that are more common south of I-10. Finally, the entire Mississippi Gulf Coast would also see a significant increase in tourism with every tournament hosted.	Harrison	Yes	100	Yes	No	No	No	Yes	Yes	No		$ 15,000,000.00	$ -	
	Infrastructure	1678	1/21/2014	O'Neal Rd Widening	The City of Gulfport has been experiencing rapid growth north of I-10. In order to accommodate this growth and make the area attractive to future residents and businesses, upgrades to circulation are required. One area of interest is O'Neal Rd, a major east/west throughfare connecting MS 605 with Hwy 49. An existing one mile stretch of O'Neal Rd between Three Rivers Rd and Flat Branch is a two lane road with no center turn lane and no curb and gutter. This project proposes to widen this heavily developed stretch to a proposed two lanes and a center turn lane with curb and gutter on both sides. This road section would then match the road section to the west from Hwy 49 to Flat Branch Creek, completing road widening between Hwy 49 and Three Rivers Rd. The quality of life improvements for commuters in this area would be realized immediately by improving traffic speeds and eliminating dangerous left-hand movements from travel lanes. Furthermore, the increased traffic flow and capacity would entice new development and provide for future tax revenues for the City. This project is vital to provide an important east/west connection between US Hwy 49 and MS 605 which will in turn decongest clogged traffic routes north of I-10. It will increase community-resilience by providing a critical link between US 49 and MS 605 for emergency evacuation preparedness. It will also benefit community-resilience due to increased flood risks associated with sea-level rise by encouraging development in portions of the city that are generally located outside the FEMA-established floodplains more common south of I-10.	Harrison	Yes	100	Yes	No	No	No	Yes	Yes	No		$ 10,000,000.00	$ -	
	Infrastructure	1685	2/11/2014	Pass Christian - Floodplain Restoration	This project would serve to restore existing floodplains/drainage pathways within the City limits that have been impacted by runoff from urban development over the years. The restored floodplains would improve drainage and help to preserve the ecologically sensitive native species of vegetation and animal habitats. The work involved includes removing debris from existing drainage pathways, installing appropriately sized drainage structures, removing sediment buildup in existing drainage channels,etc.	Harrison	Yes		No	No	No	No	No	No	Yes		$ 3,500,000.00	$ -	
	Infrastructure	1686	2/12/2014	Pass Christian - Generator Storage Building	New pre-engineered metal building with power used for storage of emergency generators designated for use at the City's municipal water wells and sewage lift stations. The electrical power is needed to ensure that the generator batteries are maintained in a "charged" condition such that they are ready for use in emergency situations.	Harrison	Yes	100	No	No	No	No	No	No	No	Emergency Preparedness	$ 137,500.00	$ -	
	Infrastructure	1687	2/11/2014	Pass Christian - Elevated Water Storage Tank	Design and construct a new 500,000 gallon elevated water storage tank. This tank would be located on property outside of the 500-year flood boundary and is adjacent to an existing 800 gallon per minute water well. This project would aid in providing a consistent and reliable source of potable water to the residents of Pass Christian in the event a natural disaster disabled other components of the City's water infrastructure.	Harrison	Yes	100	No	No	No	No	No	No	No		$ 1,500,000.00	$ -	
	Infrastructure	1688	2/11/2014	Pass Christian - Fleitas Avenue Sewage Pump Station	Replace Fleitas Avenue Sewage Pump Station. This sewage pump station is the largest station in the City of Pass Christian and it serves to transport sewage to the nearby wastewater treatment plant. The service area for this pump station includes the entire city limits located south of CSX Railroad and portions on the north side of the railroad as well. This service area equates to approximately 2/3rds of the geographic area of the City. The current station lacks adequate storage volume for collected wastewater and the necessary electrical modifications for emergency connections in the event of a disruption of electrical power to the station.	Harrison	Yes	100	No	No	No	No	No	No	No		$ 625,000.00	$ -	
	Infrastructure	1689	2/11/2014	Pass Christian - Woodman Avenue Sewage Pump Station	Replace Woodman Avenue sewage pump station. This sewage pump station is located on City owner property and serves the western portion of the City population north of CSX Railroad. This station lacks the necessary storage capacity and electrical modifications necessary for emergency connections during natural disasters that affect the power supply.	Harrison	Yes	100	No	No	No	No	No	No	No		$ 367,500.00	$ -	
	Infrastructure	1690	2/3/2014	Pass Christian - Torgeson Sewage Pump Station	Replace Torgeson Sewage Pump Station. This pump station is located within the public right-of-way on East North Street in Pass Christian, MS. This pump station serves as a collection point for nearly all of the sewage generated on the east side of Pass Christian and transports it to the nearby wastewater treatment plant. This pump station is lacking in adequate storage volume and the necessary electrical modifications to emergency connections during power outages due to natural disasters.	Harrison	Yes	100	No	No	No	No	No	No	No		$ 367,500.00	$ -	
	Infrastructure	1692	2/11/2014	Pass Christian - Pump Stations Mechanicals	Replace mechanical components at each of the City's sewage pump stations. This project will serve to replace all discharge piping, check valves, gate valves, pressure gauges, etc., at each of the sewage pump stations in the City. The existing items are becoming deteriorated due to age and environmental causes resulting in the improper functioning of the pump stations.	Harrison	Yes	100	No	No	No	No	No	No	No		$ 1,650,000.00	$ -	
	Infrastructure	1693	2/11/2014	Pass Christian - City Water Well Controls	This project would serve to provide structural steel platforms on which to elevate the control panels, the standby generators and the chlorination system for the City"s municipal water wells. The platforms would allow these components to be elevated above the new base flood elevation established by FEMA. Completion of this project would ensure a safe reliable source of potable water in the event of a disruption in power due to a natural or man-made disaster.	Harrison	Yes	100	No	No	No	No	No	No	No		$ 270,000.00	$ -	
	Infrastructure	1694	2/11/2014	Pass Christian - Elevate Sewer Pump Stations Controls	This project would serve to elevate the controls that repeatedly become submerged by storm surges as a result of a tropical storm or hurricane at seven (7) sewage pump stations. The controls would be relocated to structural steel platforms and raised to an elevation above the new base flood elevation established by FEMA.The pumps stations affected would include: Hillcrest Pump Station; Lemoyne Road and Poindexter Ave. Pump Station; Basswood Drive Pump Station; Fairway Drive Pump Station; Henderson Avenue and Royal Circle Pump Station; Fernwood Drive Pump Station; and, the Henderson Avenue and U.S. Highway 90 Pump Station. The pump stations are located on City-owned property; therefore, it is not anticipated that property acquisition would be necessary. See attached sewer map for pump station locations.	Harrison	Yes	100	No	No	No	No	No	No	No		$ 350,000.00	$ -	
	Infrastructure	1695	2/11/2014	Pass Christian - Small Craft Harbor	1. DESCRIPTION: This project will consist of the replacement of an existing concrete bulkhead wall which forms the west wall of the Pass Christian Small Craft Harbor. The wall is approximately 755 linear feet long. The wall separates South Hiern Avenue from the small craft harbor basin. Inside the basin are piers used for commercial fishing and pleasure crafts, a restaurant establishment, an excursion pier used for commercial charter vessels. Small commercial fishing boats commonly use this area to offload seafood into trucks. The basic concept of the project is to construct an entirely new concrete wall just outside (toward the water) of the existing failing wall, as close to it as possible. After the new wall is complete and properly tied back, the space between the existing and new walls will be filled, and the top of the existing wall removed. A vicinity map is also attached, depicting the proposed project area. 2. EXISTING CONDITIONS: The exact age and character of the existing wall cannot be determined from available sources, but local residents have advised that it is approximately 60 years old. The cap wall of the existing wall has broken at many locations, allowing the concrete sheet piles to â€œleanâ€ outward toward the harbor by amounts which vary from 0â€ to approximately 12â€. We have no information regarding how the wall was originally supported with a system of â€œdeadmenâ€ tiebacks, â€“ as would be normal for this type of wall. Backfill material is leaking through the open joints between the concrete sheet pile sections, as evidenced by numerous sinkholes behind the wall, which the city is continuing to backfill. 3. BENEFICIARIES: The designated beneficiaries for this project are the commercial fishermen who utilize the small craft harbor, charter fishing captains, recreational fishermen as well as the adjacent restaurant owner and those local residents who frequent the establishment and the seafood dealers and processors who occupy the leased parcels in the project area. As stated above in Section 1., the wall directly adjoins structures (i.e., pier used for mooring commercial fishing boats as well as offloading seafood from the wall; a restaurant; and, a pier used for mooring charter fishing vessels) used for commercial endeavors for approximately 60% of its length. It could therefore be argued that the commercial business enterprises collectively utilize 60% of the project, and the individual recreational fishermen utilize the remaining 40% of the project area. 4. IMPLEMENTATION: Preliminary engineering design and subsurface investigation have been completed. Final design will be undertaken when funding has been arranged, and should require approximately six months, including acquisition of environmental permits. Bidding and construction could realistically require an additional twelve months. It is proposed to implement the project by seeking competitive written bids from qualified contractors, based upon plans and a Project Manual prepared by the Consultants for the City. Because the City has some funds available through the Tidelands Trust Fund, a small section of the worst part of the failing wall has been completed and is going to be bid in the very near future. For the remainder of the project area, a single construction contract is contemplated, assuming that it can be fully funded, thus avoiding any future â€œphasingâ€ of the project. No â€œin-houseâ€ or â€œforce accountâ€ work is presently proposed.	Harrison	Yes	100	No	No	Yes	No	Yes	No	No		$ 1,868,625.00	$ -	
	Infrastructure	1696	2/11/2014	Pass Christian - Water Main Extension on Espy Avenue and Demourelle Road	Construct an 8" Water Main on Espy Avenue and Demourelle Road. This project would create a hydraulic "loop" in the existing City's water distribution system. This "loop" is created by providing for an interconnecting pipeline onto what is now "dead-end" distribution mains. By doing this, the City is, improving its ability to deliver potable water and provide for fire protection not only in the subject area where the pipelines are constructed, but also in the adjoining areas. With the system being looped, it allows the system to better supply water from the multiple source locations located across the City.	Harrison	Yes	100	No	No	No	No	No	No	No		$ 350,000.00	$ -	
	Infrastructure	1697	2/11/2014	Pass Christian - Water Main on Clark Avenue	This project consists of constructing an 8" water main on Clark Avenue. This project would create a hydraulic "loop" in the City's existing water distribution system. This "loop" is created by providing for an interconnecting pipeline onto what is now "dead-end" distribution mains. By doing this, the City is improving its ability to deliver potable water and provide for fire protection, not only in the subject area where the pipelines are constructed, but also in the adjoining areas. With the distribution system being "looped", the City's ability to better supply water from multiple source locations across town is improved. The project would be constructed in the existing public right-of-way.	Harrison	Yes	100	No	No	No	No	No	No	No		$ 550,000.00	$ -	
	Infrastructure	1698	2/11/2014	Pass Christian - Clark Avenue Reconstruction	This project involves the reconstruction of Clark Avenue. The portion of road that this project includes becomes submerged by storm surges that result from any nearby tropical system. This road is also used as an evacuation route for City residents to move to the north. With the frequency of the road being submerged, the floodwaters prohibit vehicular access. This project would raise the surface level of the road to be even with the adjacent bridge deck elevation. Raising the finished elevation of the road would involve milling the existing asphalt surface, placing additional granular base material and installing a new asphalt surface.	Harrison	Yes	100	No	No	No	No	No	No	No		$ 1,550,000.00	$ -	
	Infrastructure	1699	2/13/2014	Pass Christian - West Harbor Parking	This project includes creating additional parking on the west side of the Small Craft Harbor. This parking lot would serve the needs of the general public for use both at the adjoining playground area as well as the harbor ares. Implementing this project would involve filling the low area, installing a limestone base and asphalt surface course; providing the necessary striping with sidewalks and a fence on the west side of the playground area for safety reasons.	Harrison	Yes	100	No	No	No	No	Yes	No	No		$ 375,000.00	$ -	
	Infrastructure	1701	2/11/2014	Pass Christian - Menge Avenue to Espy Avenue Connector Road/Evacuation Route	This project involves construction a new east -west connector road between Menge Avenue and Espy Avenue to be used as an evacuation route by the residents of Pass Christian in the event of an impending landfall of a tropical system. This connector road will allow residents to travel farther to the east to Espy Avenue, which will provide for unobstructed vehicular access to the north away from any possible storm surge. Menge Avenue is a northern leading evacuation route, but the bridge over Johnson Bayou becomes submerged quickly with approaching tropical systems. Construction of this road would involve property acquisition, fill material, granular base material, asphalt surface course, striping and an elevated bridge to cross Johnson Bayou.	Harrison	Yes	100	Yes	No	No	No	No	No	No		$ 2,978,000.00	$ -	
	Infrastructure	1704	2/13/2014	Pass Christian - Timber Ridge Drainage	This project will serve to reduce flooding effects and improve drainage characteristics of interior canals and associated drainage structures in Timber Ridge Subdivision. Work involved will include removing restrictions from natural drainage pathways, installing properly sized drainage structures, removing sediment buildup in the channel bottoms, revegetate adjacent properties within the floodplain with native plant species to reduce erosion and particulate matter from entering the waterways.	Harrison	Yes	10	No	No	No	No	No	No	No		$ 3,750,000.00	$ -	
	Infrastructure	1705	2/12/2014	Pass Christian - Cedar Avenue Widening Project	This project involves the widening of Cedar Avenue from U.S. Highway 90 north to the CSX Railroad crossing. Presently the road is one-lane wide (i.e., approximately 11 feet) and directs traffic in one direction traveling north from U.S. Highway 90. The City intends to acquire the necessary property on the east side of the existing road and construct another travel lane to allow vehicular traffic to flow in a southerly direction from the CSX Railroad crossing. The addition of another travel lane will be especially beneficial to the general public when evacuations occur during tropical storm or hurricane events. It will also serve to ease existing traffic concerns on neighboring streets from north of CSX Railroad traveling to the south. This will provide direct access to U.S. Highway 90 for the residents on the west side of town. This work would involve installation of a granular base material, asphalt surface course and the necessary striping for safety concerns.	Harrison	Yes	70	Yes	No	No	No	Yes	No	No		$ 525,000.00	$ -	
	Infrastructure	1707	2/12/2014	Pass Christian - Ladder Fire truck	This project involves the purchase of Ladder Fire truck for fire protection services at new elevated structures. With the new flood maps established by FEMA, more and more rebuilding efforts in the City of Pass Christian are required to be raised to elevations that may be beyond the capabilities of normal firefighting service trucks. The acquisition of a ladder truck will ensure that the Pass Christian Fire Department has the necessary resources to protect the general public from fire hazards in any type of building reconstruction that exists or may be built in the future.	Harrison	Yes		Yes	No	No	No	No	No	No	Purchase of Fire Truck	$ 850,000.00	$ -	
	Infrastructure	1708	2/12/2014	Pass Christian - Fire Station #2	Acquisition of Property and Construction of addition of Fire Station #2 for Ladder Truck (project ID#1707). This project is integral to project number 1707 and will be used to provide adequate storage of the ladder truck proposed in project number 1707. The addition to the fire station will allow the fire department to keep the ladder truck out of the elements and ensure that all equipment is in good working order and prepared for any impending emergency.	Harrison	Yes	100	No	No	No	No	No	No	No	Building Addition	$ 750,000.00	$ -	
	Infrastructure	1709	2/12/2014	Pass Christian - Clark Avenue Fire Training Facility	This project would allow for the purchase and installation of improvements/training equipment for the Fire Training Facility located on Clark Avenue. The proposed equipment would allow access to better training techniques that can be used to improve the efficiency of the fire fighting capabilities of the City personnel. This can result in an overall lowering of the City's fire rating issued by the State Fire Rating Bureau, which will not only translate to lower insurance premiums but increased safety and fire protection for the residents. Such equipment includes pedestrian props, smoke generating machines, educational equipment, harnesses, emergency response equipment, etc.	Harrison	Yes	100	No	No	No	No	No	No	No		$ 225,000.00	$ -	

	Infrastructure	1710	2/12/2014	Pass Christian - Fire Protection for the Existing Small Craft Harbor	This project involves the installation of water mains and standpipes for improved fire protection in the Existing Small Craft Harbor. The work involved included tapping the existing 6" water mains with tapping saddles and gate valves and extending dedicated 4" diameter water mains with standpipes down a length equivalent to 80% of the overall length of each pier. Restoration work would be required on the adjacent access roads and would include replacing the limestone base and asphalt surface course. The work would be limited entirely to areas of City-owned property and/or the public right-of-way.	Harrison	Yes	100	No	No	No	No	No	No	No		$ 500,000.00	$ -	
	Infrastructure	1711	2/12/2014	Pass Christian - Fleitas Park	Fleitas Park currently includes tennis courts, electrical infrastructure and tennis court lighting. Additional recreational Facilities needed to complete the Fleitas Park Complex include 100-yard combination football/soccer field with required imported fill, irrigation and drainage, bleachers, benches, goal posts, public restrooms, concessions area and press box. Additional facilities include recreational director's office, storage, concessions area,press box and dugouts at adjacent youth baseball field that is part of the Complex. Connecting sidewalks, sod and parking are required. Design is 90% complete.	Harrison	Yes	100	No	No	No	No	Yes	No	No		$ 850,000.00	$ -	
	Infrastructure	1714	2/5/2014	Potable Water Supply and Sewer Collection Systems - Pine Grove (MS0300028) and Colonial Estates (MS0300064)	Connect existing water systems, Pine Grove and Colonial Estates, to the JCUA West Regional Water System and replace the existing distribution system with mains meeting the MSDH Regulations. Replace services from each structure to the proposed distribution system. The existing water systems have significant deficiencies and do not comply with current MSDH Regulations. Install a gravity sewer collection system in both areas to remove the existing septic tanks and install services to connect each structure to the proposed collection system. The collection system would include a pump station and force main to the nearest discharge point. The collected wastewater would be conveyed to the Authority's West Jackson County POTW for treatment. Between both existing systems they provide water to approximately 70 connection or a population of 236 people.	Jackson	Yes		No	No	No	No	No	No	No		$ 4,500,000.00	$ -	
	Infrastructure	1717	2/6/2014	Turkey Creek Drainage through Canal 1	During heavy rain events Turkey Creek flows west into Long Beach and will actually flow west into drainage Canal 1. Canal 1 needs significant work to ameliorate flooding issues in Long Beach flood plain. Canal 1 runs through Long Beach from Turkey Creek to Espy Ave to Johnson Bayou, Espy to Bayou Portage is located in Harrison County jurisdiction. Widen, clear debris, slope and stabilize banks, stabilize around bridges, and marsh restoration is needed at Bayou Portage. Hydrology Plan exists but has exceeded time of Environmental Impact Study, update in process. Canal will be maintained by Long Beach Drainage District and Harrison County.	Harrison	Yes		No	No	No	No	No	No	Yes		$ 3,000,000.00	$ -	
	Infrastructure	1718	2/6/2014	Bear Point Bayou Restoration	Bear Point Bayou is a Historic Bayou that is spring fed, it originates in neighborhood and flows through USM campus and St. Thomas the Apostle Catholic Church to Gulf of Mexico. The water has become stagnate is some areas due to evasive species of plants that is closing natural flow of water. Removal of evasive plants and bank stabilization is needed to open natural flow of water to restore the Bayou. There may be a need to upsize culverts that the Bayou flows through under roads.	Harrison	Yes		No	No	No	No	No	No	Yes		$ -	$ -	
	Infrastructure	1719	2/6/2014	Harper-McCaughan Wetland Boardwalk/Nature Trail	An area of wetlands is bordered by Harper-McCaughan Elementary School to the east and a Power line corridor paralleling Canal Number 1. We would like a raised boardwalk/nature trail with education stations built. The area has a variety of trees and plants along with a multitude of Birds.	Harrison	Yes		No	Yes	No	No	Yes	No	No		$ -	$ -	
	Infrastructure	1721	2/6/2014	Field of Dreams at Long Beach Sportsplex	We would like to add a "Field of Dreams"(a baseball field designed for wheelchair individuals) to our Sports Complex so disabled children and veterans will have the opportunity to play baseball.	Harrison	Yes	100	No	No	No	No	Yes	No	No		$ -	$ -	
	Infrastructure	1722	2/6/2014	Expand Long Beach Sports Complex	We currently have 4 baseball fields, would like to add an additional 4 baseball/softball fields to our Sports Complex. The additional fields would provide a venue for tournaments in the west Harrison County area. This would generate tourism and economic growth to our area. The infrastructure for additional fields is already in place.	Harrison	Yes	100	Yes	No	No	No	Yes	No	No		$ -	$ -	
	Infrastructure	1724	2/7/2014	Wounded Warrior Exercise Trail	Add exercise stations to existing walking trail at Long Beach Sports Complex. These Exercise stations need to be designed for handicap accessibility also.	Harrison	Yes	100	No	No	No	No	Yes	No	No		$ -	$ -	
	Infrastructure	1726	2/7/2014	Community Pier @ USM	Rebuild the Community Pier on beach in front of USM Long Beach Campus and create an artificial reef environment to promote marine life in area. Prior to Hurricane Katrina the pier was well used by the Community.	Harrison	Yes	90	No	No	No	No	Yes	No	Yes		$ -	$ -	
	Infrastructure	1727	2/7/2014	Restore and Improve Long Beach Small Craft Harbor	Long Beach proposes to make significant restoration and improvements to its small craft harbor that will enhance the functional, aesthetic, and environmental components of the City's most visible public attraction. As one of the most loved an utilized harbors on the Coast, the City and the Long Beach Port Commission's plans for stabilizing and improving the functionality of the Long Beach Harbor will provide not only an added asset to the City of Long Beach, but an economic catalyst for the entire Mississippi Coast. The RESTORE Act funding will offset the devastating impact of the 2010 Oil spill to intended multi-year capital infrastructure improvements to Long Beach Harbor. Because expected revenue from existing and anticipated new leases, boat slip rentals, and potential economic developments ceased immediately, the revenue necessary to make aging infrastructure replacements and stability enhancements has not been available. Long Beach was unable to generate the revenue necessary to replace or upgrade the end-of life cycle (40+ year old) bulkhead, breakwater and other major components necessary to maintain the integrity of the infrastructure within the harbor, resulting in much greater than expected damage after even minor tropical events. Long Beach does have a tremendous advantage in executing RESTORE Act funds. The Long Beach Port Commission and a team of consultants have completed a Harbor Master Plan funded by CIAP grant. These Master Planning efforts can be leveraged so that a majority of any dollars spent will be used for actual construction - the plans and initial engineering will have already been completed. The Harbor Master Plan addresses the improvements of the harbor's existing infrastructure, upland areas and connection to the downtown, and the cost-effective expansion to the south of the current harbor to provide additional protection and functionality. The harbor infrastructure improvements will harden the harbor to minimize future hurricane damages, improve water quality and environments for marine habitat, and provide for economic and tourism developments.	Harrison	Yes	85	Yes	No	Yes	No	Yes	No	No		$ 57,210,000.00	$ -	
	Infrastructure	1734	6/13/2013	Water Clarity and Filtration System	In August 2011, the Gautier City Council adopted a Clear Water Filtration Plan that utilizes ion exchange filtration technology in order to provide clear drinking water with much lower annual operating and maintenance costs than osmosis. Today, the brownish tint in Gautierâ€™s potable wells has impeded economic development such as hotel, restaurant and residential development. Due to the debt incurred when the City incorporated and assumed the previous utility authority, the City has not previously been able to afford the expense of an osmosis treatment facility. The newer technology of ion exchange has proven successful in states such as Florida. Gautier will be the first municipality in Mississippi utilizing ion exchange technology to provide water clarity. The system is planned in three phases. The first phase will provide a filter system treating one million gallons per day, projected to treat 80% of the Cityâ€™s demand and costing $2.8 million. The second and third phases will serve the remaining population along the HWY 57/I-10 corridor and loop the filtration system for future capacity. The total cost of the three phase project is estimated to be $4.5 million. Color in groundwater may be attributed to a variety of sources including iron, manganese and organic acids. Color associated with organic acids can be measured quantitatively and represented as total organic carbon. Organic carbon is typically negatively charged which can be effectively removed with a process known as ion exchange. Ion exchange promotes chemical reactions to effectively remove deleterious compounds found in water. The Gautier Water Treatment Plant was piloted and designed to effectively remove color by utilizing oxidation, coagulation, and filtration followed by ion exchange. Projects such as this one will not only create jobs but will create the necessary infrastructure for future development and the economic growth/tourism industry. Improved water quality is a primary objective in all watersheds but specifically in coastal watersheds that feed directly into the Gulf of Mexico.	Jackson	Yes	100	Yes	No	No	No	Yes	Yes	No		$ 4,500,000.00	$ -	
	Infrastructure	1735	6/13/2013	Interstate 10/Highway 57 Commerce and Technology Corridor	With over 6 miles of interstate frontage, the City of Gautier only has access to 2 interstate interchanges. At these interchanges, the only opportunity for interstate frontage development is at the northeast corner of Highway 57/Interstate 10. One large development in this area is underway and another existing development is expanding. The Bienville Medical Complex will be over 100,000 square feet with an ambulatory care center, located on 16 acres of land. The City has adopted a master plan for the smart growth of this area, and requires the installation of a water tank, fiber optics and utilities in order to provide adequate levels of surface for the anticipated growth in this area. See the attached Exhibit showing the Master Plan for the area. The project will provide new streets, drainage, utilities, lighting, a multi-use pathway and recreational amenities around the existing lake, and other related improvements.	Jackson	Yes	100	Yes	No	No	No	Yes	Yes	No		$ 25,000,000.00	$ -	
	Infrastructure	1736	6/13/2013	Swetman Beach Resoration	Swetman Beach is located in Historic Gautier, south of Ladnier Road, at the convergence of several bayous. There are fourteen beach parcels along the Gulf of Mexico that are for sale and in need of restoration. The conservation and restoration of these beachfront properties will protect ecologically-sensitive lands from residential encroachment. Improvements will require the re-alignment of the entry road, public parking, street lights, and a restroom, in addition to a living shoreline restoration.	Jackson	Yes	100	No	No	No	No	Yes	No	Yes		$ 5,000,000.00	$ -	
	Infrastructure	1737	6/13/2013	Highway 57/Old Spanish Trail Improvements	Old Spanish Trail is an east-west corridor that connects the City of Ocean Springs to the City of Gautier. Several residential areas have easy access to the connector including: Shell Landing, Gulf Park Estates, St. Andrews, Magnolia Bayou, Heron Bayou, and downtown Ocean Springs. The roadway is the former U.S. Highway 90 and currently extends from Washington Avenue in Ocean Springs to Graveline Road in Gautier. The corridor is approximately 14 miles in length. The portion within the city limits of Gautier is approximately 7 miles in length. See the attached Exhibit map. The corridor is currently underutilized with average daily traffic counts ranging from 3900 to 5400 vehicles per day. If the corridor were better utilized, Old Spanish Trail could relieve some of the congestion along Highway 90 and promote mixed-use development along the roadway. The City of Gautier intends to improve the corridor to promote usage and encourage development along the roadway. The following additions are proposed to address the deficiencies listed above: 1.Improvements to Increase the Sense of Safety - We plan to add curb & gutter and subsurface drainage along the roadway so users do not feel as if they are going to run off of the roadway. 2.Improvements to Limit Delays and Allow Continuous Through Traffic â€“ We plan to add a continuous center median, turn lanes, and periodic passing lanes to channelize turning movements, remove the turning traffic from the main thoroughfare, and allow passing of slower moving traffic. 3.Improve Aesthetics â€“ Even with the above listed improvements, a user must have additional incentive to travel along Old Spanish Trail instead of Highway 90. With the addition of curb & gutter, subsurface drainage, a center median, and turn lanes, a few more small additions such as street trees, pockets of landscaping, and decorative lighting will give the corridor more of a local road feel instead of a highway. See the attached Typical Section Exhibit for a drawing of the proposed improvements. We strongly believe that these improvements will increase use of this much under-utilized roadway which in turn will promote economic development along the roadway.	Jackson	Yes	100	Yes	No	No	No	No	No	No		$ 31,500,000.00	$ -	
	Infrastructure	1738	6/13/2013	De La Pointe Streetscape Improvements	De La Pointe is a street on the north side of Highway 90 that splits off of Highway 90, curves northerly then loops back into Highway 90. The segment of the street north of Highway 90 is approximately 1 mile in length. The roadway serves as an entrance to City Park which contains the Cityâ€™s public boat launches, pier, picnic pavilions, playground, and Senior Citizensâ€™s Center. See the attached Exhibit map for the location. The street currently looks like an aging residential street instead of the entrance to a major city park. In addition, the street contains several businesses and vacant land with the potential to develop if the street were improved. The City intends to revitalize the street with a streetscape project adding curb & gutter, drainage improvements, decorative lighting, sidewalks, street trees, pockets of landscaping, hanging baskets,and seasonal banners. In addition, the City plans to improve access for boat trailers and delivery trucks and improve signage directing visitors to the park and recreational area. See the attached Typical Section Exhibit for the proposed improvements. We strongly believe that these improvements will increase visibility, access, and use of this public recreational facility and promote economic development along the roadway.	Jackson	Yes	100	Yes	No	No	No	Yes	No	No		$ 4,300,000.00	$ -	
	Infrastructure	1740	2/17/2014	Camp Wilkes Environmental Enhancement	Camp Wilkes, Inc., a 501c non-profit, is seeking funding for restoration and enhancement of its 89 acre waterfront site on the Back Bay of Biloxi for the dual purpose of conserving its natural resources and expanding tourism attractions on the Gulf Coast. Development of project plans is underway.	Harrison	Yes		Yes	Yes	No	No	Yes	No	Yes		$ -	$ -	
	Infrastructure	1746	2/18/2014	Old Highway 63 Bridge Restoration	Clean up and restore area associated with old Hwy 613 bridge. This involves developing new water containment barriers and developing natural habitats to attract wildlife.	Jackson	Yes		No	No	No	No	No	No	Yes		$ -	$ -	
	Infrastructure	1747	2/18/2014	ECHCPUD Water and Sewer Master Plan	The project includes water distribution and sewer collection improvement within ECHCPUD and extending 1 (one) mile beyond ECHCPUD's boundary. The water and sewer improvements proposed are anticipated to serve ECHCPUD for the next ten years.	Harrison	Yes	100	Yes	No	No	Yes	No	Yes	No		$ 13,400,000.00	$ -	
	Infrastructure	1749	2/18/2014	City of Waveland Sports Complex and Entertainment Venue	The scope of our project is to build a football complex and recreational venue that will support over 200 children on a weekly basis and to provide a safe and secure location for fun raising activities to support the up keep of the facilities. The proposal is to construct two lighted football fields for children from pee-wee to high school age, with concession area and open space where other events like soccer, Easter egg hunts, trick or treat events, open air concerts or movies could be seen, and other community outreach events could be held. The land is situated along one of the cityâ€™s major thorough-fares and is also located less than a mile from over 1100 Section 42 apartments. The proposed site, we believe will have far reaching effects on all of the children in our community as well as creating some long term economic benefits to our area. The fields could be used in cooperation with other recreational facilities in our area to support larger tournaments and providing a huge economic impact to the entire county. The Bay-Waveland football League has acquired a long-term lease of approximately 8 acres of cleared property at a rate of $1.00 per year from the Bay-Waveland Housing Authority. The property prior to August 2005 was a public housing site, the site was destroyed during Hurricane Katrina and the housing authority chose to rebuild the homes at a different location. The authority agreed at that time it was in the best interest of the community to use the land for recreational purposes and entered into a contract with the football league to support the development of the children in the area. The land was previously developed and is believed to have no environmental issues. All debris and rubble have been removed, and the land has been cut and some maintenance and repairs to the fence along Waveland Avenue have been completed.	Hancock	Yes		Yes	Yes	No	Yes	Yes	No	No		$ 2.80	$ -	
	Infrastructure	1751	2/19/2014	Magnolia Street Bayou	Tributary runs through the western side of the city near Magnolia Jr High. The bayou is inhabited by turtle species and other reptiles. We will also purchase equipment to analyze the health of the wildlife and plant population. Revitalization would include construction of walkways.	Jackson	Yes		No	No	No	No	No	No	Yes		$ -	$ -	
	Infrastructure	1752	2/19/2014	Moss Point River Front Maintenance and Information Building	This project will provide land and building assets in order to support water front ecological systems, eco tourism, and day to day activities of the riverfront. The building will showcase points of interest within the city with emphasis on wildlife and plant species that inhabit the Moss Point area. Education activities will include, guest lectures with expertise in the ecological system that surround the Escatawpa River. Electronic technology will be used to create and stimulate the culture and atmosphere that surrounds the Escatawpa River part of the facility will also support the maintenance of this technology and other physical necessary to maintain the riverfront.	Jackson	Yes		No	No	No	No	Yes	No	Yes		$ -	$ -	
	Infrastructure	1753	2/19/2014	Moss Point/Escatawpa River Outpost	Will establish a river beach at the northern end of the Escatawpa River. Will consist of campgrounds, parking facilities, and a sand bar along the Escatawpa river. Also, there will be riverfront boating activities and wildlife gaming activities.	Jackson	Yes		No	No	No	No	Yes	No	No		$ -	$ -	
	Infrastructure	1754	2/19/2014	College and High School Ecological Partnership	Develop a 250 yard stretch property that will facilitate botanical and zoological collaborative experiments. This will include developing access-ways to marsh and wetlands and equipment to conduct experiments.	Jackson	Yes		No	Yes	No	No	No	No	No		$ -	$ -	

	Infrastructure	1759	6/1/2014	Waveland Recreational Light House and Water Front Development Project	The City of Waveland is a family-oriented community and is frequented by seasonal one-day visitors and weekenders that populate the area which make up the bulk of the summer tourist cache. The City of Waveland plans has designed, a two story, handicapped accessible open-air pavilion that would turn into a venue for special events such as weddings, concerts and reunions. This magnificent open air shelter will provide a picturesque setting for picnics, benefits, special events, outdoor classroom space, fishing rodeos weigh-ins, public concerts, parties and covered area for beach volleyball tournaments. The covered floor area of the open air pavilion will be approximately 2,940 square feet with a 2,940 square foot upper floor observation deck or viewing terrace using a lighthouse style elevator shaft. The upper deck will also include restroom facilities, benches, optical viewers and information boards designed to identify local wildlife and marine animals. Ample electrical outlets, for the lighting underneath the pavilion, will be added to provide the appropriate ambiance for any event. At the pavilion, families and friends of all ages can bring the magic of live entertainment and the performing arts to the City of Waveland in a whole new way â€" under the stars for everyone to enjoy! The Cityâ€™s vision is to have the pavilion available for community use that will allow everyone to share in the benefits of having a covered structure on the beach. With this in mind, it creates such place for our visitors a myriad of benefits and the enjoyment of the outdoor setting. The new open-air pavilion will make use of a solid structure nestled on the beach with a territorial view all opened to allow the soft, warm spring air breeze. This will create a hub for public town meeting, year round structured activity, associated festival, athletic events, health and exercise programs, youth education opportunities, and a centralized place to share community and public information while having a cornerstone that tourist and visitors can visit frequent. The City has made use of awarded tide-lands funds on adjacent areas of the beach that will be enhanced by the construction of the Lighthouse Pavilion Project. The city has constructed roughly two miles of concrete walking path to the south of the proposed site that now promotes pedestrian and bicycle travel from Washington St. in the neighboring City of Bat St. Louis to the end of the sand beach almost to Buccaneer State Park. The adjacent property also to the south is a Veterans War Memorial constructed originally by American Legion Post 77 and is in the process of being reconstructed and armored due to damage caused by Hurricane Isaac. The city took tidelands funds and assisted in the reconstruction to make the memorial more handicapped assessable and more user friendly. Benches as well as new concrete sidewalks to allow better access to the water will also been installed. The property directly to the north is the home of the Garfield-Ladner Memorial Pier, which is a lit fishing pier that is awaiting approval from FEMA to reconstruct after Hurricane Isaac that is utilized by thousands of visitors and local families every year for recreational and eco-tourism . The City has also recently constructed lit sand beach volley ball courts and is promoting outdoor family and tournament play and plans in the near future to place multiple pavilions along the beach to encourage more family oriented events such as swimming, bird watching picnics and surf fishing. The city is in desperate need of restroom facilities and we feel that the Lighthouse project will collect everything we are trying to do in one vital project and provide a huge economic development anchor for Coleman Ave. and our down town area. As we have shown it provides restroom facilities for both the handicapped and non-handicapped, a venue for education and conservation as well as education. The city is both proud and thankful for the awarding of tidelands in the past and feel that we have been good stewards of public dollars and if allowed we will continue to do so. The city is well prepared to do our part; the utilities are already in place for the most part with little of this money be needed for infrastructure and the parking lot is constructed and is able to be shared between all of the previously mentioned projects and at this point is used for beach front festivals as needed. The plans for the project are already completed and could be ready to bid in less than 30 days from award.	Hancock	Yes	10	Yes	Yes	Yes	Yes	Yes	No	No		$ 3,800,000.00	$ 250,000.00	
	Infrastructure	1764	2/24/2014	Medical Monitoring Program of Coastal Misisisippians	This Request for Funding should be granted because it is one of the few proposals submitted for consideration which seeks to achieve several of the specific goals and objectives originally sought to be addressed by the Trustees of the BP Restoration Fund. The Proposal that follows will sever to promote proactive environmental and cultural stewardship, education and outreach based on the gathering of real time data outlining how and to what extent, if at all, the substance released during the BO oil spill and the agents used to disperse the same has or will impact and/or affect the health of those persons living within the three-county, Mississippi Gulf Coast, area of South Mississippi who were directly or indirectly exposed to the released substance and/or the agents used to disperse the release substance. Form strictly an educational point of view, data will be gathered and disseminated to the MDEQ, EPA, DOI, CDC, Mississippi State Board of Public Health and any other regulatory bodies whose jurisdiction requires notification should there be evidence of any type of alarming trend related to a claimed exposure. Additionally, by capturing such data this will allow us to measure the human toll, if any, proximately related to the exposure to the substance and to identify the proper medical or treatment plans of care that produces the best and most expeditious outcomes. having such information at our disposal will better equip our nation and more specifically the State of Mississippi and the entire Gulf Coast Region with the knowledge to properly respond to similar spills and/or release in the future. Another anticipated byproduct of implementation herein of the proposed medical monitoring system will be a healthier South Mississippi. Through the use and implementation of preventive healthcare techniques, physician led and sponsored encouragement, proactive and preventative healthcare maintenance, it is believed that recreational prowessness among many who live within the three-county Mississippi Gulf Coast area will become the watch-word of the day and we will see individuals who will begin to strive to attain and live a more healthy lifestyle. Finally, funding of this request will have a specific intangible benefit of increasing the public's confidence that an independent group of healthcare professionals are monitoring the potential health effects of the oil spill as it relates to South Mississippians who may have been exposed to the same, either directly or indirectly, and that such group of diverse professionals are positioned to disseminate accurate and unbiased information. This will help to dispel much of the misinformation that has been disseminated by parties on every side of this controversy.	Hancock, Harrison, Jackson	Yes	27.6	Yes	Yes	No	No	Yes	Yes	Yes		$ 14,121,000.00	$ -	
	Infrastructure	1765	3/5/2014	East Jackson County Flood Control and Marine Habitat Enhancement	This project would add capacitance to the Escatawpa River watershed and remove encumbrances to sheet flow across the Grand Bay Savannah. This would be accomplished by construction of a flood control reservoir and/or alternately provide a means of flood water release by removing restrictions to flow created by I-10, Highway 90 and the railroad tracks south of Highway 90. Proposed project benefits: 1. Alleviate flooding in the Helena and Franklin Creek communities. 2. Establish sheet-flow across the Grand Bay Savannah to reduce bacteria levels in the eastern Mississippi sound allowing for reopening of the area's oyster beds. 3. Provide an alternate source of industrial water to Jackson County industries. 4. Provide recreational opportunities for area water enthusiasts and sportsmen.	Jackson	Yes	20	Yes	No	Yes	Yes	Yes	No	Yes		$ 25,000,000.00	$ -	
	Infrastructure	1771	3/20/2014	Bangs Lake Viewing Pier and Park	In an effort to provide increased access to natural resources, the bangs Lake Viewing Pier and Park will increase the ecological value of the area by providing a viewing center pavilion, fishing pier, and boardwalk park highlighting the natural beauty of marsh land. Not only will visitors come to walk along the marshes but a boat ramp will provide access to the lake and the Gulf. Along the boardwalk, interpretive stations will display information highlighting the history and legacy of Bangs lake and the surrounding marshes. The area will also feature a watercraft outpost to rent kayaks, canoes, and paddle boards. Visitors are just a short ride to the Gulf and can explore the surrounding lake. By placing a park along Bangs lake in a highly industrialized area, the marsh land within the park can be preserved and serve to further the beautification of the surrounding community.	Jackson	Yes		No	Yes	Yes	No	Yes	No	Yes		$ -	$ -	
	Infrastructure	1774	3/20/2014	Graveline Bayou, Robert Hiram/Oakleaf Circle, Point Clear Restoration	This project will consist of removing sediment, water quality monitoring, and drainage improvements to the identified altered waterways. sediment removal allows for previously impeded green corridors to be restored. Previously, these water systems were only accessible at high tide. The goal of this project will be to retain some level of environmental and historic value of these highly altered systems. The efficiency of use will increase boating travel, both commercial and recreational, along the bayous and improve the adjacent communities' quality of life. Sediment removal and water quality monitoring amends the previous loss of recreational opportunity and increases the access to natural resources. Restored water systems have a greater capacity to manage stormwater runoff, erosion, and sedimentation which can negatively impact coastal marshes, beaches, and oyster reefs. By restoring these water systems to their baseline, a quality habitat for birds and wildlife negatively affected by the Deepwater Horizon Oil Spill can be provided.	Jackson	Yes		No	No	Yes	Yes	Yes	No	Yes		$ -	$ -	
	Infrastructure	1776	3/20/2014	Channel Marker Replacement and Jetty Construction	This project will consist of the construction of a new jetty at the convergence of Graveline Bayou with the Pascagoula Bay that will provide protection to the channel and reduce the effects of silting. In an effort to increase recreational boat traffic, channel markers within the bayou will be updated and replaced. This designation allows for management of preservation areas like the oyster reefs and expedites travel in and around Graveline Bayou. Jetty construction will stabilize the mouth of Graveline Bayou and limit the risk of shifting, as well as focus both tidal and bayou discharges through a single opening, thus combating the effects of littoral drift. With a deep and clear channel, boating traffic for both commercial and recreational can increase. The goal of this project is to increase the recreational opportunities of the adjacent community, allow for greater access to natural resources, and stabilize the convergence of Graveline Bayou with Pascagoula Bay.	Jackson	Yes		Yes	No	Yes	No	Yes	No	Yes		$ -	$ -	
	Infrastructure	1777	3/20/2014	Gulf Park Estates Fishing Pier Expansion	This project will renovate the existing fishing pier, while expanding the boat launches to accommodate a wider range of vessels. A park area will house organized parking, boardwalks, lighting improvements, landscaping, and amenities such as restrooms and fish cleaning station. The current pier is located along the Gulf outside of Biloxi Bay. This area is optimal for fishing and recreation activities. the expansion of the current fishing pier along with the creation of additional amenities will increase and enhance the Gulf Park estates community quality of life, provide additional access to the natural resources along the Gulf, and enhance overall recreational experiences. Within the area surrounding the fishing pier, additional shoreline stabilization and riprap, will replace existing water edge treatments. The goal of this project is to increase recreational opportunities available to the adjacent communities and allow improved access to natural resources.	Jackson	Yes		No	Yes	Yes	No	Yes	No	Yes		$ -	$ -	
	Infrastructure	1778	3/20/2014	Seacliffe Bayou and Upper Simmons Bayou Restoration	This project will consist of sediment removal in the Seacliffe and Upper Simmons Bayou and water quality monitoring to restore a functional waterfront environment. Sediment removal allows for currently impeded green corridors to be restored. these water systems have limited accessibility being navigable primarily at high tide. The goal of this project will be to retain some level of environmental and historic value to these highly altered systems. The efficiency of use will increase boating travel, both commercial and recreational, along the bayous and improve the adjacent communities' quality of life. Sediment removal and water quality monitoring amends the previous loss of recreational opportunity and increases access to natural resources. Restored water systems have a greater capacity to manage stormwater runoff, erosion, and sedimentation which can negatively impact coastal marshes and beaches. By restoring these water systems to their baseline a quality, habitat for birds and wildlife negatively affected by the Deepwater Horizon Oil Spill can be restored.	Jackson	Yes		Yes	No	No	No	Yes	No	Yes		$ -	$ -	
	Infrastructure	1780	3/20/2014	Gulf Park Estates Bellefontaine Beach Restoration	This project will consist of a Wetland Coastal Preserves Program and Beach Restoration. The Wetland Coastal Preserves Program will target invasive species in and around the Gulf Park Estates and Marsh Restoration, ensuring that native flora and fauna thrive in the restored waterfront. The Bellefontaine Beach Restoration will rebuild and manage the Bellefontaine beachfront. It will serve to remedy or reduce the risks of future harm to the natural dunes and beach resources. The Preserve plan serves to enhance the ecological value of this important coastal habitat and manage the transition zone between the marsh, wetland, and beach areas within Gulf Park Estates. It will also strategically restore wetland and revitalize ecologically and economically important wildlife resources within Gulf Park Estates. the beach restoration will serve to preserve and protect the Bellefontaine shoreline, minimize economic losses caused by beach erosion, and maintain needed recreational and habitat beach areas.	Jackson	Yes		No	No	Yes	No	Yes	No	Yes		$ -	$ -	
	Infrastructure	1781	3/21/2014	Transportation Improvements	This project will improve McClelland, Tucker, and Seaman Roads by expanding the existing roadway design. A new I-10 collector will also be constructed. McClelland Road improvements will expand the existing 2-lane to a 4-lane road in order to create a strong network of transportation routes from I-10 to the Sportsplex. Tucker Road improvements will expand the existing 2-lane to a 3-lane road between McClelland to Daisy Vestry. Seaman Road improvements will expand the existing 2-land to a 3-lane road between Tucker and Jordan. The I-10 Collector project will create a new road between tucker and the county line; this will connect the Sportsplex area to the neighboring county and D'Iberville shopping center along Promenade pkwy/Mallett Road. The goal of this project is to promote economic development through infrastructure improvements. The project will help connect tourists and tournament guest to other shopping and dining areas a well as allow for expansion of the current shopping area into Jackson County.	Jackson	Yes		Yes	No	No	Yes	Yes	Yes	No		$ -	$ -	
	Infrastructure	1782	3/21/2014	Moss Point Greenway	This project will create bike-lanes, sidewalks and other multi-use paths along the existing city streets in Moss Point. The proposed greenway will connect to southern greenways proposed in the City of Pascagoula. The goal of the Moss Point Greenway is to increase access to existing recreational opportunities, promote economic development,, and improve public access to parks. The city contains a large number of parks, green spaces, and access points to water; the proposed greenway network will connect several of these amenities and generate development of new projects along the route. A strong pedestrian and bicycle network will enhance access to nature and other points of interest as well as enhance the fitness opportunities within the city limits.	Jackson	Yes		Yes	No	No	Yes	Yes	No	No		$ -	$ -	
	Infrastructure	1783	3/21/2014	Riverwalk Park and Educational Boardwalk Trail	This project will construct a Riverwalk Park and Educational Boardwalk Trail. The park will be located across the street from the Jackson County Ski area. It will consist of a park with pavilion and restrooms, and a boardwalk pier parallel to MS 613 that will allow for fish feeding and highlight native species and cultural history of Beardslee Lake. This project will promote tourism to Moss Point and the County, generate local ecosystem education outreach, provide additional recreation opportunities along the greenway, and stimulate environmental cultural stewardship, tying the unique cultural aspect of the community with the ecosystem along Beardslee Lake. The goal of the park will be to create an inviting and functional waterfront environment in Moss Point that restores the quality of life for residents and continues improving public access to natural resources.	Jackson	Yes		Yes	Yes	No	No	Yes	No	No		$ -	$ -	
	Infrastructure	1784	3/21/2014	Moss Point Open-Air Market	This project will create a space near the Riverfront Community Center that will house a open-air farmers market. The amenities will include a marquee that houses stalls for venders to sell wares, a picnic area, and restroom facilities. The market will serve to showcase local artisans and small businesses, enriching the quality of life in Moss Point as well as promoting economic development along the Greenway. The market will serve as a point of interest and generate tourism. The goal of the Moss Point Open-Air Market will be to serve as an anchor in the community by providing access to fresh locally grown food, generate support for the local economy, and increase healthy lifestyle opportunities.	Jackson	Yes		Yes	No	No	Yes	Yes	Yes	No		$ -	$ -	
	Infrastructure	1785	3/21/2014	Ocean Springs Coastal Restoration	This project will remove sediment in previously identified impeded waterways. This will improve water quality and restore the green corridors around Ocean Springs. This Coastal Stream and Habitat Restoration and Management Initiative is focused on tidal creeks, bayous, and spring-fed streams that flow directly through Oceans Springs and into the Back Bay of Biloxi, in large part through urban areas. Many of these streams are highly altered systems yet retains some level of environmental and intrinsic historical value. The greatest improvements to the quality of life in Ocean Springs residents will be the re-establishment of Green Corridors across the city. These improvements will increase the areas potential for restoration that enhances the ecological value of the waterways and directly engages the local communities. A restored waterway helps manage storm water runoff, erosion, and sedimentation, which can have a negative impact of the coastal marshes, beaches.	Jackson	Yes		No	No	No	No	Yes	No	Yes		$ -	$ -	
	Infrastructure	1786	3/21/2014	Ocean Springs Watershed Management	This project will include the development of a watershed management plan, and hydrologic and hydraulic study of the Back-Bay of Biloxi and Davis Bayou-Biloxi Bay Watersheds to develop water mitigation and erosion plans. The project also proposes to identify degraded streams and waterways then install management measures to reduce the downstream impact in the two watersheds on the Biloxi Bay. Improving the quality and clarity of the water within the watershed helps stabilize the sediment transported into the bay. Stormwater often impacts watershed morphology, function, or hydrology and can be identified as a cause of stream alteration. By modeling, identifying, and managing the water systems within these watersheds, plans can be developed to implement targeted management practices.	Jackson	Yes		No	No	No	No	No	No	Yes		$ -	$ -	

	Infrastructure	1787	3/21/2014	Jackson County Scenic Water Trail, North Trailhead	This trailhead project will consist of a trail head with public boating access, walking trail, heritage museum and outpost. The Carter Lake Fishing Outpost will restore Carter Lake and provide recreational fishing near the Northern Trailhead. The Pascagoula Water Trail Cultural and Research Center will create an interactive culture and science center. The cultural center will focus on the native American culture for which the region derives its name and the science center will highlight conservation effects of natural wildlife mainly the efforts of the Pascagoula Wildlife Management Area. This center will serve as the primary information center for the entire trail. The North Trailhead Walking Trails will consist of walking trails adjacent to the river trail and Research center. This provides visitors not going on the water trail a small glimpse into the natural beauty of the Pascagoula River. North Trailhead Water Craft Outfit will develop an extension service that provides kayak, canoe, and other watercraft rentals to visitors. North Trailhead Boat Launch will create a boat ramp from which visitors to the Northern Trailhead can start down the Water Trail. Pascagoula River Scenic Water Trail Campground will create a campground along the water trail open to both tents and RVs, extending the stay of visitors to the area. Old Americas Road and Cedar Creek will be improved from the existing 2-lane road to a 3-lane to handle increased traffic volume to the North Trailhead. Pascagoula River Trail Road will be constructed as a new road tying Cedar Creek to the North Trailhead.	Jackson	Yes		Yes	Yes	No	Yes	Yes	Yes	No		$ -	$ -	
	Infrastructure	1788	3/21/2014	Waterway Restoration in Brickyard Bayou, Presley Lake, little Black Creek, and Black Creek	This project will remove sediment in identified waterways to enhance the green corridors, improve water quality, and mitigate flood risk through the enhanced ability to manage stormwater runoff. The Brickyard Bayou, Black Creek, Presley Lake, and little Black Creek are considered highly altered waterways that flow through urban areas. These streams and bayous have vast potential for restoration that will enhance their ecological value while directly engaging local communities. Restored streams help to manage storm water runoff, erosion, and sedimentation. The goal of this project is to remove sediment to increase the stormwater capacity, create strategies and restoration design that will continue to abate threats to these priority coastal streams, and restore habitat.	Jackson	Yes		No	No	No	No	Yes	No	Yes		$ -	$ -	
	Infrastructure	1789	3/21/2014	Marine Education Center Outdoor Learning Area	Plans are in place to construct a new 28,000 sq. ft. Marine Education Center at the Gulf Coast Research Lab's Cedar Point Teaching Site. The new MEC facility is an $11.5 million dollar FEMA funded project with anticipated construction beginning in 2014. The new facility will be a center for public education and outreach in the coastal sciences and will be comprised of classrooms, laboratories, and educational exhibits. The MEC proposes to build two outdoor classrooms, an observation tower, marsh walk-out sampling stations, and ADA accessible trails as part of this project. The MEC specializes in field-based learning experiences that support science curricula and the Cedar Point Teaching Site provides extensive opportunities for outdoor environmental education and recreation. With the development of this outdoor learning infrastructure, visitors and students will be able to explore a range of coastal environments and engage in hands-on, feet-wet field based learning experiences. These open-air facilities will allow students to study coastal environments such as the bayou, the marsh, the Mississippi Sound, bay-heads and magnolia-live oak forests while protecting the resources from overuse. The low profile marsh walk-out sampling stations will be constructed over the marsh with open mesh frames and close to the Mean High Tide level which will reduce impacts to the tidal flow and minimize impacts to vegetation. The marsh walk-out sampling stations will allow students to monitor flora and fauna in the fringing marsh areas of the MEC site. These sampling activities are covered under the Saltwater Scientific Collection Permit that is issued to GCRL through the Mississippi Department of Marine Resources. The trails that connect these structures will make them accessible to students and visitors of most abilities. All trails, outdoor classrooms, and the proposed observation tower will be built to ADA standards and will be accessible to most students and visitors. These structures will be used by up to 10,000 students and visitors each year.	Jackson	Yes	80	No	Yes	No	No	Yes	No	No		$ 1,033,850.00	$ -	
	Infrastructure	1790	3/21/2014	Watershed Management	This project will provide for hydrologic modeling, hydraulic improvements, coastal habitat restoration/enhancements, and flood reduction within Upper West Pascagoula-Pascagoula Rivers, Black Creek Cooling Pond-Black Creek, and Beardlee Lake-Escatawpa watersheds will be completed in an effort to reduce the downstream impacts of the watershed on the Pascagoula River through stream restoration plans and habitat reconstruction designs. The watershed faces loss of freshwater wetlands, shoreline erosion, and sedimentation from increased land development. Stabilization of these bayous and stream segments will significantly reduce the future sediment loading into the Pascagoula River. Improvements to the highly impaired watershed are critical to the ecological function of the region. the goal of this project is to develop a comprehensive watershed management plan as well as prioritize a list of significant restoration work.	Jackson	Yes		No	No	No	No	No	No	Yes		$ -	$ -	
	Infrastructure	1792	3/24/2014	Trent Lott International Airport Stormwater Management	This project will refurbish and update the airport facilities current stormwater system capacity, restore the environmentally effected infrastructure, and expand current facility to increase the emergency response capacity of the County to man-made and natural disasters. The Trent Lott International Airport plays a vital role in not only aviation community by also in the economic growth of the community. By restoring the steams in the flood prone areas surrounding Trent Lott, the airport can be rebuilt and expanded to combat the environmental driven erosion and degradation of the existing facilities caused by lack of watershed management. The airport not only serves corporate businesses, military and local pilots, but also provides logistical support during emergency situations on the Gulf Coast. Local law enforcement and fire fighting agencies relocate to the airport during tropical storms and hurricanes to ensure the ability to respond to duress calls and assist evacuees. The airport is also a safe entrance into the community to deliver supplies, medicine and relief manpower when disaster strikes. Most recently, the airport terminal supported ERA Helicopters LLC during the BP Oil Spill serving as the base for flight operations. The goal of this project will be to increase the stormwater systems capacity, enhance emergency response to manmade and natural disasters as well as expand the existing facilities to address economic development needs. The expansion proposals include a temporary terminal building, runway strengthening, and taxiway geometric improvements.	Jackson	Yes		Yes	No	Yes	Yes	Yes	No	No		$ -	$ -	
	Infrastructure	1793	3/25/2014	Educational Exhibits at the Proposed Marine Education Center	Plans are in place to construct a new 28,000 sq. ft. MEC facility at GCRL"s Cedar Point Teaching Site. The new MEC facility is an $11.5 million dollar FEMA funded project with anticipated construction beginning in 2015. In this new facility is designated exhibit space that will be open to the public at no cost and will include a series of high quality, interactive educational exhibits. The three exhibits will focus on The Science of the Spill, Coastal Hazards/Community Resilience and Blue Water Science. The Science of the Spill exhibit will be an extension of the work that GCRL did as part of a Rapid Response Grant through the National Science Foundation in 2010 â€" 2011 and continued through an EPA grant in 2013. The exhibit will address the role of science during an emergency. It will use published research conducted by GCRL scientists and others to answer the questions set out by the Gulf of Mexico Research Initiative: 1.) What happened to the oil and the dispersants? 2.) What were the effects on the environment? 3.) What methods are being used for recovery and how are they working? 4.) What are the impacts on human health? The Coastal Hazards/Community Resilience exhibit will describe the natural disasters (e.g., hurricanes) and ecosystem processes (e.g., sea level rise) that can affect communities in the coastal region and highlight strategies that communities and individuals can adopt to be more resilient. The Blue Water Science exhibit will highlight the research of GCRL researchers in offshore environments that most people never experience. Ecosystem processes and species that may be highlighted include the loop current, sargassum, and large pelagic species such as whale sharks. Visitors to the MEC, which include students and citizens from the region, will gain a better understanding of the impacts on the Gulf of Mexico from the Deepwater Horizon oil spill and the importance of long term monitoring and research to help ensure a healthy Gulf.	Jackson	Yes		No	Yes	No	No	Yes	No	Yes		$ 2,782,000.00	$ -	
	Infrastructure	1796	6/1/2014	The Crawfish Restoration Trail	Crawfish help to maintain the eco system by scavenging and eating algae that rob fish and plants of sunlight and oxygen. Crawfish also act as a source of food for other animals. Because crawfish are sensitive to any form of pollution, they are good indicators of water quality. There are over 400 species of crawfish in North America and the most common, the red swamp crawfish, can be found in abundance in the Mississippi River Basin. However, there are two species of crawfish which can only be found in George, Green and Jackson Counties in Mississippi and Mobile County in Alabama, the dwarf crawfish and the least crawfish. Globally, NatureServe lists their status as vulnerable while on the State/Province Conservation list they are considered imperiled. Hope CDA request funds for the implementation of an environmental cultural stewardship program which would educate students and spur ecotourism using the crawfish as motivational symbol. OBJECTIVE: 1.Student Education a. Educate summer and afterschool program students on environmental stewardship and the importance of crawfish and other animals in maintaining the ecological balance of this river system. b. Provide education on the restoration site though maps and best management practices designed specifically for the project activity. c. Study the impact of growth and spawning by increasing water temperature using solar technology at an artificial marshland system erected at Hope CDA. Information will be shared with scientist through the NatureServe, Citizen Science Program. 2. Student Restoration and Research Project a. Students will clean site and implement best management practices for the critical habitat of the crawfish and other animals and plants including but not limited to planting shade trees. b. Take eco tours along the Pascagoula River. 3. Educate Public and Spur Tourism a. Sponsor an art contest to design/sculpt a crawfish which could be used as a conservation symbol and site marker along the river. b. Strategically place markers at river sites in three counties. c. Students will develop a virtual eco tour on the Hope CDA website describing actual sites marked by numbers 1-10 on the "Crawfish Restoration Trail (Tour)." A phone application or link to the Hope CDA website will be developed so that tourist can take the actual tour from markers 1-10 while being virtually guided by students through recorded video presentations about each site. Brochures will be provided to the Convention and Regional Visitors Bureau. promote Trail during the Pascagoula River Nature Festival OUTCOMES 1. Students will learn that biodiversity is a natural heritage and take responsibility for stewardship of vital natural resources. 2. Crawfish species (least and dwarf) listed as imperiled will be elevated to secure in their conservation ranking. 3. Tourism will be increased through the institution of the Crawfish Restoration Trail.	Jackson	Yes		No	Yes	No	No	Yes	No	Yes		$ 300,000.00	$ -	
	Infrastructure	1798	4/3/2014	Mississippi Native American Heritage Program	The Ohr-O'Keefe Museum of Art sits on a four-acre stretch of the Mississippi Gulf Coast contiguous to the Mississippi Sound that archeological studies show once was inhabited by American Indian tribes. A central focus of the Ohr-O'Keefe Museum and an important part of the American Indian culture, dating from pre-historic times to the contemporary tribes of Mississippi, is pottery. The Museum proposes annual summer programming, to present cultural, educational and arts programming about not only the art and pottery of the Mississippi tribes, but also their customs and traditions, thereby enabling local and out-of-town Museum visitors of all ages to discover and explore the practices and contributions of past and present Mississippi Native Americans. Development of these programs will involve consultation with Mississippi tribal representatives, the Mississippi Department of Archives and History, the Mississippi Department of Marine Resources, and the National Museum of the American Indian in Washington D.C. The program, which will show a continuous flow of pottery tradition and culture on the Gulf Coast linking the Museum with Mississippi Native American Heritage, will include: â€¢ Seminars for the investigation, discussion and understanding of issues facing native communities in Mississippi that will provide a statewide forum for discussion, study and civic engagement of historical and contemporary topics of concern and interest to Native peoples and the general public â€¢ Demonstrations, lectures, workshops, and films that will highlight both traditional and contemporary Native American arts and artisans â€¢ After school and summer youth programs teaching Mississippi American Indian crafts and lore to children in a local venue â€¢ Nature tourism relating to nearby Deer Island sites to tell the story of Mississippi American Indians' tribal art and way of life. Not only is Deer Island home to various eco-systems, but also it is home to Native American shell-middens, pottery shards and firing pits. â€¢ Traditional and contemporary art objects from Mississippi tribes will be professionally exhibited and interpreted in a Museum gallery â€¢ Professional development opportunities for teachers through workshops that span a range of topics and enable teachers to discover analytical approaches to connect the museum's collections and content with classroom teaching strategies will be held at the museum for educators in all subject areas The Mississippi Native American Heritage Program will benefit the community in numerous ways, including the promotion of partnerships with state and local entities, creation of jobs for artists, teachers and others connected to the programming aspects of the project, extended stays for visitors to the Gulf Coast, professional development opportunities for area educators, and expansion of nature tourism through a link with the Native American history on neighboring Deer Island. To enable the exhibition and program space that is required for the Mississippi Native American Heritage Program, the museum requests funding to complete construction of its final gallery space. With completion of this space there will be dedicated gallery space to devote to the Mississippi Native American Heritage Program in the galleries on the Museum campus.	Harrison,Hancock	Yes		Yes	Yes	No	No	Yes	No	Yes		$ -	$ -	

	Infrastructure	1800	4/4/2014	A comprehensive approach for the restoration and recovery of essential prey items for Kemp's Ridley sea turtles (lepidochelys kempii) in the Mississippi Sound	Kempâ€™s ridley sea turtles are a Critically Endangered species that relies heavily on the north-central Gulf of Mexico for developmental habitat for foraging juveniles and sub-adults. Since 2010, more than 800 sea turtles, mostly immature Kempâ€™s ridleys, have stranded dead along the Mississippi coast raising important questions about regional ecosystem health. Additionally, over 300 immature Kempâ€™s ridleys have been incidentally hooked at local fishing piers in Mississippi. A variety of factors are likely responsible for increased strandings including degradation of natural oyster reefs and subsequent declines in abundance of essential prey items of the species that rely on these habitats. Declared failures of both oyster and blue crab fisheries in recent years support this hypothesis and illuminate the importance of a healthy ecosystem for recovering populations of Kempâ€™s ridleys. The purpose of this project is to facilitate the recovery of Kempâ€™s ridley habitat by 1) monitoring the effects of recently established artificial and oyster reefs in the Mississippi Sound on Kempâ€™s ridleys and essential prey items, and 2) establishing programs to enhance wild stocks of Kempâ€™s ridley prey. These efforts will provide critical information for understanding the importance of reef habitats for developing Kempâ€™s ridleys and their prey, will promote the restoration and recovery of Kempâ€™s ridley prey species, and could potentially promote development of new economic opportunities associated with stock enhancement. Recent research led by IMMS has revealed that the Mississippi Sound is a vital developmental habitat for Kempâ€™s ridleys. Further, ongoing research examining the value of artificial reefs for prey items of Kempâ€™s ridleys has indicated the importance of these areas for developing sea turtles. To promote the restoration and recovery of this endangered species, continued monitoring of its important habitats and prey and enhancement of local stocks of prey items is essential. Ultimately, this work is will play an important role in both ecosystem and economic restoration of the north-central Gulf of Mexico.	Hancock, Jackson, Harrison	Yes	60	No	Yes	Yes	No	No	Yes	Yes		$ 18,000,000.00	$ -	
	Infrastructure	1801	4/5/2014	Pascagoula Inner Harbor	The Inner Harbor - Pascagoula's only public harbor for pleasure craft - needs to be dredged and restored to a functional depth. The bulkhead around the perimeter is also in need of repair/replacement. The proposed work would help to secure neighboring properties from erosion, including roadways and will provide a restored safe harbor for vessels during times of emergency. The harbor was completely unusable for many weeks during the oil spill event and recovery because booms were installed to protect inland areas from potential contamination. The lack of use contributed to the siltation and current depths.	Jackson	Yes	60	No	No	No	No	Yes	No	Yes		$ 3,177,441.95	$ -	
	Infrastructure	1804	4/5/2014	Pascagoula Riverfront Acquisition	The proposed property acquisition will allow the Riverfront Redevelopment project, started with MDA/CDBG funding to continue to grow both north and south. The project includes acquisition and infrastructure upgrades.	Jackson	Yes	10	Yes	No	No	Yes	Yes	Yes	No		$ 6,538,900.00	$ -	
	Infrastructure	1805	4/5/2014	Live Oak Recreation Center	A combined recreation center, indoor and outdoor aquatics center, banquet facility and performing arts center would be constructed at the same site as the newly built Senior Center. Parking, road improvements, and stormwater management facilities could be dual-purposed to provide a state of the art recreational facility just off Hwy 90.	Jackson	Yes	100	Yes	No	No	No	Yes	No	No		$ 37,001,250.00	$ -	
	Infrastructure	1806	4/5/2014	IG Levy Sports Complex	Adding a sportsplex to land north of the existing IG Levy park is one option in providing a central, comprehensive sports complex with reasonable access from Highway 90. Undeveloped land is available and could be acquired and developed for this purpose. The City would like to pursue either this project or the East Pascagoula Sportsplex project (submitted separately).	Jackson	Yes		No	No	No	No	Yes	No	No		$ 10,028,000.00	$ -	
	Infrastructure	1807	4/5/2014	East Pascagoula Sportsplex	Adding a sportsplex to land north of the existing Tillman Street Soccer Complex is one option in providing a central, comprehensive sports complex with reasonable access from Highway 90. Undeveloped land is available and could be acquired and developed for this purpose. The City would like to pursue either this project or the IG Levy Sports Complex project (submitted separately).	Jackson	Yes		Yes	No	No	No	Yes	No	No		$ 11,778,300.00	$ -	
	Infrastructure	1808	4/5/2014	Spinnaker Point	This project will enhance other activities along the waterfront of Pascagoula by adding public access at the east end of the beach, provide pier access to the water, and provide a site for a public/private partnership to develop a restaurant site.	Jackson	Yes	50	Yes	No	No	Yes	Yes	No	No		$ 2,645,000.00	$ -	
	Infrastructure	1809	4/5/2014	WWTP Relocation	The existing Wastewater Treatment Plant (WWTP) in downtown Pascagoula is better suited outside of a highly populated area, and could be built more resiliently and with a higher level of treatment if the opportunity were available at another location.	Jackson	Yes	80	Yes	No	No	No	No	No	No		$ 460,000,000.00	$ -	
	Infrastructure	1811	4/17/2014	Pascagoula Beach Blvd. Bulkhead Improvements and Public Access	Pascagoula Beach Blvd. Bulkhead improvement project. The project in design would improve the walls to be able to withstand the additional load of the new seawall protection project and prevent the erosion of the beach sand by water overtopping the wall during normal tide and weather conditions. A walker and tie back rods with a dead man anchorage system is being designed to be added to the wall. This will also allow fishermen to use the wall as a point to fish and public access. These two areas are the outfalls for two major watersheds.	Jackson	Yes	100	No	No	Yes	No	Yes	No	No		$ 424,940.00	$ -	
	Infrastructure	1817	10/16/2014	A Program to Assess and Treat Roadscape Sources of Aquatic Ecosystem Degradation in Coastal Mississippi, Alabama, and Louisiana: Phase III - Roadscape Treatments	The proposed five-year program would implement the specially designed Roadscape Watershed Recovery Program (RWRP) to assess, develop prescriptions, treat, monitor, and disseminate information for roadscape unpaved road crossing and borrow pit assets in the approximately 17,560 square-mile (11,238,400 acre) Pearl, Pascagoula, Mobile-Tombigbee, and Alabama River Basins within Mississippi, Alabama, and Louisiana (see Attachment Proposal). The primary resource areas addressed by the RWRP include water quality, aquatic habitats, rare and imperiled aquatic species, invasive species, and stormwater runoff. The RWRP was developed to provide roadscape maintenance and resource management end-users with ground-truthed information, methodologies and practices to improve decision making that result in the on-the-ground implementation of sustainable, long-term solutions. The program is divided into five phases that include assessments, prescriptions, treatments, monitoring, and information dissemination. Reductions in roadscape-induced sedimentation, culvert crossing biological barriers, and crossing zone invasive species would result in measurable water quality and aquatic habitat improvements in river basin watersheds and coastal ecosystems. Roadscape issues, impacts, the program process, costs, and anticipated benefits are discussed in the Attachment Proposal. Phase III implements on-the-ground roadscape treatment projects that produce the desired measurable improvements identified in Phase I and conceptualized in Phase II. Projects are designed and implemented applying prescription alternatives to high-priority unpaved road crossings, borrow pits, and crossing zone invasive species. Crossing and borrow pit projects would include contracted project designs, engineering, and construction and support of county administered projects through technical consultation and site inspection services. Local construction companies would be used to support project design and implementation. As applicable, project activity permitting would be conducted with state and federal regulatory agencies during project design phases. For Program Years 3 through 5 there would be construction projects for an estimated 15 crossings and 10 borrow pits and invasive species treatments at an estimated 750 crossing zones. A discussion of Phase III is presented in the Attachment Proposal.	Hancock, Harrison, Jackson, 32 other additional counties	Yes	80	No	Yes	No	No	No	No	Yes		$ 7,913,000.00	$ -	
	Infrastructure	1823	5/13/2014	Center for Marine Ecosystem Health	The Center for Marine Ecosystem Health will provide scientific information and technology transfer to resolve ecosystem health issues associated with increased pressures on the coastal environment from oil spills, land runoff, introduction of animal pathogens with trade, and increased population growth. The center will conduct interdisciplinary research to overcome issues related to human health, ecosystem health, and the animal health constraints to the development of marine aquaculture. The goals of the Center are: (1) To protect seafood consumers and living marine resources from epizootics of indigenous and nonindigenous agents of disease that may be introduced from aquaculture, from ship ballast water, or from imported raw seafood products. To gain an understanding of the biology and epidemiology of pathogens important to marine resources. To provide information on identification and control of natural epidemics of mortalities of marine organisms. (2) To accelerate the development of marine aquaculture through an emphasis on biosecurity, stock health, and environmental stewardship. To gain an understanding of the influence of pathogens important in marine aquaculture. To provide expertise on quarantine and establishment of Specific Pathogen Free-based marine aquaculture. To provide information and advice on disease diagnosis and control in support of marine aquaculture. (3) To evaluate and enhance the environmental health of the Gulf of Mexico through a better understanding of marine toxins, including oil related products and their mechanisms of action, and to develop interventions and remediation strategies. To provide expertise, information, and advice on environmental contaminants to industry and governmental agencies. The project will build state-of-the-art facilities and assemble a team of outstanding scientists and technical personnel from the academic, government, and private sectors to focus on the study of diseases of marine organisms, diseases of humans conveyed by the marine environment, and marine environmental health, including seafood contamination. The center will provide expertise to evaluate diseases in wild aquatic organisms as monitors of the health of ecosystems. Furthermore, in order to make informed corporate and regulatory decisions, a real need exists by industry and governmental agencies for data on potentially toxic environmental contaminants. Location (City, County): GCRL in Ocean Springs (Jackson County). Infrastructure cost (# years): __$6 million (3 yrs)_____ Annual Operation & Maintenance Cost (# years): __$2 million (7 yrs) How will this leverage with other RESTORE priority areas or non-RESTORE funds? Implementation of this project will address the key RESTORE priority areas of restoration, mitigation of insults caused by toxins and pathogens, and economic development. The project will build capacity for federal and private funding to sustain the Center after project completion. Information relevant to Economic Development (e.g., new construction, new employment opportunities, workforce development and training, etc.): The assumption of a leadership role by Mississippi through the Center in the prevention, control, and treatment of diseases of marine organisms and enhancement of environmental health will assure a long-term economic return for industry, a stable and sustainable economic base, and an enhanced quality of life and health for all citizens along the U.S. Gulf coast. a€ƒ	Jackson	Yes	100	Yes	Yes	Yes	No	No	No	Yes		$ 6.00	$ -	
	Infrastructure	1824	5/13/2014	Bayou Yazoo	Provide watershed for an area affecting approximately 1/4 square miles (126 acres or 5,500.000 sq. ft.) Area includes 200-300 Residents and Businesses. The area floods during minimal rainfall, the residents and business are blocked from exit or emergency vehicles until water recedes. Options 1)Provide an unrestricted outlet from Bayou Yazoo to Comynie Bayou -Ditches between Bayou Yazoo and Comynie need to be excavated for better water flow after rain fall. -Silt removal from Bayou Yazoo and Comynie Bayou for added water retention and better water flow. -Add bulkhead around area to direct water flow 2)Provide an unrestricted outlet from Bayou Yazoo, across Ingalls Avenue thru Ingalls Access into Yazoo Lake. -Excavate area between Communy Ave, Ford Street, and Desoto Street for water flow after rain fall. -Remove Ford Street Bridge and Desoto Street Bridge obstructions. -Remove West end of Communy Avenue obstruction. -Silt removal from Bayou Yazoo for increased water retention. -Excavate Inner Harbor area for better water flow and water retention. Comynie Bayou and Yazoo Lake both empty into the Pascagoula River then into the Gulf of Mexico.	Jackson	Yes	50	Yes	No	No	No	Yes	No	Yes		$ 1,500,000.00	$ -	
	Infrastructure	1833	5/14/2014	Center for Plankton Taxonomy and Research	Ichthyoplankton and zooplankton surveys provide critical information needed to assess changes in our marine ecosystems due to 1) anthropogenic perturbations, such as the Deepwater Horizon oil spill; 2) climate change; 3) biodiversity loss; 4) the top-down effects on marine food chains from over-fishing; and 5) the reduction of recruitment success for a growing number of fish stocks. These data are being used increasingly as â€œhealthâ€Indicators for ecosystems and fishery stocks, yet research is severely limited by the lack of taxonomic expertise needed to identify fish eggs, fish larvae, and zooplankton. Large plankton survey programs operated by many NOAA Fisheries Centers currently use international fisheries agreements to facilitate the sorting and identification of their plankton samples. Our proposal recognizes the growing need for taxonomic expertise in this area, and establishes a Mississippi-based, Center for Plankton Taxonomy and Research. The overall goal of this center is to provide scientific and technical services for the analysis of plankton samples, including 1) sample sorting; 2) microscopic examination, identification and measurement of planktonic organisms; 3) molecular identification of fish eggs, early larval stages, and other plankton; 4) digital identification, measurement, enumeration and archiving of samples using advanced technologies, such as Zooscan, benchtop video plankton recorders, and flowcams; 5) trophic analyses using gut content examinations and stable isotopes; and 6) other related services as dictated by the clients. This center would support scientific and restoration efforts throughout the Gulf of Mexico region (and beyond), and serve as a resource for government agencies and academic institutions that face common research limitations. In doing so, this facility will establish an international reputation as a center for taxonomic excellence in plankton studies, and will be instrumental in training the next generation of marine taxonomists. Location (City, County): Ocean Springs, Jackson County Infrastructure cost (# years): $9,420,000 (3 years) Annual Operation & Maintenance Cost (# years): $3,350,000/year (3 years) How will this leverage with other RESTORE priority areas or non-RESTORE funds?: The proposed center (a joint effort by USM's Dept. of Coastal Sciences and Dept. of Marine Science) fulfills multiple RESTORE and GoCoast priorities by building local expertise, creating partnerships, jobs and economic opportunities, facilitating ecosystem-based management, and promoting research and education initiatives. Information relevant to Economic Development (e.g., new construction, new employment opportunities, workforce development and training, etc.): This proposal provides a large economic stimulus to the region, and includes many opportunities for both short-term employment (e.g., design, surveying, preparation, and construction of a state-of-the-art science facility) and long-term career opportunities. Once operational, we anticipate the center to employ approximately 40 people from a wide range of educational levels, including positions in the following categories: administration, database and information technology, museum curation, plankton sorters and taxonomists, digital imaging technicians and analysts, and molecular and stable isotope lab managers and technicians, among others.	Jackson	Yes	80	Yes	No	No	No	No	Yes	No		$ 12,770,000.00	$ -	

	Infrastructure	1839	5/14/2014	Modernization of GCRL's research infrastructure on the Halstead Campus	GCRL physical plant is not modern and so is energy inefficient, has inadequate backup generator power, and supports several buildings with modern-day uses very different from the original design intentions. Of particular importance is to reduce the energy footprint for the campus. In addition, the GCRL boat basin has not been renovated since prior to Hurricane Katrina. The following projects would substantially modernize the Halstead Campus. 1. Upgrade of electrical, air conditioning, and generator capacity for Caylor. Much of the lower level wiring is aging prematurely due to submersion in saltwater during Katrina. Generator capacity is gravely inadequate. The air conditioning and heating units should be replaced with modern energy-efficient power plants. 2. Upgrade of electrical, air conditioning, and generator capacity for the Research Building. Much of the lower level wiring is aging prematurely due to submersion in saltwater during Katrina. Generator capacity is gravely inadequate. The air conditioning and heating units should be replaced with modern energy-efficient power plants. 3. The Director's house, originally a home, now serves as an administrative unit. Efficient use of the facility requires renovation to e.g., remove the kitchen and replace it with office space. Movement of GCRL administration in total to this facility would open up badly needed office space for faculty and graduate students in the Oceanography Building. 4. The old toxicology building will be replaced by a new building sited on the Cedar Point Campus. Renovation of the old building to convert it into a modern laboratory and office facility will permit expansion of the Fisheries and Ecosystems Research groups. Location (City, County): Ocean Springs, Jackson, GCRL Halstead Campus Infrastructure cost (# years): $1.920 million Annual Operation & Maintenance Cost (# years): GCRL supports full maintenance, utilities, and custodial services for these buildings. GCRL anticipates that the renovations will reduce, not increase, these costs resulting in a long-term cost savings to GCRL. How will this leverage with other RESTORE priority areas or non-RESTORE funds?: GCRL expects the renovations to support a wide range of science programs aimed at fisheries, coastal restoration, ecosystem and landscape biology, and marine diseases, among others. Information relevant to Economic Development (e.g., new construction, new employment opportunities, workforce development and training, etc.): The project will permit GCRL to upgrade its physical plant and reduce its cost of operation. The facilities support a wide range of research programs affecting local, regional, and national economics by providing the location for a range of basic and applied research.	Jackson	Yes	100	Yes	Yes	Yes	No	No	No	Yes		$ 1.92	$ -	
	Infrastructure	1840	5/14/2014	Redesign of GCRL Halstead Campus entrance, vehicular routes, and boat access	GCRL's main entrance is a road-based easement across a neighboring piece of property. Due to sealevel rise, this entrance is increasingly flooded preventing employees from attending work on some days and risking the entrapment of employees and students already on site. In addition, (1) a number of areas of severe erosion endanger the property and adjacent marshes. In addition, boat-ramp access by local boaters, provided under an MOU signed with the City of Ocean Springs, generates congestion without providing a positive experience of the visitor. Growth of the MEC program has saturated available student parking and resulted in high traffic use on old, poorly marked roadways. The main entrance, vehicular routes, and parking should be fully redesigned. This will entail the following steps. 1. Purchase of the adjoining property; 2. Redesign of Halstead vehicular traffic by moving the main entrance to higher ground and re-orienting roadways consistent with the new entrance; 3. Establishment of a new boat launch and parking facility near the present entrance; 4. Development of a landscaping plan including a swale to capture storm runoff and erosional materials along the near-shoreface from the new ramp to the boat basin; 5. Addition of trees to improve wind management; and 6. Construction of additional parking for students, staff, and faculty in the area where the present entrance road divides towards the boat basin. Location (City, County): Ocean Springs, Jackson, GCRL Halstead Campus Infrastructure cost (# years): $735,000 Annual Operation & Maintenance Cost (# years): GCRL expects little additional long-term costs above present-day upkeep of the present entrance, as landscaping will be low maintenance trees and shrubs; mowing the grass on the new property will be the only additional maintenance item. Ocean Springs has obligated funds to maintain garbage pickup and to provide police security in the public access areas. How will this leverage with other RESTORE priority areas or non-RESTORE funds? GCRL expects the renovations to support a wide range of science programs aimed at fisheries, coastal restoration, ecosystem and landscape biology, and marine diseases, among others, as well as the middle to high school and undergraduate programs of the MEC and graduate level courses taught by GCRL faculty. Information relevant to Economic Development (e.g., new construction, new employment opportunities, workforce development and training, etc.): The project will permit GCRL to maintain its research and education program in the face of rising sea level and restore the shoreface to a more natural habitat in keeping with GCRL's commitment to coastal restoration. The project will support tourism by promoting boat access for recreational boaters and fishermen in a portion of Ocean Springs where independent access is not available.	Jackson	Yes	100	Yes	Yes	Yes	No	No	No	Yes		$ 735,000.00	$ -	
	Infrastructure	1841	5/14/2014	Design and construction of overnight lodging and expanded dining capacity supporting the Marine Education Center	GCRL offers a range of over-night and short-term lodging for visiting scientists, and visiting teachers and students participating in the various programs offered by the Marine Education Center. In 2013, the availability of overnight lodging was a direct determinant of the number of participants in the Marine Education Center programs, as all available beds were filled. An ongoing economic feasibility study shows the potential for the MEC to increase its current participant numbers to double its existing capacity with the addition of appropriate lodging on the Halstead Campus. The additional of lodging at Halstead will support continued expansion of our summer field camps and teaching programs and will also provide additional capacity for conferencing and retreat programs for small science professional and academic groups. Additionally, several of the MEC's educational partners have indicated a similar need for appropriate housing compatible with their program audiences. These partners include The National Park Service, The Grand Bay National Estuarine Research Reserve, the Pascagoula River Audubon Center, the Ocean Springs Chamber of Commerce, the Mary C. O'Keefe Cultural Center and the Walter Anderson Museum of Art. Partnering with these organizations provides additional housing markets and professional program growth opportunities. The construction project proposed will at accommodations for 80. The GCRL dining facility is equivalently taxed. Maximum capacity has been reached on a number of occasions in 2013. Expansion of the MEC program will require an expanded ability to feed participants commensurate with the expanded lodging capability on the Halstead Campus. Location (City, County): Ocean Springs, Jackson, GCRL Halstead Campus Infrastructure cost (# years): $3.345 million Annual Operation & Maintenance Cost (# years): GCRL manages its lodging on a cost recovery basis. Day rates cover custodial, power, water, sewer, maintenance/upkeep, and bedding/furniture replacement. No additional financial resources will be required to support the expanded lodging capacity. How will this leverage with other RESTORE priority areas or non-RESTORE funds?: GCRL expects that lodging will provide a vehicle to dramatically expand (a) our Marine Education program, (b) the use of our facility to accommodate professional groups participating in retreats and think tank programs, and (c) expanded outreach partnerships with e.g., The National Park Service, The Grand Bay National Estuarine Research Reserve, and the Pascagoula River Audubon Center. Information relevant to Economic Development (e.g., new construction, new employment opportunities, workforce development and training, etc.): The project will permit USM to dramatically expand its Marine Education, outreach, and professional enhancement programs. These activities will expand the view of Ocean Springs and surrounds as a location for professionals to go, thereby promoting tourism pertinent to the Ocean Springs plan. The Marine Education program has a record of providing graduate students to USM; this will expand. The educational program is itself an important financial engine for the local community and for the university; this too will expand. â€ƒ	Jackson	Yes	100	No	Yes	No	No	No	Yes	No		$ 3.35	$ -	
	Infrastructure	1842	5/14/2014	Marine shrimp farming industry for Mississippi	Over ninety percent of all shrimp consumed in the United States is imported. Our current seafood deficit exceeds $10B annually. The focus of the Marine Shrimp Farming Industry for Mississippi program (MSFIM) will be the demonstration and transfer of closed system, biosecure production technology for marine shrimp to develop a marine shrimp farming industry in coastal Mississippi. Closed, biosecure shrimp aquaculture systems undergo little or no water exchange, which prevents disease transfer, prevents pollution discharge, and allows for production of marine species at locations which are not adjacent to the ocean, thereby protecting sensitive coastal land and creating unique economic opportunities. This technology has been in development for approximately 10 years at various research institutions, including the University of Southern Mississippi's Gulf Coast Research Laboratory (GCRL). Through diligent research efforts the technology has reached a point where the private industry can adopt these techniques and put them to use. The goals of the program are, 1. To demonstrate the use of sustainable, biosecure shrimp culture technology in the prototype commercial facility at GCRL 2. To engage and educate potential and existing shrimp fishers, seafood retailers, consumers, and members of Gulf of Mexico coastal communities with regard to sustainable marine shrimp aquaculture. 3. To provide training and extension assistance to individuals interested in undertaking the culture of marine shrimp profitably and sustainably in south Mississippi Location (City, County): Headquartered at GCRL in Ocean Springs (Jackson County). Infrastructure cost (# years): $500,000 (1 year) Annual Operation & Maintenance Cost (# years): $1 million per year (5 yrs) How will this leverage with other RESTORE priority areas or non-RESTORE funds? Development of a Marine Shrimp Farming Industry for Mississippi addresses economic and workforce development. The facilities for demonstration of the technology are already available and require only slight modifications. The methodology is well known and the expertise for technology transfer is immediately available at GCRL. Information relevant to Economic Development (e.g., new construction, new employment opportunities, workforce development and training, etc.): Construction will be minimal but the development of a marine shrimp farming industry in Mississippi will yield substantial job creation and economic opportunities. â€ƒ	Jackson	Yes	10	Yes	Yes	Yes	No	No	No	Yes		$ 5.50	$ -	
	Infrastructure	1843	5/14/2014	Development of an Aquacultured bait industry for Mississippi	The project will provide research, development, and technology transfer to develop an aquaculture-based bait industry for south Mississippi. Many recreational fishermen were severely affected by a combination of Hurricane Katrina, the BP oil spill, and increased fuel costs. Not only have many for-hire owners and operators lost their livelihoods, but so to have deck hands and live bait suppliers. To help alleviate these seafood related job losses, we propose to develop of an aquaculture-based bait industry in south Mississippi. We will do this through a three-stage approach, 1) research and development, (2) technology transfer through training, and (3) onsite extension assistance. Four species are targeted, each at a different point in the technical development. Bull minnows are the furthest along and stages 2 and 3 can be implemented immediately. Gulf white shrimp, blue crabs, and croaker all need some technology development before implementation of stages 2 and 3. Training of local commercial fisherman will be accomplished through the design and construction of demonstration systems for the rearing of bull minnows in ponds at the Lyman Fish hatchery, and bait shrimp, crabs and croaker at the Cochran Marine Aquaculture Center at the Gulf Coast Research Lab. Training will include: 1) design and function of ponds and closed-system components (how to build a system), 2) importance of appropriate filtration and a rudimentary understanding of the nitrification process, 3) water quality parameters and how to measure them, 4) â€œneed to knowâ€ facts about the biology of the species being cultured, and 5) trouble-shooting the system. Certificates of Completion will be awarded to program participants that complete the training course(s). In addition to the certificates awarded, a dedicated technical support person will work with interested individuals to help them modify and upgrade their facilities. Location (City, County): Headquartered at GCRL in Ocean Springs (Jackson County). Infrastructure cost (# years): $1 million (2 yrs) Annual Operation & Maintenance Cost (# years): $1 million (5 yrs) How will this leverage with other RESTORE priority areas or non-RESTORE funds? Development of an aquacultured Bait industry for Mississippi addresses economic development. The facilities for implementation of the program are already available and require only slight modifications to the ponds at the Lyman Fish Hatchery and the Cochran Marine Aquaculture Center. Once the program is fully implemented there will be a sustainable industry developed. Information relevant to Economic Development (e.g., new construction, new employment opportunities, workforce development and training, etc.): Construction will be minimal but the development of an aquacultured bait industry will yield substantial job creation and economic opportunities.	Jackson	Yes	50	Yes	Yes	Yes	No	No	Yes	No		$ 2.00	$ -	

	Infrastructure	1844	5/22/2014	Gulf of Mexico Marine Stock Enhancement and Restoration Consortium	Brief description of activities: We will develop a multi-state consortium to address scientific, hatchery-based restoration and enhancement of economically important marine finfish species potentially impacted by ecosystem degradation including the Deep Water Horizon oil spill. Using a structure template developed through previous grants from NOAA and the Mississippi Department of Marine Resources, we will mobilize partnerships among universities, state management agencies, and private enterprise Gulf-wide to 1) develop hatchery technology and capacity for production of selected economically important species and 2) use the fish produced to test and implement strategies for achieving science-based restoration and mitigation. Disciplines ranging from reproductive biology, genetics, larval rearing, nutrition, and health management to coastal and fisheries ecology and economics will be represented and address fundamental hypothesis-driven questions relevant to the pursuit of these goals. Location (City, County): Headquartered at GCRL in Ocean Springs (Jackson County) with participants in all five Gulf states funded either by their respective states or from Federal RESTORE funds. Infrastructure cost (# years): $10 million over 5 yrs Annual Operation & Maintenance Cost (# years): $2 million per yr (10 yrs) How will this leverage with other RESTORE priority areas or non-RESTORE funds? The Mississippi component of the Gulf-wide consortium will be funded by Mississippi RESTORE funds. The component programs in each individual state will be funded by their respective state’s RESTORE funds. The complete consortium could be funded by the Federal share of the RESTORE funds. The consortium can be at least partially sustained over the long-term by user fees levied as part of commercial and recreational fishing licenses and taxes imposed on industry for use of public resources such as tidelands and waterways consistent with the Public Trust Doctrine. Information relevant to Economic Development (e.g., new construction, new employment opportunities, workforce development and training, etc.): New hatchery capacity will require construction and materials. Active hatcheries, research programs, and enhancement activities will add jobs to the economy and facilitate the development of a skilled workforce.	Jackson	Yes	40	Yes	Yes	Yes	No	No	No	Yes		$ 30,000,000.00	$ -	
	Infrastructure	1848	5/28/2014	Gulf of Mexico tuna aquaculture program	Brief description of activities: Tuna are among the most valuable fishery species in the world and are subjected to heavy fishing pressure. In fact the Atlantic bluefin tuna stocks are severely overfished and stocks are declining at an alarming rate. The Gulf of Mexico is one of only two spawning areas for Atlantic Bluefin tuna and the BP oil spill coincided in time and space with their spawning and larval development on the breeding grounds. The development of aquaculture of tuna will significantly contribute to relieving fishing pressure on wild stocks and can contribute to rebuilding stocks through supplementation. Presently, tuna aquaculture is limited to the fattening of wild caught juveniles in cages. The constraints to development of aquaculture of tuna are a lack of captive broodstock spawning and larval rearing. The Gulf of Mexico Tuna aquaculture program will develop the facilities and technology for the captive reproduction and spawning of yellowfin and Bluefin tuna. Captive spawning yellowfin tuna have been succesfully established in one facility on the Pacific Coast of Panama. We will transfer their methods to the Cochran Marine Aquaculture Center. Captive broodstock will be developed and work on the production of juvenile tuna for culture and stock enhancement will ensue. Subsequent to development of a captive population of yellowfin tuna for broodstock development, we will develop a captive population of Bluefin tuna and initiate research on larval rearing that will culminate in the production of juveniles for release into the wild. Location (City, County): Headquartered at GCRL in Ocean Springs (Jackson County) with participants in all five Gulf states. Infrastructure cost (# years): $5 million over 2 yrs Annual Operation & Maintenance Cost (# years): $2.5 million/yr (10 yrs) How will this leverage with other RESTORE priority areas or non-RESTORE funds? The program will incorporate the expertise and facilities of the Gulf Coast Research Lab to develop aquaculture for tuna. The program will provide for economic development through development and expansion of marine aquaculture in coastal Mississippi. Information relevant to Economic Development (e.g., new construction, new employment opportunities, workforce development and training, etc.): A new tuna broodstock facility will require construction and materials. Active hatcheries, research programs, and enhancement activities will add jobs to the economy and facilitate the development of a skilled workforce.	Jackson	Yes	15	Yes	Yes	Yes	No	No	No	Yes		$ 30,000,000.00	$ -	
	Infrastructure	1853	6/3/2014	Gulf of Mexico large pelagic fishes tracking program	Brief description of activities: Large pelagic fish species, such as blue marlin, sailfish, bluefin tuna, and yellowfin tuna, inhabit offshore waters of the Gulf of Mexico and often undertake extensive migrations to accommodate various life-history requirements, crossing multiple management jurisdictional boundaries in the process. These species are of significant ecological and economic importance, yet management measures for sustainability of their stocks are often insufficient due to the lack of scientific data, including habitat use and migratory trends. The proposed program would use satellite tag technology as a viable scientific approach for the assessment of habitat preferences and movement patterns of large pelagic fishes, thereby enabling the integration of these data with species-specific biological factors. Use of satellite tags will aid in better defining management jurisdictions specific to each species and will provide a baseline for assessing future episodic events in the marine environment, such as deepwater drilling accidents, that may impact these stocks. Location (City, County): Ocean Springs, Jackson County Infrastructure cost (# years): $250,000 annually for 10 years Annual Operation & Maintenance Cost (# years): $475,000 annually for 10 years How will this leverage with other RESTORE priority areas or non-RESTORE funds? The proposed program addresses multiple RESTORE and GoCoast key focus areas, including Eco-Restoration, Seafood, and Research & Education, and pertains to specific priority items for: Seafood Research; Fisheries; Ecosystem-based Management; and Comprehensive Observation, Monitoring and Mapping. Information relevant to Economic Development (e.g., new construction, new employment opportunities, workforce development and training, etc.): Informed management of natural resources will promote sustainable seafood harvest and production and recreational fishing activities and subsequently benefit associated tourism.	Jackson	Yes	50	No	Yes	Yes	No	No	No	Yes		$ 7,250,000.00	$ -	
	Infrastructure	2035	8/2/2011	Waveland Residential Structure Floodproofing	Elevating approximately 25 residential structures in the City of Waveland, Hancock County that are determined to be eligible for floodproofing by elevation out of the 1-percent chance storm event inundation level.	Hancock	Yes		No	No	No	No	No	No	No	Yes	$ -	$ -	
	Infrastructure	2039	8/1/2011	Environmentally Sustainable Working Waterfronts	This project consists of financial assistance to local seafood industry entities, affected by the Deepwater Horizon event, who participate in the development of environmentally sustainable working waterfronts projects through a variety of methods such as the following: Environmental planning, design, engineering, and impact statements; legal activities; public facilities upgrades or repairs such as water and sewer services, access roadways, parking and boat ramp facilities; dredging and/or cleaning of harbors and expanded commercial waterfront sites; repair and or construction of piers, jetties (breakwaters), and other improvements deemed necessary for both short term and long term success of environmentally sustainable working waterfront projects. The proposed project would provide a basic organization for recovering seafood industry operations, making funding opportunities available to qualified applicants for the establishment of support facilities to offload and sell Gulf products directly into a public market. The intent is to consolidate, where practical, harvesting, wholesale, and retail sales and processing in safe accessible locations, to achieve a more efficient operation that will benefit all stakeholders including the harvesters, the consumers, the processors and ultimately Mississippi’s marine environment.	Hancock, Harrison, Jackson	Yes		No	No	Yes	No	No	No	Yes	Yes	$ 4,000,000.00	$ -	
	Infrastructure	2042	8/1/2011	Heron Bay Estates	Heron Bay Estates, buyout and restoration of 300 acres.	Hancock	Yes		No	No	No	No	No	No	Yes	Yes	$ 5,000,000.00	$ -	
	Infrastructure	2045	8/1/2011	High Hazard Area Risk Reduction Program (HARP)	This project consists of acquisition of fee title to 2,000 properties from willing sellers for hurricane and storm damage risk reduction, and ecological restoration and management. At this time, inquiries from willing sellers of approximately 400 to 500 parcels have been received and cataloged.	Hancock, Harrison, Jackson	Yes		No	No	No	No	No	No	No	Yes	$ 418,500,000.00	$ -	
	Infrastructure	2052	7/25/2011	LaFrancis Camp Trenaisse Restoration	The project would benefit 45 acres, all open water. This ""trenaisse"" (canal) may simply be the right-of-way for the underlying gas pipeline that has been progressively widened by small boat traffic and tidal flow. Regardless, it intersects two bayous and has significantly reduced their flow and sediment carrying capacity, resulting in a loss of navigability. It is also likely that this canal serves as a direct conduit for storm surge into the LaFrancis/ Heron Bay/ Ansley community. It is recommended that this channel be closed and restored to its original marsh cover. Funding is also requested so that the northernmost bayou (Campbell's Inside Bayou) be dredged to the west, if necessary, to re-establish navigation to the LaFrancis marina and associated community. The primary task will be to plug the canal at LaFrancis (northern extent), both banks of the two natural channels (midpoints), and its terminus at the Mississippi Sound. Plugs would be constructed of concrete debris, augmented with salvaged whole trees, soil and organic storm debris. This would require at least six plugs. They would be vegetated with storm resistant trees, shrubs and grasses similar to the adjoining cheniers. Reclaimed dredge material could then be pumped into the areas between the plugs until adequate elevation is established for planting marsh species. There would be 45 acres of marsh creation, 25 acres of invasive species control via spraying and cutting, 25 acres of reforestation, and monitoring.	Hancock	Yes		No	No	No	No	No	No	Yes	Yes	$ 13,155,000.00	$ -	
	Infrastructure	2108	9/3/2014	Colonial Estates Water Distribution System Improvements	The current Colonial Estates Community Water Supply and Distribution System is owned and operated by the neighborhood association. The distribution system (MS0300064)is dilapidated and is in violation of the Mississippi Department of Health (MSDH) Ground Water Rule (GWR). The system is comprised of two individual groundwater wells, one of which is inoperative and has not been abandoned in accordance with procedures outlined by MSDH. The active well is surrounded by numerous septic tanks. As of the 8/21/13 MSDH inspection, the system was deemed to be 20% overloaded and had five significant deficiencies of GWR violations. In addition the infrastructure surrounding the wells is in a state of disrepair with the potential for contamination. The proposed project will consist of extending water distribution lines from the City of Ocean Springs public water supply system. In addition, new water distribution lines would be installed in the Colonial Estates area to provide both potable water and fire protection for the residents.	Jackson	Yes	100	No	No	No	No	No	No	No		$ 665,205.00	$ -	
	Infrastructure	2117	9/18/2014	Park Restoration and Expansion Initiative	Currently Pat Harrison Waterway district owns and operates eight parks. These parks provide camping, cabins, and recreational facilities for both locals and tourist to enjoy. As part of the Pascagoula River Basin Enhancement Program a renewed focus will be taken on maintenance and restoration of these parks to enhance recreational opportunities for the community. The goal of the park restoration and expansion initiative is to reach out to the local communities and civic groups to identify restoration needs of the parks as well as looking into the expansion of existing facilities based on attendance and local interest. By providing new pavilions, boat ramps, updating cabins, adding watercraft rental outposts, educational trails and interpretive stations, the existing parks can be improved to increase tourism and improve quality of life for the community. As part of the park restoration and expansion initiative, community outreach is imperative. Allowing the community to identify needs and concerns ensures the intended recipients of these improvements are satisfied. Event programming and outreach to increase tourism will be initiated in parallel with restoration efforts as well as updating the multi-media facilitation of park information.	Stone, Jackson, Pearl River, Perry, Harrison, George	Yes		Yes	Yes	No	No	Yes	No	Yes		$ -	$ -	
	Infrastructure	2118	9/22/2014	Pascagoula River Basin Enhancement Program-Pascagoula River Water Trail	The Pascagoula River Basin Enhancement Program has the opportunity to capitalize on the vast ecological treasures that the Pascagoula River Provides. The Pascagoula River Water Trail Project establishes the national designation for this water system in the National Water Trails System. This identification serves to bring existing and newly identified water trails together into one cohesive national network of water trails. The objective of the National Water Trail System is established as protecting and restoring America’s Rivers, shorelines, and waterways and conserve natural areas along waterways. Also serves to increase access to outdoor recreation on shorelines and waterways. Using the established major tributaries to the Pascagoula, the Pascagoula Water Trail seeks to unite the Pat Harrison Waterway District with a cohesive goal of recreational access and restoration of the riverine systems. The first phase would establish the Leaf, Chickasawhay, and Pascagoula Rivers as water trails. The second phase would expand to include other tributaries in areas that community outreach and support is strong. A key objective of the water trail is to develop trail-heads at strategic locations along the trail. These trail-heads will be existing park facilities that are adjacent to the water trail like Dunn’s Falls and new facilities that will include water-sports outposts and convenience stores. Part of the development of the water trail will be the establishment of safe watercraft launches, campgrounds, walking trails, fishing outposts, and educational boardwalks. There is an opportunity to develop a cultural heritage museum at one of the trail-heads that would increase the tourism traffic to the trail. Additional infrastructure to connect the new facilities to existing roadways will be built as well as improvements to existing infrastructure. The goal of the water trail is to increase the quality of life in adjacent communities, increase the ecotourism appeal of the region, improve existing facilities, extend recreational opportunities, and highlight the historical significance of this unimpeded water system. Each water trail while designated nationally is locally managed. With community support the Pat Harrison Waterway District, Pascagoula Water Trail will provide recreational opportunities, educate the public about the value of water resources and cultural heritage, provide opportunity for conservation of waterway health, provide the public with accessible and understandable water trial information, maintain the routine and long term investments on the water trail, and plan for the future vision of the Pascagoula River Basin.	George, Perry, Forrest, Jackson, Stone	Yes		Yes	Yes	No	No	Yes	No	Yes		$ -	$ -	

	Infrastructure	2122	9/23/2014	Pascagoula River Basin Enhancement Program- Stormwater Management Initiative	Stormwater Management Initiative: Pollution and Prevention Plan This plan is intended to develop a management programs for current stormwater rehabilitation and future construction within the Pat Harrison Waterway District. The Pascagoula River and its tributaries feed a watershed that covers most of southeast Mississippi. The groundwater and surface water that feeds the riverine systems flow into Pascagoula Bay and ultimately the Gulf of Mexico. In order to best conserve and maintain the health of those who depend on this riverine system, proper stormwater and run-off monitoring is vital. The Stormwater Management Initiative will focus on the streams and urban areas that flow directly into the Pascagoula and its tributaries. The program will seek to restore streams that are highly altered including green corridors enhancing their ability to handle stormwater runoff, erosion, and sedimentation. Also, runoff will be monitored for water quality to ensure proper best practice management and construction practices are being implemented. The goal of the Stormwater Management Initiative is to directly engage local communities to the importance of best management practices as well as promote proper construction and design of future stormwater systems. There are several approaches to stormwater management to consider. Low-impact development seeks to manage runoff using a distributed approach that mimics the predevelopment hydrology instead of conveying and treating stormwater at only the end of the drainage area. Green infrastructure is an approach that uses a natural system to capture, cleanse and reduce stormwater runoff using plants, soils and microbes. And environmental ste design is an approach that mimics natural systems along the whole stormwater flow path through combined applications of design principles. The objective for the environmental ste design is to replicate forest or natural hydrology and water quality. With proper incentives and partnerships pre-planning for future stormwater infrastructure can help properly conserve and maintain riverine systems. The Stormwater Management Initiative will focus on non-point sources of water pollution and prepare a monitoring program that coincides with the best management practices to be developed and adopted by communities that will identify areas of water quality concern. The identified locations will be the focus of the monitoring initiative and evaluated for improvement options where applicable. With a combination of community outreach and proper planning the Stormwater Management Initiative will seek to educate those on the importance of the ecological value of the Pascagoula River Basin and encourage future responsible stormwater management techniques.	George, Perry, Forrest, Jackson, Stone	Yes		Yes	Yes	No	No	No	No	Yes		$ -	$ -	
	Infrastructure	2123	9/23/2014	Pascagoula River Basin Enhancement Program- Waterfront Development Program	Pascagoula River Basin Waterfront Development Program This plan is intended to develop a management program for future waterfront development within the Pat Harrison Waterway District. A waterfront can be the most desirable location for future development. Proper planning and adopted management programs for waterfront areas are fundamental when the need to arises to ensure environmental sensitivity in an ecologically diverse region. The Pascagoula River Waterfront Development Program will establish a best practices and development method that will ensure the desired waterfront economic and job creation are responsibly achieved in a way that mitigates environmental impact. Waterfront properties and recreational development can enhance the quality of life for communities. Greenways and riverwalks become tourist host spots and can enliven a cityâ€™s economy. The Pascagoula River Basin Waterfront Development Program will maintain environmental focus while properly monitoring future development along the riverine system. The development of educational boardwalks, farmers markets, and greenways all a part of waterfront development programs will promote tourism, economic development, and expand recreational options.	Stone, Jackson, Forrest, Perry, George	Yes		Yes	Yes	No	No	Yes	No	Yes		$ -	$ -	
	Infrastructure	2124	9/23/2014	Pascagoula River Basin Enhancement Program- Digital Watershed Management Model Approach	The Pascagoula River Basin is Mississippiâ€™s second largest river basin and is also the last unimpeded river system in the contiguous United State. It is approximately 164 miles long, 84 miles wide, and includes more than 15,000 miles of rivers and streams. Major rivers within the Basin include the Pascagoula, Chickasawhay, and Leaf Rivers as well as Black Creek and Red Creek. The Basin eventually drains into the Mississippi Sound/Gulf of Mexico at Pascagoula, Mississippi. The Basinâ€™s ecosystem is nationally recognized for its abundant wildlife, biological diversity, and rich cultural and historical heritage. It is an undisputed national treasure. As a prime tributary to the northern Gulf of Mexico, the water quality and biological health of the Pascagoula Basin contributes directly to the health, well-being, and quality of the Gulf. Following the BP Oil Spill and the subsequent impacts to Gulf waters, biota, and fauna; numerous initiatives have been proposed (and some initiated) to improve the ecosystem of the Gulf, specifically its inland water bodies and habitats. To this end, the Pat Harrison Water Management District envisions an initiative leading to quantification of the water quality and attributes of the Pascagoula River Basin, over which Pat Harrison exercises statutory oversight. This initiative addresses a need for developing a comprehensive, total watershed approach to water resources management throughout the Pascagoula Basin, including the major contributors the Pascagoula, Leaf, and Chickasawhay Rivers, also any minor contributing streams and creeks. The approach would facilitate collaborative relationships with other parties (local, state, and federal, as well as non-governmental organizations) with shared interests in the use, quality, and management of the waters of the Pascagoula Basin. The primary tool at the core of such a total watershed approach is a comprehensive, digital land base model of the Basin. This model will consist of a digital framework of data layers, the chief of which are ortho-imagery, topography, and hydrography â€“ all at very high resolution. These enable the most advanced modeling and assessment possible. Essentially, this tool would serve as the foundation for all future studies and assessments of the Basin related to water quality, ecosystem and environmental health, infrastructure and economic development, or otherwise. The specific area proposed for development of the initial model is the combined watersheds of the Chickasawhay and Leaf Rivers, continuing to their confluence forming the Pascagoula River in George County. Overall, this combined watershed comprises nearly 9,000 square miles. The goal of the digital watershed management model is to provide a tool that can be utilized by both public and private end users to serve a host of functions that ultimately promote the mutual interests and benefits of the Pascagoula Basin and Northern Gulf of Mexico. Specifically, the model will facilitate evaluating and establishing policy guidance regarding such issues as: â€¢Ownership and allocation of water along water courses with multiple contiguous property owners, including addressing Riparian doctrine; â€¢Resource management and enhancement; â€¢Preservation of the balance of instream flows and nutrient levels along critical stream reaches, including issues related to Total Maximum Daily Loads; and â€¢Regulation of interbasin transfers. Further, the watershed management model would facilitate these stated objectives, and others, by providing the digital database that would serve ongoing â€“ â€¢Comprehensive, science-based, data collection and assessment at all levels of federal, state, and local government; and â€¢Comprehensive inventory of water resources, including uses, quality, quantity, and availability. The digital Pascagoula Basin Watershed Management Model will consist of framework â€˜layersâ€™ of digital data representing the surface of the earth and selected features, in a seamless, geospatially-referenced format. The model includes data developed and managed according to â€˜layersâ€™ of common information, the most important of which are high-resolution, digital orthoimagery and a [illegible]	Stone, Jackson, Pearl River, Forrest, Perry, George	Yes		Yes	Yes	No	No	No	No	Yes		$ -	$ -	
	Infrastructure	2125	9/23/2014	Pascagoula River Basin Enhancement Program- Water Supply Partnership	Pascagoula River Basin Water Supply Partnership This partnership would focus on community water supply demands along the Pascagoula River and its tributaries within the Pat Harrison Waterway District. The partnership will provide the means for management and monitoring of water withdrawal and release limits in the basin. The plan would set up a cooperative program the best manage the water capacity of the basin as well as set in place severe condition plans to address any man-made or natural disaster event that occur. The precedent for this plan is an event that occurred in 2000. A severe drought limited the capacity of water reaching Pascagoula Bay. In an effort to mitigate risk of the economic impacts to the region, water from upstream reservoirs was released to help downstream industrial centers avoid costly shutdowns. The Pat Harrison Waterway District is situated to manage and oversee future water transmission supply expansion. As the opportunities for development increase the Pascagoula River Basin Water Supply Partnership will manage current and future water intake as well as monitor and plan for water supply events that could harm the ecological and economic viability of the basin.	Stone, Mobile, Jackson, Pearl River, Forrest, Perry, George	Yes		Yes	No	No	No	No	No	Yes		$ -	$ -	
	Infrastructure	2126	9/23/2014	Pascagoula River Basin Enhancement Program- Dam Safety Best Management Initiative	Pascagoula River Basin Dam Safety Best Management Initiative The Pascagoula River is the largest by volume unimpeded river in the contiguous United States. However, there are several dams that were set in pace to create reservoirs that help control flooding in the region along tributaries and streams that feed into the Pascagoula River. These dams are largely managed by the Pat Harrison Waterway District but several are managed by private landowners. The Pascagoula River Basin Dam Safety Best Management Initiative will ensure a cohesive inspection and monitoring plan is set in place. Through best management practices and coordination with private landowners, the initiative seeks to mitigate risk of dam related emergencies within the region. The formal guidelines will ensure dam owners coordinate with emergency management authorities to facilitate the development of plans that are comprehensive and consistent. As part of the comprehensive planning in the region, a second phase including analysis of dams considered at risk or demonstrating structural deficiencies will be completed to further mitigate dam failure threats.	Stone, Mobile, Jackson, Pearl River, Forrest, Perry, George	Yes		Yes	Yes	No	No	No	No	Yes		$ -	$ -	
	Infrastructure	2134	10/1/2014	I-110 Corridor Restoration & Enhancement	The City of Biloxi proposes to implement its 1980s master plan for utilizing the corridor of public land located under Interstate 110, which runs north-south from the Back Bay of Biloxi to the Mississippi Sound. The original master plan, developed with considerable citizen input, is being updated to include storm water management improvements and acquisition/restoration of a wetlands area adjacent to the I-110 Corridor, north of Division Street. Storm water management improvements will include installation of BMPs along the corridor to filter nonpoint source pollutants from the interstate's storm water that drains unchecked from the elevated roadway. The BMPs will have an educational component, identifying their function in improving water quality through all-weather signage located along the walking paths that currently exist (and which are to be enhanced with additional lighting and drainage). Public safety and recreational amenity improvements will expand use of this area by residents and tourists. The south end of the corridor is located immediately west of the minor league baseball stadium being built and the Beau Rivage Casino Resort. The north end includes an under-utilized boat ramp, basketball and tennis courts, all of which are in need of improvements and lighting. Acquisition and restoration of the wetlands area north of Division Street will include removal of invasive, nonnative plant species as well as accumulated debris. Sediment will removed and appropriate wetlands plant species will be installed to restore the natural functions of the wetlands area that is tidally-influenced by the Back Bay of Biloxi. The master plan will be scanned and uploaded as an attachment to this project proposal.	Harrison	Yes	20	Yes	Yes	No	No	Yes	No	Yes	storm water management	$ 6,000,000.00	$ -	
	Infrastructure	2135	10/1/2014	Biloxi Peninsula Shoreline Stabilization and Public Access Improvements	The City of Biloxi proposes to implement a variety of shoreline stabilization measures along the Biloxi Peninsula in areas owned and/or managed by the City to control erosion, adapt to sea-level rise and improve public safety and access. Shoreline improvements will include stormwater management BMPs accompanied by all-weather educational signage to identify short- and long-term public benefits of a properly-managed waterfront. Improvements will include removal of nonnative, invasive plants species; installation of appropriate native plant species to support shoreline stabilization and restoration of shoreline habitats; removal of concrete, riprap, abandoned/obsolete infrastructure and miscellaneous debris; and stormwater management improvements to improve water quality. Public safety and access improvements will include provision of lighted, ADA-compliant boardwalks, where appropriate, designed for storm resistance and to be constructed with a variety of materials as dictated by the terrain and proposed use. Some of these public access areas will include short fishing platforms/piers depending upon adjacent land and water uses and subject to federal and state permit approvals. Some of the public access areas also will include boat ramps for launching motorized and/or nonmotorized (kayaks, canoes) boats along with supportive parking areas.	Harrison	Yes	30	Yes	Yes	No	No	Yes	No	Yes	stormwater management	$ 15,000,000.00	$ -	
	Infrastructure	2137	10/4/2014	Purchase of Katrina-flooded properties and management of properties for community resilience and recreation	Officials should purchase properties north of Highway 90 in Harrison County that have not been re-developed since Katrina. These properties should be managed like the 'emerald necklace' of parks that line the Charles River in the Boston area. There could be running/biking/ped trails as well as pocket parks and other green spaces. These parcels will likely be inundated again and could be managed as part of a flood control strategy to protect the developed areas just to the north. A well-developed system of parks and green space could provide economic benefits through increased nature and sports tourism (marathons, bike races, etc.) and could support cafes, food trucks and other small businesses.	Harrison	Yes		Yes	No	No	Yes	Yes	No	Yes		$ -	$ -	
	Infrastructure	2144	10/10/2014	Porter -Calhoun Avenue Drainiinage Improvements	The project involves approximately 5,000 feet of drainage consisting of 4,000 feet of open ditch and 1,000 feet of various pipe sizes and depth where needed. The area drains a large portion of downtown Ocean Springs and funnels it south through commercial and residential areas to the Mississippi Sound. The drainage path will be set to grade and the ditches and pipes adjusted in both size and grade to improve drainage and avoid flooding. Benefits of this project are to alleviate flooding threats to business and residential structures, public parks, roadways and other public infrastructure. Improving the efficiency of stormwater drainage will reduce the hazard to health and property by reducing recurring damage and preventing the blockage of evacuation paths.	Jackson	Yes		No	No	No	No	No	No	No		$ 400,000.00	$ -	

	Infrastructure	2145	10/13/2014	Government Street/Stark Bayou Drainage Improvements	The project involves the realignment of approximately 2,000 feet of drainage structures including 1,000 feet of open ditch and 1,000 feet of various pipe sizes. This includes pipes underneath residential and business driveways. The project will route stormwater through a large residential development to Stark and Davis Bayous. The drainage path will be set to grade and the ditches and pipes adjusted in both size and grade to improve drainage and avoid flooding. The improved stormwater drainage system will reduce the threat of damage from flooding. A public park, residential and business structures, roadways and other public structures are affected by the main ditch that runs along Government Boulevard in this area. Improving the efficiency of stormwater drainage will reduce the hazard to health and property by reducing recurring damage and preventing blockage of drainage paths. This project will also reduce deposition of sediment into the nearby bayous.	Jackson	Yes	75	No	No	No	No	No	No	No		$ 400,000.00	$ -	
	Infrastructure	2150	10/16/2014	Gay Lemon Park Drainage Improvement	This project involves replacing a double run of pipes that are approximately 800 feet long each. The pipes run underneath two public recreation ball fields that are currently used for softball league play and practice. The current pipes are 48-inch diameter ADS pipe. The work will consist of sliplining the pipes and cast in place repaired to avoid the need to dig up and destroy the field. The condition of the current pipes does not allow proper drainage causing frequent overflow and flooding of the field. The field are adjacent to a large and growing residential area. Improving the flow through the pipes will also reduce siltation in Fort Bayou, a vital marine habitat.	Jackson	Yes	75	No	No	No	No	Yes	No	No		$ 300,000.00	$ -	
	Infrastructure	2151	10/16/2014	Simon Ogden Area Drainage Improvement	This project addresses drainage of a large area near the Ocean Springs Upper Elementary School including the school parking lot and several single family and multifamily developments. The current drainage system is inadequate and produces frequent flooding of the area. The project will divert the drainage to the west, onto Westbrook and Ogden and then onto Simon Boulevard. The length of the drainage system is 3,500 feet including 2,500 feet of open ditch and 1,000 feet of pipe along Odgen. The current drainage system allows for frequent flooding of the school parking lot and potential flooding of nearby buildings and residences. Flooding prevents travel into and out of the school parking lots. The project will improve drainage to prevent flooding and will also reduce siltation of the nearby Shearwater marsh and Weeks Bayou.	Jackson	Yes	75	No	No	No	No	No	No	No		$ 500,000.00	$ -	
	Infrastructure	2155	10/27/2014	Establishment of an Algae-for-Aquaculture Center for Mississippi	PI for this Project: Dr. Gordon Cannon, Vice President for Research USM The global population is rapidly increasing and is expected to surpass nine billion by 2050. As the population continues to grow, the ability for the world to feed itself will become increasingly more difficult. Environmental factors and limitations on water, land, energy, and other vital resources will further stress food production throughout the world. New technologies that do not compete with current human food production resources and processes are urgently needed to support the growing food demand. Fish are a major source of high-protein food, and the demand for fish is increasing world-wide at a rate approximately double that of population growth. The world's oceans, however, cannot meet the increasing demand for fish, so aquaculture production must continue to expand to bridge the growing gap between what the oceans can provide and what the world demands. High-protein fish require high-protein diets, and fishmeal, the primary source of protein in marine species' diets, is in short supply given that it is derived from the world's oceans. Thus, to support continued aquaculture expansion, a new source of protein for aquafeeds that is not derived from the world's oceans and does not compete with terrestrial food production is urgently needed. Algae are a promising candidate for fishmeal replacement (some species have protein levels in excess of 60%), and the State of Mississippi has the climate and resources necessary to support efficient algal biomass production. Further, the University of Southern Mississippi (USM), through its Gulf Coast Research Laboratory (GCRL) and Thad Cochran Marine Aquaculture Center (CMAC) affiliates, has the marine biology and aquaculture expertise necessary to understand algal biomass utilization and to ultimately validate algae as a fishmeal replacement in future aquaculture feeds. General Atomics (GA) proposes to team with USM to establish an algae-for-aquaculture research center to demonstrate the value of algal biomass as a high-protein ingredient in future commercial aquafeeds. A research-scale algae growth facility utilizing GA's existing technology will be constructed at USM, on or near the grounds of the GCRL. Algae strains high in protein will be the focus for research. The facility will initially utilize algae strains provided by GA, but subsequent efforts will utilize local Mississippi algae strains, after suitable isolation and optimization at GA. The algal biomass produced will be used to conduct fish feed trials at CMAC using the substantial aquaculture research infrastructure already present as well as the cell biology, marine science, and analytical support capabilities of USM. The results of initial fish feed trials will be used to modify algal strain selection and/or algal growth parameters as required to improve the overall fish health and growth rate observed in subsequent feed trials. The program will also allow USM to establish an aquafeed formulation and feed production capability which bridges the gap between algal growth and aquaculture feed and will provide more timely response to feed variation requirements. The initial program is expected to run for 24-30 months. This will allow for construction and systemization of the algae growth facility and installation of the supporting analytical equipment and procedures, estimated to require 9-10 months, followed by operation of the facility for 15-20 months. After several months of algae growth, the initial algal biomass will be available for inclusion in feed formulations supporting fish feed trials. Fish species of interest include Sea Trout, White Sea Bass, Red Snapper, and Cobia. Additional feed trials will be conducted at prescribed intervals as additional algal biomass is produced. The goal will be to show that algal biomass-containing aquafeeds yield a final fish product with health, growth, and taste comparable to that produced with current fishmeal feeds. Proof of the value of algal biomass as a substitute for fishmeal will confirm the economics of algal biomass production and will enable the establishment of commercial-scale algae growth facilities within Mississippi and elsewhere in the U.S. and the world. The benefits to the State of Mississippi associated with establishment of an algae-for-aquaculture industry are many and include: (1) Establishment of a world-class algae-for-aquaculture research center at USM; (2) Establishment of a new high-tech farming industry that can be exported to numerous other areas in the U.S. and the world; (3) Development of new high-tech jobs associated with high-protein algae production, feed formulation and production, and aquaculture; (4) Utilization of the State's abundant natural resources, including warm weather, coastline, water, economically priced land, CO2 availability, agricultural base, and proximity [illegible]	Jackson,Harrison	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes		$ 12,000,000.00	$ -	
	Infrastructure	2159	11/3/2014	Parktown Subdivision Drainage Improvements	The drainage system for the Parktown subdivision in Ocean Springs is inadequate and locale street flooding occurs during large or prolonged rain events. Drainage ditches run behind back yards and behind a large commercial area adjacent to Highway 90. Stormwater eventually enters a large drainage ditch adjacent to highway 90 and crosses under the roadway and discharges into Heron Bayou. Sediment is also transported downstream into Heron Bayou and eventually to the Mississippi Sound. The project involves cleaning out drainage ditches, repairing areas of erosion and lining steep sided ditches to prevent further erosion.	Jackson	Yes		No	No	No	No	No	No	No		$ 150,000.00	$ -	
	Infrastructure	2160	11/3/2014	Lancelot/Wellington Drainage Improvements	Some of the drainage structure in the residential neighborhood of Fort Bayou Estates is in need of repair. Existing concrete pipe is collapsing creating sinkholes and further erosion. The system includes 1,900 feet long with 300 feet of pipe and 1,300 feet of open ditches. The open ditches are filled with sediment causing overflow during rain events. The project will involve replacing the damaged pipe, cleaning the open ditches, and adjusting the grade to prevent further erosion and siltation in Fort Bayou.	Jackson	Yes	25	No	No	No	No	No	No	Yes		$ 200,000.00	$ -	
	Infrastructure	2190	11/12/2014	Purchase and Sea Trials of a 4000-m Capable Remotely Operated Vehicle for Marine Science Discovery and Experimentation	The National Oceanic and Atmospheric Administration highlights the importance of the marine sector "One of every six jobs in the United States is marine-related and over one-third of the U.S. Gross National Product originates in coastal areas". An example of the growth in the marine sector is the expectation that remotely operated vehicles (ROV) in 2015 are anticipated to have net revenues of $4B with an order of magnitude more spent on operations. Similarly, investment in AUVs is advancing with a projected increase in more than a thousand AUVs ($2.3B) by 2019 and the growth of sensors and navigational equipment doubled in the 2010-2011 period alone (Lee et al. 2012). However, no deep-water ROV systems for marine science are based in the state of Mississippi or in any of the five states that border the Gulf of Mexico. We propose to make an investment in the infrastructure of Mississippi Marine Technologies though the purchase and sea trials of a 4000-m capable remotely operated vehicle (ROV). The National Institute for Undersea Science and Technology (NISUT), which is a partnership between the University of Mississippi and the University of Southern Mississippi, will take the lead in designing criteria for an ROV that will be suitable for scientific operations within the Gulf. Upon delivery of the ROV, the NIUST team will subject the ROV to sea trials and design and fabricate the various tools that will be needed for scientific discovery and experimentation. The cost for such a vehicle would include a tether, winch, and tether management system, control van, and supply van. The vehicle would have 2 seven-function manipulators. The cost for this the design, purchase, and sea trials is ~$5M and would take 3-4 years to complete the final integration of systems for ocean operations.		Yes	100	Yes	Yes	Yes	No	No	Yes	Yes		$ 5,000,000.00	$ -	Equipment development and purchase
	Infrastructure	2194	11/13/2014	North Harrison County Industrial Complex	The Harrison County Development Commission is requesting $4 million to assist with development costs associated with the North Harrison County Industrial Complex. The 623-acre site is located to the west of the U.S. 49 corridor linking Gulfport and Hattiesburg. To date approximately $11 million has been invested in the property to increase the number of developable acres under the management of the Harrison County Development Commission (HCDC). While the site is nearing completion additional work is needed. To make the site more marketable for large scale development an additional road is required, water and sewer must be extended to individual lots and surrounding wetlands must be mitigated.	Harrison	Yes	100	Yes	No	No	No	No	Yes	No	Land Mitigation	$ 4,000,000.00	$ -	
	Infrastructure	2196	11/13/2014	Industrial Seaway Stabilization	The Harrison County Development Commission (HCDC) is requesting $7 million to fund the stabilization of the banks along the Bernard Bayou Industrial Seaway. The Industrial Seaway is 13 miles long with a width of 150 feet and a depth of 12 feet providing direct access to a navigable waterway for tenants of the Bernard Bayou Industrial District. Harrison County's shipbuilding industry, which employees 1,000's of workers is located on the Seaway and utilizes this waterway to market the ships and barges built on adjoining land. In addition, decades of wave action, tidal currents and barge traffic have eroded the banks along the Industrial Seaway and must be stabilized to prevent the need for constant dredging of the seaway. As the Industrial Seaway is one of the few sheltered waterways in the region, it also serves as a refuge for boat owners and would provide much needed mooring sites during tropical storms.	Harrison	Yes	100	Yes	No	No	No	No	No	No		$ 7,000,000.00	$ -	
	Infrastructure	2202	11/13/2014	Bayou Bernard Utility Infrastructure Upgrade	The Harrison County Development Commission (HCDC) is requesting $2 million to fund the upgrade of water and sewer infrastructure within the Bernard Bayou Industrial District (BBID). Utility infrastructure located within the park is approximately 40 years old and in time will require more frequent and increasingly expensive repair. These systems provide low cost utility service that gives Harrison County a competitive advantage when recruiting a new industry or assisting and existing industry with an expansion. To have to borrow the funds for upgrading would cause HCDC to increase costs to our companies and have a negative effect on development.	Harrison	Yes	100	Yes	No	No	No	No	No	No		$ 2,000,000.00	$ -	
	Infrastructure	2206	11/13/2014	Beatline Road Widening and Expansion	The Harrison County Development Commission (HCDC) is requesting $20 million to fund the widening and extension of Beatline Road in the City of Long Beach from two lanes to three lanes. Beatline Road presently runs from the CSX Rail Line north to Interstate 10 and services the Long Beach Industrial Park, as well as, being the primary evacuation route for residents in west Harrison County. After construction, Beatline Road will extend to U.S. Highway 90, which will allow for the movement of vehicles from the beach to Interstate 10. In its current condition Beatline Road hinders the ability of HCDC to adequately market the Long Beach Industrial Park to prospects requiring the movement of large trucks from the industrial park to Interstate 10.	Harrison	Yes	100	Yes	No	No	No	No	Yes	No		$ 20,000,000.00	$ -	
	Infrastructure	2207	11/13/2014	Bernard Bayou Island Restoration and Protection	The Harrison County Development Commission (HCDC) is requesting $1.1 million to fund the stabilization of the eroding shoreline of the Bernard Bayou Island and restore the eroded shoreline, marsh and associated wetlands habitat. Bernard Bayou Island was created by the erosion of a small strip of land which previously connected it to a larger body of land to the east. Since the construction of the Industrial Seaway in the 1960's this strip of land has slowly eroded due to wave action created by vessel traffic along the seaway and should be restored to its original footprint. Restoration of the Island will involve the construction of riprap sills located in the northern bend of Brickyard Bayou and along the north side of the island (south bank of Industrial Seaway); filling previously eroded areas with beneficial use dredged material (between riprap sills); and planting of marsh vegetation on restored (filled) area.	Harrison	Yes	100	No	No	No	No	No	No	Yes		$ 1,100,000.00	$ -	
	Infrastructure	3233	11/17/2014	Port Bienville Certified Site Development	Port Bienville has no large certified, shovel-ready sites to attract new industry. Because developing such sites is a priority for HCPHC, we have identified property adjacent to Port Bienville Industrial Park (PBIP) that is ideal for development of a certified industrial site. The property (approx. 800 acres) borders our current rail spur, minimizing the cost of rail expansion. It also abuts the port's main access roadway, Lower Bay Road. Electric, gas, water and sewer utilities are at the site, making this location an ideal property for expansion of port acreage. HCPHC proposes to acquire the site, perform all necessary cultural and environmental assessments, and mitigate impacted wetlands (if any) to create a Project Ready Certified Site at PBIP.	Hancock	Yes	10	Yes	No	No	No	No	Yes	No		$ 5,500,000.00	$ -	
	Infrastructure	3234	11/17/2014	CSX Rail Bridge Replacement - Pearl River	The CSX rail bridge which crosses the mouth of the Pearl River is currently a swing bridge with a horizontal clearance of 878' and a vertical clearance of 143'. This bridge has the smallest horizontal clearance of any train bridge located on the CSX line from New Orleans, LA. to Mobile, AL. The location of the open swing portion is located where the current of the Pearl River is at its strongest making it difficult for vessels pushing a tow to navigate between the bridge and the bank. The replacement of the swing bridge to a bascule bridge would have numerous benefits. It would increase the horizontal clearance and allow vessels to navigate in a safe manner more safely and with greater ease.	Hancock	Yes	100	Yes	No	No	No	No	Yes	No		$ 70,000,000.00	$ -	
	Infrastructure	3235	11/17/2014	Port Bienville Industrial Park Administration Building	HCPHC proposes to construct a multi-functional, centralized administrative building at Port Bienville Industrial Park. Port administration currently operates from separate facilities. The Railroad Department is using an old fire station and the Facilities' Department is operating from an office connected to their equipment shed. A centralized administrative building will eliminate the separation of the Port Management team and allow more effective department coordination and oversight. The new building would be raised above ground to mitigate possible flooding impact, while creating parking under the building. This design would require a smaller footprint and less land use . As an indirect impact, a new administration building would also allow the Port to return the fire station to its original function, thereby offering better fire protection to Port tenants.	Hancock	Yes	100	Yes	No	No	No	No	Yes	No		$ 1,500,000.00	$ -	

	Infrastructure	3236	11/17/2014	Community-based Environmental Planning and Design Assistance for Living Shorelines and Tidal Marsh Restoration.	Community-based Environmental Planning and Design Assistance for Living Shorelines and Tidal Marsh Restoration. The Gulf Coast Community Design Studio (GCCDS) was established on the Mississippi Gulf Coast in 2005 to work in communities impacted by Hurricane Katrina and has evolved from disaster recovery work to addressing long-term issues of affordable housing, healthy communities and resilient landscapes and infrastructure. The GCCDS is a research and professional service program of Mississippi State University College of Architecture, Art and Design. Located five hours from the main campus the GCCDS operates with a full-time staff of architects, landscape architects and planners and always works in close collaboration with multiple non-profit, municipal and professional partners. The work of the GCCDS includes: 1) community-based housing design, 2) storm water and tidal ecology, 3) flood resilient buildings and landscape, and 4) public-driven decision making. The GCCDS operates with around $600,000 annual grant and contract income with national funding partners including HUD, Department of Energy, Small Business Administration, the National Endowment for the Arts, and the Department of Homeland Security, along with many local and regional partners. For the past three years the design studio has been working in partnership with other Gulf Coast planning agencies with the support of HUD's Sustainable Communities Initiative to produce Plan For Opportunity, a regional plan for a more resilient and sustainable Gulf Coast. Recently, the GCCDS was part of one of ten national design teams selected by HUD to participate in Rebuild By Design, in which teams worked with communities in the North East impacted by Super Storm Sandy to design more resilient future cities. The Gulf Coast Community Design Studio is well experienced in community-based restoration projects. Since 2010 the Gulf Coast Community Design Studio has been working in partnership with several other organizations to restore Bayou Auguste, an inner-city bayou that connects East Biloxi to the Back Bay. The GCCDS is the lead organization and brought together five partners to work together on the restoration project: The Land Trust for the Mississippi Coastal Plain, The City of Biloxi, Biloxi Public Schools, the Biloxi Housing Authority, and a local environmental science firm called Cypress Environmental. For the past year the Gulf Coast Community Design Studio has been doing a Watershed Implementation Plan for Rotten Bayou in Hancock and Harrison County. The planning activities include extensive community engagement and professional workshops as well as designing and installing best practices. The plan is funded by the Mississippi Department of Environmental Quality to the Land Trust for the Mississippi Coastal Plain. In addition to Bayou Auguste and Rotten Bayou, the GCCDS is designing a wetland nature park in Moss Point, is working with The Nature Conservancy on a living shoreline and oyster break-water in Biloxi, and with funding from the Surdna Foundation is doing community-based storm-water planning in Biloxi and Gulfport. As a program of Mississippi State University, GCCDS works through the Office of Sponsored Programs, is experienced at grant funded work and has the ability to adapt to the needs of the project. In the years immediately following Hurricane Katrina, when HUD funds were administered through Mississippi Development Authority, MDA recognized the benefit of having the Gulf Coast Community Design Studio on contract to be able to provide professional services as needed to many of the home building organizations. GCCDS assisted five non-profit building organizations and provided house designs for over 300 house projects. By having an independent contract for professional services GCCDS was able to establish a high standard of quality and sustain effective homeowner involvement from the first house to the last. At the same time because of the efficiency of working on multiple projects GCCDS was able to manage the work to meet the tight budgets and demanding schedules. It is proposed that the Gulf Coast Community Design Studio have a similar role in regard the RESTORE funded projects. The GCCDS could provide design and planning assistance as needed to help	Hancock, Harrison, Jackson	Yes		Yes	Yes	No	No	Yes	No	Yes		$ 200,000.00	$ -	
	Infrastructure	3241	11/17/2014	College of Business building, USM Gulf Park and the Center for Coastal Analytics (CCA)	Brief Title: College of Business building, USM Gulf Park and the Center for Coastal Analytics (CCA) Point of Contact, email and Phone #: Dr. Elizabeth LaFleur, Beth.LaFleur@usm.edu, 228.214.3438; Dr. Gregory Bradley, Gregory.Bradley@usm.edu, 228.214.5402; Dr. Faye Gilbert, Faye.Gilbert@usm.edu, 601-266-5544 Type of project: _x_Infrastructure __x_ Educational program __x___Research program __x_Workforce development __x_Economic development __x_ Eco-Restoration __x_ Seafood __x__Other (Name): Tourism Brief description of activities: The proposed building will house the College of Business on the USM Gulf Park campus and the Center for Coastal Analytics (CCA). Since Hurricane Katrina, the College of Business at USM Gulf Coast (CoBGC) has been housed in an inadequate modular structure. The CoBGC serves the educational needs of over 500 undergraduate and 100 MBA students each year. The CoBGC operation will include the new Center for Coastal Analytics (CCA), created for the purpose of conducting economic impact analyses, primary research projects, financial analyses, business assistance for entrepreneurial start-ups, and graduate education focused on two critical sectors of the Mississippi Gulf Coast economy: blue economy activities and Coastal tourism. The new building (and CCA) will be constructed on the Gulf Park campus of the University of Southern Mississippi and will unite and house the intellectual capital of the College of Business. The CCA will provide long-term economic impact analyses and primary research for the commercial seafood fisheries (i.e., shrimp, crab, oyster, spotted seatrout, red snapper), recreational fisheries and marine tourism, and Coastal tourism sectors unique to the Mississippi Gulf Coast (gaming, hotels and lodging, restaurants, sports tourism, ecotourism, creative economy tourism, culinary tourism, festivals and events unique to the area such as Cruisin'â€™ the Coast). The CCA will provide business plan assistance and training to support entrepreneurial activities. The CoBGC and the CCA will support the development of two unique graduate certificate programs in the country: marine economics and coastal tourism. These programs will train graduate students from the marine sciences and fisheries in the business analytics and strategies associated with Coastal marine activities; the certificate in coastal tourism will train graduate students and working professionals/executives in the business valuations of tourism sectors and new ventures. Location (City, County): Long Beach, Harrison County Infrastructure cost (# years): $30,000,000 (1 year) Annual Operation & Maintenance Cost (# years): $500,000/year for 10 years How will this leverage with other RESTORE priority areas or non-RESTORE funds? Establishment of the CoBGC and the CCA will foster research and graduate education unique to the coastal economy of Mississippi and will directly support the common themes that emerged in every section of the GoCoast 2020 final report: the need for economic impact analyses and primary business research and education. The collective call for business research and assistance is supported by GoCoast'â€™s 8 key areas of focus: eco-restoration, seafood, infrastructure, tourism, workforce development, small business, research and education. The CoBGC and the CCA will support other RESTORE-funded non-RESTORE-funds associated with the research and educational activities of The University of Southern Mississippi (e.g., Gulf Coast Research Laboratory, The Trent	Harrison	Yes	86	Yes	Yes	Yes	Yes	Yes	Yes	No	$ 35,000,000.00	$ -	
	Infrastructure	3242	11/18/2014	Port Bienville Industrial Park Terminal Dock Replacement	Project Objective: The project will return the original dock to original design capacity, thereby increasing the Port's ability to move cargo by water and increasing Port revenue. This facility is approximately 40 years old and needs replacement. Recent studies recommend that the dock not be used for loads greater than 45%-50% of design capacity. Activities to be Completed: Repairs to the dock facility will commence shortly after funding approval. Permitting and design are complete. Expected Outcome (including the benefits to the public/environment): This project will return the dock to full operating capacity. Once fully restored, the dock will attract the interest of companies with larger shipping vessels, thereby increasing the amount of commerce through Port Bienville.	Hancock	Yes	100	Yes	No	No	No	No	No	No	$ 8,000,000.00	$ -	
	Infrastructure	3243	11/18/2014	Port Bienville Industrial Park Trans-Loading Terminal Completion	HCPHC proposes to complete build-out of its trans-loading terminal facilities, thereby substantially increasing the Port's competitive advantage and ability to attract outside industry. Phase 1 and 2 of this project have been implemented and the area is now used for trans-loading material to/from rail and/or truck. This project will implement Phase 3 by developing the water front (bulkhead) and extending rail to the water. This project will improve the terminal for use in trans-loading of grain, pellets, crude oil, coal, steel, bulk liquid or other materials and will become functional for container or barge operations. The terminal will also be used to support supply vessels in the offshore industry. All of the referenced industries have considered locating at Port Bienville in the past 12 months; completion of this project will substantially increase the port'â€™s ability to secure investment from such companies.	Hancock	Yes	100	Yes	No	No	No	No	Yes	No	$ 12,000,000.00	$ -	
	Infrastructure	3244	11/18/2014	Stennis International Airport AeroTech Site Development	HCPHC proposes to completely develop an unimproved parcel owned by HCPHC into an 1,100 acre certified mega-site for use as an aerospace and technology industrial park. The Go Coast 2020 Report specifically lists this project as a priority for long-term coastal growth and recovery (Section 3. Economic Development, p. 14, "Priorities: Asset Development and Capacity"). HCPHC purchased an 1,100 acre site adjacent to Stennis International Airport for development into an aerospace technology park. Such a facility is paramount to the continued growth of the John C. Stennis Space Center, Stennis International Airport and the Mississippi Gulf Coast. Situated approximately 2.5 miles from Interstate I-10, between New Orleans and Gulfport/Biloxi, this mega site is adjacent to the Stennis International Airport runway and, with the addition of office building complexes, aircraft hangars and manufacturing facilities, promises to support jobs from Mobile, AL to Baton Rouge, LA. Utilities are in near proximity to the site; however, wetlands mitigation, site clearing and roadway and utility extension are needed to achieve site-ready status. Funds awarded through this project will be complete all cultural/environmental assessments, wetlands mitigation, site clearing, utility extensions/relocations, and any other functions required to achieve site-ready status.	Hancock	Yes	100	Yes	No	No	No	No	Yes	No	$ 25,000,000.00	$ -	
	Infrastructure	3245	11/18/2014	Stennis International Airport Terminal Hangar Complex - Phase II	HCPHC proposes to complete Phase II of the Terminal Hangar Complex at Stennis International Airport (SIA). Construction of Phase II of the Terminal Hangar Complex will promote continued growth of nearly all aeronautical activities on the airport. Additional maintenance, line service, administrative, management and airline personnel will be hired with the expansion of these facilities.	Hancock	Yes	100	Yes	No	No	No	No	Yes	No	$ 3,500,000.00	$ -	
	Infrastructure	3246	11/18/2014	Stennis International Airport Hangar Construction	HCPHC proposes to construct an additional two-bay, narrow-body hangar at Stennis International Airport (SIA). SIA continually receives requests for aircraft hangars. The airport has been forced to compete with military base closures, which have made facilities available at below-market rates and values. In order to remain competitive, SIA requires an additional two-bay, narrow-body hangar. Airport administration estimates that such a hangar can produce as many as 50 new jobs at the facility.	Hancock	Yes	100	Yes	No	No	No	No	Yes	No	$ 6,000,000.00	$ -	
	Infrastructure	3247	11/18/2014	Stennis International Airport Hangar Purchase	HCPHC proposes to purchase two (2) private hangars at Stennis International Airport (SIA). The Federal Aviation Administration (FAA) restricts activities that can occur from a private hangar at a federally funded airport. By purchasing two (2) existing hangars that are privately owned, HCPHC will remove all restrictions on economic development activities at those sites. This will quickly expand the infrastructure available at SIA and simultaneously allow HCPHC to use previously-restricted sites to attract new industry to the facility.	Hancock	Yes	100	Yes	No	No	No	No	Yes	No	$ 1,650,000.00	$ -	
	Infrastructure	3248	11/18/2014	Port Bienville Industrial Park Webre Road Warehouses	HCPHC proposes to construct two new warehouses along Webre Road in Port Bienville Industrial Park (PBIP). This project would consist of constructing two new warehouses along Webre Road at PBIP. The Port has two existing warehouses which are presently rented leased to capacity and new and existing businesses continue to make requests and continues to receive request for additional warehouse space. Construction of two (2) new warehouses (approximately 50,000 s.f. each) would create additional space at the Port for existing tenants and would present prospective tenants with warehousing options not currently available because of limited existing capacity.	Hancock	Yes	100	Yes	No	No	No	No	Yes	No	$ 4,500,000.00	$ -	
	Infrastructure	3249	11/18/2014	Stennis International Airport Apron Expansions	HCPHC proposes to expand three existing aprons (North, South, and Main Aprons) and construct an additional apron (West Apron) as follows, generally improving airport infrastructure for current tenants and contributing to the marketability of vacant sites: - Construct West Apron ($2,700,000) Construction of an apron on the west side of the existing runway will allow for an immediate increase in hazardous aircraft operations. This isolation pad will allow military training and hazardous air cargo handling autonomously from civilian aircraft operations. This construction will have regional economic development implications as an isolated facility like this does not exist in the region. - Expand Aircraft Apron North ($1,400,000) This expansion of the north apron would provide the property south of Texas Flat Road accessibility to the runway for development. As hangars are constructed for tenants, the expansion of this apron would offer staging and parking of aircraft working in this area. - Expand Aircraft Apron South ($1,800,000) Expanding the aircraft apron south would increase the amount of apron space that tenants could use for aircraft engine run-ups and parking of aircraft entering or exiting repair facilities. This expansion project could increase the number of aircraft that may be staged at Stennis and alleviate the problems of scheduling of aircraft due to apron space availability. - Expand Aircraft Apron Main ($1,200,000) This project would increase that area used for heavy load cargo operation at Stennis International Airport. This increase apron would allow for cargo operation and would not disrupt the operations of corporate and military aircraft operating and training at the airport.	Hancock	Yes	100	Yes	No	No	No	No	Yes	No	$ 7,100,000.00	$ -	
	Infrastructure	3250	11/18/2014	Stennis International Airport Road Extension	HCPHC proposes to extend Fred and Al Key Road at Stennis International Airport (SIA). Fred and Al Key Road is the frontage road for SIA. Extension of this road will allow SIA to develop a 20 acre site for industrial, aerospace, or technological development. (The site is not currently accessible by road.) Improvement of this infrastructure will also open access to many acres of private property for similar investment and development.	Hancock	Yes	100	Yes	No	No	No	No	Yes	No	$ 2,400,000.00	$ -	

	Infrastructure	3251	11/18/2014	Stennis International Airport Taxiway Expansions	HCPHC proposes to extend existing taxiways and construct additional taxiways as follows, generally improving airport infrastructure for current tenants and contributing to the marketability of vacant sites: - Extension of Taxiway C ($1,000,000) Extending Taxiway C (Charlie) west will allow the first phase of development onto the adjacent 1,100 acres available to develop an aerospace technology park. - Construction of Parallel Taxiway as an Assault Landing Strip (ALS) ($2,600,000) Construction of a parallel taxiway that can be used as an Assault Landing Strip (ALS) for C-130 Hercules aircraft will specifically support Keesler Air Force base on the Mississippi Gulf Coast and will provide an economic development opportunity for Hancock County, as C-130 aircraft from around the United States will utilize the combined existing drop zone with the assault landing strip. - Extension of Taxiway S ($1,300,000) This project would enhance the safety on the airfield tenants. Taxi-lane â€œSâ€ would enable a non-movement area excess and to connect the north and main airport apron areas. These are the primary areas used for heavy load operations and aircraft staging awaiting maintenance and repair.	Hancock	Yes	100	Yes	No	No	No	No	Yes	No		$ 4,900,000.00	$ -	
	Infrastructure	3252	11/18/2014	Port Bienville Industrial Park Site Development	HCPHC proposes to perform site preparation activities on various sites throughout Port Bienville Industrial Park (PBIP). This project will contract cultural assessments, environmental assessments, geotechnical assessments, soil assessments, and wetlands delineations for many sites within PBIP. This project will also mitigate identified wetlands, thereby making sites immediately available for development. Increasing the availability of shovel-ready sites in PBIP will enhance the Port's ability to compete for industrial investment and development.	Hancock	Yes	100	Yes	No	No	No	No	Yes	No		$ 9,000,000.00	$ -	
	Infrastructure	3253	11/18/2014	Port Bienville Industrial Park Drainage Improvements	HCPHC proposes to improve the existing drainage system at Port Bienville Industrial Park (PBIP) to minimize overflow of existing ditches and watersheds. These improvements will simultaneously enhance the existing system to accommodate additional capacity that may be created by new industry. In 2004, the U. S. Army Corps of Engineers completed a drainage study for Port Bienville. Parts of this plan have been implemented since that time, but the recommended drainage system is not complete. During heavy rain, existing ditches and water sheds periodically over flow. As we continue site development at PBIP, roadway flooding will likely become more serious if the drainage system is not improved to accommodate increased outflow. The completion of the original project will address these concerns. This project will consist of cleaning and concrete lining ditches and replacing under sized culverts.	Hancock	Yes	100	Yes	No	No	No	No	No	No		$ 3,500,000.00	$ -	
	Infrastructure	3254	11/18/2014	Port and Harbor Drive Extension	HCPHC proposes to create a direct route from Port Bienville Industrial Park (PBIP) to Interstate-10, thereby improving the logistics of our existing tenants and enhancing Port infrastructure to attract new industry. Presently, traffic enters and leaves PBIP via Lower Bay Road, which has a snake like figure/layout. A direct route from the Port to Interstate10 (completely bypassing Lower Bay Road)would reduce the travel time from PBIP to Interstate10 by approximate 50%. It will also reduce the transit time from PBIP to the I-10/I-12/I-59 interchange by about 30%. This route will provide a more efficient route/road for existing industries' use and will enhance Port Bienville's competitive advantage through closer proximity to the Interstate system.	Hancock	Yes	100	Yes	No	No	No	No	No	No		$ 12,000,000.00	$ -	
	Infrastructure	3255	11/18/2014	Port Bienville Industrial Park Water & Sewer Regional Tie-In	HCPHC proposes to connect the existing water and sewer system at Port Bienville Industrial Park (PBIP) to the Regional Wastewater Authority, thereby increasing system capacity to accommodate future expansion and industrial development. As PBIP expands and attracts new industries, additional water and sewer infrastructure will be required. Rather than investing in additional capacity at the Port, HCPHC proposes a connection to the Regional Wastewater Authority, which was funded and installed after Hurricane Katrina to meet future needs of the area, including Port Bienville. This project will extend the PBIP's water to the regional system in Pearlington and tie-in to the regional sewer system along Lower Bay Road.	Hancock	Yes	100	Yes	No	No	No	No	No	No		$ 5,000,000.00	$ -	
	Infrastructure	3256	11/18/2014	Port Bienville Industrial Park Road G Rail Extension	HCPHC proposes to construct a rail extension along Road G in Port Bienville Industrial Park (PBIP). Construction of this extension will increase marketability of sites along Road G. PBIP has two water-front, industrial sites located on Road G. A rail extension parallel to Road G will not only present rail access to sites along Road G, but will also add multi-modal capacity (rail, truck and barge) to the two water-front sites. Developers visiting the sites regularly inquire about the possibility of extending rail to these sites. As such, HCPHC is confident that a rail extension will improve the sites' marketability and increase the likelihood of industrial development.	Hancock	Yes	100	Yes	No	No	No	No	No	No		$ 1,500,000.00	$ -	
	Infrastructure	3257	11/18/2014	Port Bienville Industrial Park South Rail Extension/Mainline Loop	HCPHC proposes to rail extensions and expansion along South Road in Port Bienville Industrial Park (PBIP) to increase marketability of undeveloped sites along that road and provide greater access to rail infrastructure for PBIP tenants. This project will extend rail down South Road, giving rail access to undeveloped properties that do not currently have rail. This expansion will increase the marketability for properties along this extension. This project will also â€œloopâ€ the rail system around the Port for more efficient operations and will improve service to existing port tenants.	Hancock	Yes	100	Yes	No	No	No	No	No	No		$ 4,500,000.00	$ -	
	Infrastructure	3258	11/18/2014	Port Bienville Industrial Park Water & Sewer Improvements	HCPHC proposes to replace sections of Port Bienville Industrial Park's (PBIP) water and sewer system that are in disrepair and extend service to areas that do not currently have sewer and water service. PBIP's existing water and sewer system is approximately 35 years old and the materials originally used are now dated and falling into disrepair. In some areas, A/C piping was used for construction, which is no longer industry standard. The system has mismatched waterline sizes and outdated valves and is prone to leaks and breaks. Because the original materials are no longer industry-standard for sewer and water construction, it is very difficult to find proper repair materials. The proposed project will replace the outdated sections of the utility system, thereby improving the overall system to better serve existing tenants. In addition, this project will extend service to industrial sites within PBIP that are not currently tied into the sewer and water system. This project is a vital component of site readiness at PBIP.	Hancock	Yes	100	Yes	No	No	No	No	No	No		$ 5,000,000.00	$ -	
	Infrastructure	3259	11/18/2014	Port and Harbor Drive Turning Lane Improvements	HCPHC proposes to improve existing roadways within Port Bienville Industrial Park to address recurring traffic issues and prepare for the increased traffic flow created by future industrial development. This project will improve and widen existing intersections at Road C, D, G and Seaplane Road and will provide turning lanes at these points. Traffic is often congested along Port and Harbor Drive due to train crossings that require vehicles to stop and backup on the road.	Hancock	Yes	100	Yes	No	No	No	No	No	No		$ 1,000,000.00	$ -	
	Infrastructure	3260	11/18/2014	Port Bienville Industrial Park Railcar Storage Yard Expansion	HCPHC proposes to expand our existing railcar storage yard at Port Bienville Industrial Park (PBIP) to meet existing demand and accommodate future growth. In addition to PBIP tenants, we receive requests from outside customers seeking railcar storage space at the Port. Most of the existing rail storage space is leased by existing tenants; therefore, we regularly decline this business. The expansion tracks will be constructed alongside existing storage tracks, where there is existing access to the main rail line.	Hancock	Yes	100	Yes	No	No	No	No	No	No		$ 9,300,000.00	$ -	
	Infrastructure	3261	11/18/2014	Port Bienville Industrial Park Railcar Repair Facility	HCPHC proposes to construct a new railcar repair facility in order to meet current demand and anticipated growth at Port Bienville Industrial Park. The Andersonâ€™s rail repair facility is currently leasing Hancock County assets for their operations at Port Bienville; however, the company is expanding its business and the current site cannot accommodate this growth. HCPHC has identified a location adjoining existing Port boundaries; the proposed site is located along our mainline, making it ideal for expansion of the Port's rail repair infrastructure. The proposed project will include land acquisition, permitting, and construction of an indoor shop, outside repair yard, storage area, office building and storage track. This project will allow ample room for railroad operations that serve the entire port, as well as the complementary repair services that the new facility will offer.	Hancock	Yes	50	Yes	No	No	No	No	No	No		$ 10,000,000.00	$ -	land acquisition
	Infrastructure	3262	11/18/2014	Port Bienville Industrial Park Equipment Purchase	HCPHC proposes to purchase equipment for in-house upkeep of industrial sites, ditches, and waterfront infrastructure within Port Bienville Industrial Park (PBIP). Port employees perform most of PBIP's repair and maintenance work in-house. In order to expand this in-house capability, Port staff needs a hy-rail backhoe (to service existing rail), a track-hoe and dozer (to clean and clear existing ditches and property), and a harbor boat (for maintenance along the water front).	Hancock	Yes		Yes	No	No	No	No	No	No		$ 500,000.00	$ -	
	Infrastructure	3263	11/18/2014	Port Bienville Industrial Park Levee Construction	Project Objective: The Hancock County Port and Harbor Commission (HCPHC) proposes to construct a levee system to protect Port Bienville Industrial Park from tidal surge. The objective of this project is to protect existing tenants and encourage future expansion and investment by providing flood protection infrastructure. Activities to be Completed: Construction of levee infrastructure around Port Bienville Industrial Park. Expected Outcome (including the benefits to the public/environment): This project will enhance Port infrastructure for existing industries and encourage investment by new industries. Similar flood protection infrastructure is not widely available at other ports of comparable size and capacity and this project will create a unique competitive advantage for Port Bienville Industrial Park.	Hancock	Yes	100	Yes	No	No	No	No	No	No		$ 40,000,000.00	$ -	
	Infrastructure	3264	11/18/2014	Near the mouth of the Pearl River	HCPHC proposes to construct mooring near the Pearl River, south of the CSX bridge, thereby reducing logistical challenges currently associated with barge delivery at Port Bienville Industrial Park (PBIP). The CSX rail bridge restricts barge delivery to PBIP to two barges at a time. If a barge company is towing a large number of barges, and only one or two are destined for PBIP, the company must deliver all other barges before finally delivering to the Port. This project will construct mooring in the river south of the CSX Bridge, giving tug operators a safe area to tie up or store barges destined for other ports, while the tugs are delivering barges to Port Bienville Industrial Park.	Hancock	Yes	100	Yes	No	No	No	No	No	No		$ 1,700,000.00	$ -	
	Infrastructure	3265	11/18/2014	Port Bienville Industrial Park Security Improvements	HCPHC proposes to improve the existing security measures at Port Bienville Industrial Park (PBIP) and implement new measures through this project. Existing Port security consists of minimal fencing, gates and cameras. This project will improve the security provided at PBIP by upgrading existing security (i.e., fencing, gates, and cameras) and by extending the existing fencing and adding additional cameras. The project will also replace the existing south gate guardhouse (currently a small, pre-manufactured metal shed) with a new guardhouse.	Hancock	Yes		Yes	No	No	No	No	No	No		$ 750,000.00	$ -	
	Infrastructure	3266	11/18/2014	North/South Rail Connection in Hancock County, MS	HCPHC proposes a north/south rail connection that will connect rail service in Port Bienville Industrial Park (PBIP) to Norfolk Southern Railroad near Picayune, Mississippi. At this time, Hancock County has only one class 1 rail operator at PBIP. This project would connect the Port's existing rail to Norfolk Southern near Picayune, allowing railcar exchange to the north. A north/south link with Norfolk Southern will give PBIP a second class 1 rail operator, benefitting existing Port tenants while drastically increasing PBIP's ability to compete for industrial investment at a regional level. Hancock County and the State of Mississippi partnered to fund a $2,000,000 study that determined prospective routes and provided concept drawings.	Hancock	Yes	100	Yes	No	No	No	No	No	No		$ 120,000,000.00	$ -	
	Infrastructure	3267	11/18/2014	Gulf Observing Aerial Program (GOAP) Feasibility Study	HCPHC proposes a study to determine the feasibility of the Gulf Observing Aerial Program (GOAP). Because of the importance of the Gulf of Mexico to vital interests such as seafood, commerce, energy and recreation, it is imperative that we closely monitor this body of water and coastline for any signs of environmental threats. Our heightened awareness that offshore drilling disasters can affect the entire Gulf, instead of just one spot, should warrant the implementation of a Gulf-wide monitoring system (GOAP) that can best be achieved by the utilization of a robust and diverse fleet of unmanned aircraft with remote sensing and monitoring equipment. Stennis International Airport, with its unpopulated corridor to the Gulf, can be the base of operations for a combination of fixed-wing, rotary-wing, and lighter-than-air airships. This program would create approximately 300 jobs on the Mississippi Gulf Coast.	Hancock	Yes		Yes	No	No	No	No	Yes	No		$ 400,000.00	$ -	

	Infrastructure	3268	11/18/2014	Stennis International Airport DoD Facilities Construction	HCPHC proposes to construct a new Department of Defense (DoD) facility at Stennis International Airport (SIA). User groups conducting operations at SIA have repeatedly requested a DoD multipurpose facility on the airfield. This facility will be used as a forward operation base during military exercises and parajump operations. The project will give end users the ability to conduct continuous operation focused on training missions and it will provide a location for packing parachutes for mission profiles. This project will also enhance SIA's unique competitive advantage in the regional economy.	Hancock	Yes	100	Yes	No	No	No	No	No	No	No		$ 2,700,000.00	$ -	
	Infrastructure	3269	11/18/2014	Stennis International Airport Fuel Truck Parking Area	HCPHC proposes to create a fuel truck parking area at Stennis International Airport (SIA). SIA needs a fuel truck parking area on the airfield. Apron space is at a premium; the fixed base operator (FBO) requires a containment area to park fuel trucks that is accessible, yet does not interfere with apron space. This additional infrastructure benefit the airport and FBO in daily operations by creating the ability to monitor truck location and efficiently contain potential fuel spills so that the natural environment surrounding SIA is not impacted.	Hancock	Yes	100	Yes	No	No	No	No	No	No	No		$ 225,000.00	$ -	
	Infrastructure	3270	11/18/2014	Stennis International Airport Drainage/Pump Station Improvements	HCPHC proposes drainage and pump station improvements at Stennis International Airport. These improvements will increase land available for site development at the facility, while protecting the federal, local municipal, and private assets at the facility.	Hancock	Yes	100	Yes	No	No	No	No	No	No		$ 2,225,000.00	$ -	
	Infrastructure	3271	11/18/2014	Stennis International Airport International Flight School	HCPHC proposes to construct an international flight training facility at Stennis International Airport (SIA). International student flight training demand continues to increase, as flight training in foreign counties becomes more cost prohibitive. A training facility at SIA for international students will allow for increased aircraft activities at the Airport, create new flight instructor positions, and will bring the Mississippi Gulf Coast a previously untapped influx of foreign monies.	Hancock	Yes	100	Yes	No	No	No	No	Yes	No		$ 650,000.00	$ -	
	Infrastructure	3272	11/18/2014	Stennis International Airport Aircraft RADAR System	HCPHC proposes to install an aircraft RADAR system at Stennis International Airport (SIA). This proposed system will enhance the safety of aircraft operation within SIA's airspace. With the daily mix of general aviation, corporate and military operations, a RADAR system will increase safety, while ensuring separation in all weather conditions and aircraft mixes.	Hancock	Yes	100	Yes	No	No	No	No	No	No		$ 85,000.00	$ -	
	Infrastructure	3273	11/18/2014	Stennis International Airport ARFF Truck Refurbishment	HCPHC proposes refurbishment of two (2) aircraft rescue and fire fighting (ARFF) trucks at Stennis International Airport (SIA). SIA owns two (2) AARF trucks that need refurbishment in order to enhance ARFF services at the facility. These vehicles are aging; however, once refurbished, they will enhance the airfield tenants' safety during flight and ground operations. They will also increase SIA's index of ARFF capabilities, which supports the tenants' missions and business plans.	Hancock	Yes		Yes	No	No	No	No	No	No		$ 98,000.00	$ -	
	Infrastructure	3274	11/18/2014	Stennis International Airport Terminal Parking Expansion	HCPHC proposes to expand existing terminal parking at Stennis International Airport (SIA). Budgetary constraints at HCPHC and SIA have limited the amount of automobile parking spaces made available at the new airport hub. Limited automobile parking has, in turn, limited the types of companies that can invest at SIA. By expanding existing parking, SIA will be able to attract and accommodate new, complementary businesses, such as rental car companies. Such business lines will be required to support ongoing activities and anticipated growth at SIA.	Hancock	Yes	100	Yes	No	No	No	No	No	No		$ 450,000.00	$ -	
	Infrastructure	4244	11/18/2014	National Center for Strategic Planning and Emergency Response	Natural and man-made disasters are a part of this nation's landscape as evidenced dramatically on the Mississippi Gulf Coast by Hurricane Katrina and the Deepwater Horizon Oil Spill. News of other disasters, contagious diseases and national security threats is a daily occurrence. Strategic planning and preparedness is essential for the protection of life and property and quick response to and recovery from such events. To provide strategic planning and training services to communities, individuals, businesses and officials who plan and prepare for, take actions to protect against, respond to and oversee recovery from disasters and emergencies, Mississippi Gulf Coast Community College (MGCCC) proposes the "National Center for Strategic Planning and Emergency Response Training." With a robust focus on strategic planning and community resilience, the goal of this project is the planning, development and implementation of a comprehensive center that will provide strategic planning and training services to a local, regional and national audience. Objective 1: Planning activities shall include the establishment of an advisory team consisting of local, regional and national representatives, defining a specific mission and scope of work for the Center, identifying a physical location for the Center, and researching best practices for Center operations. Objective 1 outcomes will be a well-qualified advisory team, a mission statement and scope of work for the Center, a defined location for the Center and the identification of best practices for use in the deployment of the Center. Objective 2: Development of the Center shall consist of physical, operational and programmatic activities. Activities will include securing and equipping a physical location, hiring Center personnel, development of strategic planning methodologies, training programs, a marketing plan and other activities as required to meet the outcome of establishing an operational, National Center for Strategic Planning and Emergency Response Training. Objective 3: Implementation of the Center will focus on initiating the developed strategic planning process in the local coastal community and expanding it to other communities nationwide and on offering the identified and developed training to communities, individuals, businesses and officials who are on involved in strategic planning and the preparation for, response to and recovery from disasters at the local, regional and national levels.	Harrison, Jackson, Hancock, Stone, George, Pearl River	Yes	75	Yes	Yes	No	No	No	Yes	No		$ 20,000,000.00	$ -	
	Infrastructure	4266	12/19/2014	Tourist Corridor and Gateway Beautification Pedestrian Areas	A more attractive appearance, tourist friendly public amenities and coordinating tourist information signage is needed in order to maximize the effectiveness of programs and marketing that generates trial to our destination. 2.According to a recent visitor perception study, the beauty of the area is an attribute that drives visitor satisfaction. Of those that were not satisfied with their visit, 36% noted cleanliness and the perception of Katrina recovery issues as a major reason. 3.This research also shows that one of the reasons cited for not visiting the Ms Gulf Coast is lack of a variety of things to do. With over 600 visitor amenities, attractions and activities available, it is clear that we need to improve our communication of tourism offerings. 4.Improving visitor signage will increase awareness of tourism offerings and increase length of stay and therefore economic impact. 5.A recent study in a competing market indicated that 20% of their visitors pass through one or all of our Coastal counties on their way to their market, however there is very little directional signage on the major by-ways appealing to visitors. 6.Improving the visitor experience will generate return visits and invaluable word of mouth advertising for our destination, especially in this age of social media when personal experiences and endorsements are the most trusted source of information for travelers. 7.Harrison and Hancock County already have fully developed plans with costs that include tourist friendly areas, signage, parking, amenities and more that would make Beach Boulevard and Hancock County waterfront and beach areas a true visitor destination. These plans could easily be expanded and coordinated for Jackson County tourist areas. Managing these plans as one project with inter-local agreements and cooperation between municipalities will enhance and strengthen our destination marketing as one Mississippi Gulf Coast. 8.Several parts of the plan have already been funded and are expected to be completed this year including way-finding signage coordinated with a tourism entity directory. 9.Additional jobs will be created to complete construction and installation of the new facilities and enhancements as well as potential permanent jobs necessary to provide ongoing maintenance. Required Funding: Complete pedestrian areas used for walking, biking, jogging, etc. along the beach via continuation of concrete boardwalk where missing - $9,600,000	Hancock,Harrison ,Jackson	Yes	50	Yes	No	No	No	Yes	Yes	Yes		$ 9,600,000.00	$ -	
	Infrastructure	4267	12/19/2014	Family Friendly Amenities	Prior to Hurricane Katrina, the Coast offered a large variety of family activities available at all price points that have not been rebuilt. According to visitor perception research, variety of things to do drives repeat visitors. 2.Investments that broaden visitor experience could help to increase length of stay. TNS research indicates that the average length of stay for visitors along the Gulf Coast is 2.8 nights compared to 3.4 nights nationally. Reaching the national average length of stay could increase visitor spending by $160 million annually. 3.Insurance costs and more stringent building requirements has made rebuilding these family friendly attractions cost prohibitive 4.New attractions will require staffing and therefore create new jobs 5.The new Ballpark in Biloxi, re-opening of the Water Park in Waveland and others throughout the Coast are a good start but must be augmented by additional complementary attractions in order to recapture this lost market segment. B.Required funding 1.A matching grant fund of $7,500,000 for new or expanded family friendly attractions built near or in conjunction with lodging facilities and/or other existing family friendly attractions C.Project attributes 1.Sustainable 2.Coast-wide impact 3.Generates new state and local tax revenue 4.Creates jobs		Yes	100	Yes	No	No	No	Yes	Yes	No		$ 15,000,000.00	$ 7,500,000.00	
	Infrastructure	4270	12/22/2014	Dantzler Street Bridge Project	1.Construction of a new bridge will allow tour boat access to the Escatawpa River, Pascagoula River and the Mississippi Sound via Beardslee Lake. The current structure does not provide the necessary clearance. 2.Opening access to these waterways will provide additional opportunities for eco-tourism on the MS Gulf Coast. 3.Investments that broaden visitor experience could help to increase length of stay. TNS research indicates that the average length of stay for visitors along the Gulf Coast is 2.8 nights compared to 3.4 nights nationally. Reaching the national average length of stay could increase visitor spending by $160 million annually. 4.The new bridge will be located between Jackson County and the City of Moss Point near the new Pascagoula River Audubon Center now under construction and will be a major benefit to the Audubon Society as they promote birding and eco-tourism throughout the MS Gulf Coast. 5.The U.N. World Tourism Organization predicts that there will be some 1.6 billion eco-inspired trips taken by 2020. According to Forbes, adventure travel â€" kayaking, cycling, hiking, scuba diving, skiing, and mountain climbing â€" is enjoying popularity among the 50+ crowd, a very good market segment for the MS Gulf Coast. 6.The MS Gulf Coast is in an excellent position to take advantage of this trend with our abundance of natural amenities and unique eco-tourism opportunities. 7.Design plans for the bridge have been completed and right-of-way acquisition is taking place. Construction is scheduled to begin in 2015 if the remaining funding required can be obtained. B.Required funding 1.Total project cost is $1.25 million. Jackson County Board of Supervisors and the Department of Marine Resources have secured and committed all but $260,000 for the project which is the funding request. C.Project attributes 1.Coast-wide industry impact 2.Community partner investment 3.Sustainable 4.Positive eco-tourism impact 5.Generates additional State and local tax revenue	Jackson	Yes	100	Yes	No	No	No	Yes	No	No		$ 1,250,000.00	$ 990,000.00	
	Infrastructure	4271	12/22/2014	Restoration of La Pointe Krebs House	1.Cities with historic districts was the second highest ranked destination attraction cited by travelers in a recent visitor perception survey. Beaches was number one. 2.Investments that broaden visitor experience could help to increase length of stay. TNS research indicates that the average length of stay for visitors along the Gulf Coast is 2.8 nights compared to 3.4 nights nationally. Reaching the national average length of stay could increase visitor spending by $160 million annually. 3.A recent trend in the travel industry is that visitors are seeking "authentic" experiences such as nature, history and those that provide educational opportunities. The Mississippi Gulf Coast has a rich history and culture so is in an excellent position to take advantage of this trend. 4.The La Pointe Krebs House is the oldest standing structure in the State of Mississippi and possibly in the Mississippi Valley and is a valuable historical asset. Hurricane Katrina caused extensive damage to the house and museum and they have been closed to the public since that time. 5.$663, 776 has been spent to date on the restoration of the structures funded with grants, donations and by Jackson County. Jackson County budgets $50,000 per year for upkeep and maintenance of the site. The La Pointe Krebs Foundation supports ongoing operation of the site through fundraising. B.Required funding 1.$1,202,256 is the remaining funding that would be required to restore the property, museum, artifacts and grounds. C.Project attributes 1.Sustainable 2.Coast-wide industry impact 3.Generates additional State and local tax revenue 4.Community partner investment	Jackson	Yes	100	No	No	No	No	Yes	No	Yes		$ 1,900,000.00	$ 700,000.00	

	Infrastructure	4272	12/23/2014	Stennis International Airport Aerospace Academy	HCPHC and Pearl River Community College jointly proposed to establish an Aerospace Academy at Stennis International Airport. With the proliferation of aerospace development in the greater Hancock County region, Stennis International Airport is primed to serve as home for Mississippi's Aerospace Academy. The academy will train the next generation of aerospace workforce in Mississippi and create a tremendous competitive advantage for the stat's aerospace development efforts.	Hancock	Yes	100	Yes	Yes	No	No	No	Yes	No		$ 2,000,000.00	$ -	
	Infrastructure	4274	3/1/2015	Gautier Town Commons Park Project	The Gautier Town Center Project, located in Gautier's central business district just 13 miles from the Alabama state line, consists of two master-planned phases including a construction component for the 32-acre Town Commons Park which will be centered around spring-fed tributaries, and a public infrastructure component including roadways and lighting that will facilitate the construction of off-campus housing for the adjacent Mississippi Gulf Coast Community College (MGCCC) and mixed â€'use commercial cottages. While these two projects are directly linked, this Project Description focuses on the Town Commons Park component and a separate Project Description outlines the City's plans for the transportation network component. The overall purpose of the project is to enhance the livability of the community. The City of Gautier is one of the few cities on the Mississippi Gulf Coast that lacks a traditional downtown. This project will create a unique natural-setting urban park adjacent to the City's major commercial district to serve as an anchor for the newly defined Town Center area . Hurricane Katrina recovery dollars previously funded a nearby multi-use pathway, landscaping, decorative lighting and a 424' sculpture depicting the City's theme of â€œNature's Playground.â€ The purpose of that streetscape project was to create a downtown feel for the area which is bordered by civic buildings, the Mississippi Gulf Coast Community College, and Singing River Mall. The City plans to continue the revitalization of this area by creating a large park behind the mall on a 32-acre parcel which was purchased with funding from the Coastal Impact Assistance Program and Tidelands. The master plan for this park includes festival lawns, an outdoor amphitheater, and bicycle paths/boardwalks around the spring-fed tributaries that feed the Pascagoula River. The tributaries are currently threatened by commercial encroachment, environmental pollutants, and invasive species. The Town Commons Park will restore the ecological beauty of what otherwise would be considered â€œtrashâ€ property. The City is poised to implement the construction of amenities at the Town Commons. The new owners of the adjacent Singing River Mall have just begun a $90 million re-development project that will create a new open-air mall that will attract national retailers. Right-of-way has been donated for a planned roadway that will facilitate construction of off-campus housing and mixed-use commercial cottages in the area near the park and mall.The Town Commons project will establish a social and cultural center for the community and significantly enhance the quality of life enjoyed by people living in central Jackson County.	Jackson	Yes	10	No	No	No	No	Yes	No	Yes		$ 3,500,000.00	$ -	paired with ID
	Infrastructure	4276	12/27/2014	Mississippi Coastal Heritage Restoration, Education, & Preservation Trail	Funding is requested to establish the Mississippi Coastal Heritage Trail (MCHT), a 100+ mile multi-use pathway linking coastal communities from Grand Bay National Estuarine Research Reserve to NASA's Infinity Science Center. While increasing public understanding and providing public access to natural resource interpretive sites, waterways, islands, and forests, this Trail will also provide an opportunity to educate community members and visitors about the effects of the Deep Water Horizon Oil Spill on Gulf Coast communities. MCHT will serve as an educational tool to teach about the interaction between humans and the marine environment as well as offer recreational access to a pedestrian/bikeway stretching across the historic and culturally rich Mississippi Gulf Coast. The MCHT will serve as the backbone of the physical network of cultural, historical and natural places where residents and visitors alike can connect with these places. Heritage Trails Partnership of the Mississippi Gulf Coast (HTP), highly supported by the National Park Service, is working to reconnect residents and visitors to the coastal ecosystems that surround them through recreational trails and conservation education projects. HTP is creatively fostering connections to education and tourism growth through trails and greenways while safe guarding the quality of coastal destinations. HTP has rallied all communities along the Mississippi Gulf Coast in a dialogue about creating a network made up of blueways and greenways where one did not exist. HTP's diverse Board of Directors, including community leaders of conservation, business, planning and health organizations, now leads the effort to create the Mississippi Coastal Heritage Trail (MCHT), recognized by the U.S. Department of Interior through the America's Great Outdoors Initiative. HTP has become a vibrant instrument for information exchange and building of interagency trust, related to trail projects, for the benefit of all coastal communities.	Hancock,Harrison ,Jackson	Yes	78	Yes	Yes	Yes	Yes	Yes	Yes	Yes		$ 25,775,000.00	$ -	
	Infrastructure	4277	12/29/2014	Highway 603 Corridor	Water quality is a tremendous factor in the growth of a community, impacting economic stability through tourism, property values, as well as access to recreation and locally-harvested food. Although water quality in the Gulf of Mexico is affected by many large water bodies, small scale improvements may have a positive effect on both the Gulf and within the local community by providing access to natural spaces and improving sites for fishing and swimming as well as increasing community resilience. Highway 603 is a major corridor to the community with high traffic speeds, long frontages, and loosely planned infrastructure. The low elevation of the roadway and its proximity to multiple water crossings causes multiple environmental and community resilience problems: poor water quality due to non-point source runoff, persistent flooding, low density land use, and ditches that occupy a large percentage of the right-of-way rendering alternative transportation path construction impossible. This project will analyze areas where improvements may positively impact water quality and community resilience along the Jourdan River and tributary waterways: Breath Bayou, Bayou LaCroix, Four Dollar Bayou, Edwards Bayou, and Bayou Talla. The project will set up a water sampling program to determine current issues such as: sewer concerns and effluent overflow, roadway and impervious surface runoff, or over-fertilization of lawns. This project will identify areas to address the problems identified: conserve lands in perpetuity, restore landscape filters for sediments and pathogens, intercept runoff, provide access to water and the natural environment, and connect with alternative transportation pathways. Water quality monitoring will also be performed after improvements to measure the changes, as well as the number of days the road is flooded per year.	Hancock	Yes		Yes	Yes	Yes	No	Yes	No	Yes		$ 570,000.00	$ 20,000.00	
	Infrastructure	4282	1/2/2015	Classrooms and dormitories for the Center for Marine Education & Research (CMER) in Mississippi.	INTRODUCTION: The Institute for Marine Mammal Studies (IMMS) is a non-profit 501 (c) (3) organization dedicated to marine education, conservation, and research of marine mammals and sea turtles in the northern Gulf of Mexico. It operates a premier, state-of-the-art Center for Marine Education and Research (CMER) in Gulfport, Mississippi. It is the only facility on the Mississippi Gulf Coast that has the capability and expertise to care for sick and injured marine mammals and sea turtles while providing opportunities for marine education and research. IMMS serves as a liaison between public and private entities interested in marine mammal science and has partnered with the University of Southern Mississippi, Jackson State University, Louisiana State University, University of South Alabama, and the Mississippi Department of Marine Resources (MSDMR) to fulfill the state and federal needs regarding marine education, research, and response to and care of stranded marine mammals and sea turtles. IMMS also played a central role in the response to the BP oil spill in the northern Gulf of Mexico. Information on the programs and activities of IMMS can be obtained from its web site: www.imms.org REQUEST: IMMS proposes to construct dormitories and additional classrooms at the CMER in order to enhance research and educational programs and activities. This would allow IMMS to better collaborate with graduate students and scientists from the U.S. and abroad by providing inexpensive accommodation. IMMS works with nearby Universities and would like to expand its collaborative efforts to include other Universities in Mississippi which are located up to six hours away. The proposed dormitories would allow students and researchers from these Universities to contribute to the research efforts that are being conducted by IMMS in conjunction with MSDMR. Furthermore, it would allow us to house high school students from all over the state for educational camps, fieldtrips, and overnight activities throughout the year. This would greatly extend the educational outreach that IMMS is currently able to provide to the Gulf Coast and the State of Mississippi. The proposed project will not only benefit IMMS. It will provide additional support for MSDMR and the State of Mississippi by enhancing marine education, research, conservation, and instilling the importance of good stewardship in future generations. IMMS currently has the land and the necessary infrastructure (e.g., roadways, utilities, etc.) in place to start the project.		Yes		Yes	Yes	No	Yes	Yes	Yes	No		$ 5,000,000.00	$ -	
	Infrastructure	4283	1/5/2015	Tourist Corridor and Gateway Beautification - Exposed Storm Water Outfalls	Supporting facts 1.A more attractive appearance, tourist friendly public amenities and coordinating tourist information signage is needed in order to maximize the effectiveness of programs and marketing that generates trial to our destination. 2.According to a recent visitor perception study, the beauty of the area is an attribute that drives visitor satisfaction. Of those that were not satisfied with their visit, 36% noted cleanliness and the perception of Katrina recovery issues as a major reason. 3.Improving the visitor experience will generate return visits and invaluable word of mouth advertising for our destination, especially in this age of social media when personal experiences and endorsements are the most trusted source of information for travelers. 4.Harrison and Hancock County already have fully developed plans with costs that include tourist friendly areas, signage, parking, amenities and more that would make Beach Boulevard and Hancock County waterfront and beach areas a true visitor destination. These plans could easily be expanded and coordinated for Jackson County tourist areas. Managing these plans as one project with inter-local agreements and cooperation between municipalities will enhance and strengthen our destination marketing as one Mississippi Gulf Coast. 5.Jobs will be created to complete construction and installation of the new facilities and enhancements as well as potential permanent jobs necessary to provide ongoing maintenance. Required funding: Protection of exposed storm water outfalls on the beach which are currently unattractive to visitors and are maintenance issues - $5,000,000	Hancock,Harrison ,Jackson	Yes	100	No	No	No	No	Yes	No	Yes		$ 5,000,000.00	$ -	
	Infrastructure	4284	1/5/2015	Tourist Corridor and Gateway Beautification - Veterans Avenue Pier	Supporting facts 1.A more attractive appearance, tourist friendly public amenities and coordinating tourist information signage is needed in order to maximize the effectiveness of programs and marketing that generates trial to our destination. 2.According to a recent visitor perception study, the beauty of the area is an attribute that drives visitor satisfaction. Of those that were not satisfied with their visit, 36% noted cleanliness and the perception of Katrina recovery issues as a major reason. 3.This research also shows that one of the reasons cited for not visiting the Ms Gulf Coast is lack of a variety of things to do. With over 600 visitor amenities, attractions and activities available, it is clear that we need to improve our communication of tourism offerings. 4.Improving the visitor experience will generate return visits and invaluable word of mouth advertising for our destination, especially in this age of social media when personal experiences and endorsements are the most trusted source of information for travelers. 5.Additional jobs will be created to complete construction and installation of the new facilities and enhancements as well as potential permanent jobs necessary to provide ongoing maintenance. Required funding Repair Katrina damaged Veterans Avenue pier which had been a major beach amenity - $1,000,000	Harrison	Yes	100	No	No	No	No	Yes	No	Yes		$ 1,000,000.00	$ -	
	Infrastructure	4286	1/5/2015	Tourist Corridor and Gateway Beautification - Beach Parking and Parking Area Pavilions	Supporting facts 1.A more attractive appearance, tourist friendly public amenities and coordinating tourist information signage is needed in order to maximize the effectiveness of programs and marketing that generates trial to our destination. 2.According to a recent visitor perception study, the beauty of the area is an attribute that drives visitor satisfaction. Of those that were not satisfied with their visit, 36% noted cleanliness and the perception of Katrina recovery issues as a major reason. 3.This research also shows that one of the reasons cited for not visiting the Ms Gulf Coast is lack of a variety of things to do. With over 600 visitor amenities, attractions and activities available, it is clear that we need to improve our communication of tourism offerings. 4.Improving the visitor experience will generate return visits and invaluable word of mouth advertising for our destination, especially in this age of social media when personal experiences and endorsements are the most trusted source of information for travelers. 5.Harrison and Hancock County already have fully developed plans with costs that include tourist friendly areas, signage, parking, amenities and more that would make Beach Boulevard and Hancock County waterfront and beach areas a true visitor destination. These plans could easily be expanded and coordinated for Jackson County tourist areas. Managing these plans as one project with inter-local agreements and cooperation between municipalities will enhance and strengthen our destination marketing as one Mississippi Gulf Coast. 6.Additional jobs will be created to complete construction and installation of the new facilities and enhancements as well as potential permanent jobs necessary to provide ongoing maintenance. Required funding Construct additional beach parking areas with shaded pavilions to provide access to and ease of use of the beach and beach amenities - $7,500,000	Hancock,Harrison ,Jackson	Yes	100	No	No	No	No	Yes	No	Yes		$ 7,500,000.00	$ -	

	Infrastructure	4287	1/5/2015	Tourist Corridor and Gateway Beautification - Beach Event Pavilions	Supporting facts 1.A more attractive appearance, tourist friendly public amenities and coordinating tourist information signage is needed in order to maximize the effectiveness of programs and marketing that generates trial to our destination. 2.According to a recent visitor perception study, the beauty of the area is an attribute that drives visitor satisfaction. Of those that were not satisfied with their visit, 36% noted cleanliness and the perception of Katrina recovery issues as a major reason. 3.A recent study in a competing market indicated that 20% of their visitors pass through one or all of our Coastal counties on their way to their market, however there is very little directional signage on the major by-ways appealing to visitors. 4.Improving the visitor experience will generate return visits and invaluable word of mouth advertising for our destination, especially in this age of social media when personal experiences and endorsements are the most trusted source of information for travelers. 5.Additional jobs will be created to complete construction and installation of the new facilities and enhancements as well as potential permanent jobs necessary to provide ongoing maintenance. Required funding Construct various sized beach pavilions for group gatherings, entertainment events and beach amenities - $2,700,000	Hancock,Harrison ,Jackson	Yes	100	No	No	No	No	Yes	No	Yes		$ 2,700,000.00	$ -	
	Infrastructure	4288	1/5/2015	Tourist Corridor and Gateway Beautification - Comfort Stations	Supporting facts 1.A more attractive appearance, tourist friendly public amenities and coordinating tourist information signage is needed in order to maximize the effectiveness of programs and marketing that generates trial to our destination. 2.According to a recent visitor perception study, the beauty of the area is an attribute that drives visitor satisfaction. Of those that were not satisfied with their visit, 36% noted cleanliness and the perception of Katrina recovery issues as a major reason. 3.Improving the visitor experience will generate return visits and invaluable word of mouth advertising for our destination, especially in this age of social media when personal experiences and endorsements are the most trusted source of information for travelers. 4. Additional jobs will be created to complete construction and installation of the new facilities and enhancements as well as potential permanent jobs necessary to provide ongoing maintenance. Required funding Construct additional and repair existing comfort stations along the beach - $10,250,000	Hancock,Harrison ,Jackson	Yes	100	No	No	No	No	Yes	No	Yes		$ 10,250,000.00	$ -	
	Infrastructure	4290	1/5/2015	Tourist Corridor and Gateway Beautification - Wayfinding signage and mobile app	Supporting facts 1.A more attractive appearance, tourist friendly public amenities and coordinating tourist information signage is needed in order to maximize the effectiveness of programs and marketing that generates trial to our destination. 2.According to a recent visitor perception study, the beauty of the area is an attribute that drives visitor satisfaction. Of those that were not satisfied with their visit, 36% noted cleanliness and the perception of Katrina recovery issues as a major reason. 3.This research also shows that one of the reasons cited for not visiting the Ms Gulf Coast is lack of a variety of things to do. With over 600 visitor amenities, attractions and activities available, it is clear that we need to improve our communication of tourism offerings. 4.Improving visitor signage will increase awareness of tourism offerings and increase length of stay and therefore economic impact. 5.A recent study in a competing market indicated that 20% of their visitors pass through one or all of our Coastal counties on their way to their market, however there is very little directional signage on the major by-ways appealing to visitors. 6.Improving the visitor experience will generate return visits and invaluable word of mouth advertising for our destination, especially in this age of social media when personal experiences and endorsements are the most trusted source of information for travelers. 7.Harrison and Hancock County already have fully developed plans with costs that include tourist friendly areas, signage, parking, amenities and more that would make Beach Boulevard and Hancock County waterfront and beach areas a true visitor destination. These plans could easily be expanded and coordinated for Jackson County tourist areas. Managing these plans as one project with inter-local agreements and cooperation between municipalities will enhance and strengthen our destination marketing as one Mississippi Gulf Coast. 8.Several parts of the plan have already been funded and are expected to be completed this year including way-finding signage coordinated with a tourism entity directory. 9.Additional jobs will be created to complete construction and installation of the new facilities and enhancements as well as potential permanent jobs necessary to provide ongoing maintenance. Required Funding: Continue and implement additional tourist way-finding and informational signage along Highway 90 and downtown areas, as well as historical and cultural markers and â€œstory-boardsâ€ including a mobile app to supplement the printed brochure - $750,000	Hancock,Harrison ,Jackson	Yes	50	No	No	No	No	Yes	No	Yes		$ 825,000.00	$ 75,000.00	
	Infrastructure	4293	1/8/2015	Pearl River Community College Hancock County Center	In an effort to meet the growing higher education, economic and community development needs of the citizens of Hancock County, Pearl River Community College desires to build a campus in the County. For a number of years, PRCC offered a limited number of college-level courses at John C. Stennis Space Center. As PRCC administrators searched for a more effective way to serve the area, the Hancock County Board of Supervisors and various citizens groups were also searching for ways to improve the County's higher education opportunities. Working with a coalition of governmental, education and community leaders, PRCC leased classroom and office space in a converted Wal-Mart on Highway 90 in Waveland. The new Hancock Center opened for the spring semester in 2005 and subsequently enrolled 193 students for the fall 2005 semester. Just ten days later, Hurricane Katrina's storm surge poured 8 feet of water through the building leaving it in ruins. Officials regrouped and classes resumed October 3, 2005, in portable classrooms at the Stennis International Airport. By January 2007, the newly-refurbished Hancock Center reopened and has served as many as 300 students per semester. The potential for growth is present, but a permanent campus-type facility is needed to foster this growth. The campus environment would promote program growth and the ensuing student population increases that are expected. Pearl River Community College proposes to build a free-standing campus on 20-30 acres of land in Hancock County. The facility would accommodate existing programs as well as those that are proposed for development to meet the changing economic climate in the County. The College's plan includes: (1) A classroom/administration building of approximately 50,000 square feet to house at least 20 classrooms; a library that would meet SACSCOC requirements; offices for business, admissions, financial aid and counseling services; a bookstore and small grill area and a large multi-purpose room that would serve as a meeting place for student and community groups. (2) A specialized building of approximately 22,000 square feet to house Career and Technical Education (CTE) Programs that would meet the needs of Gulf Coast and Stennis Space Center industries. (3) A maintenance building of approximately 5,000 square feet to house shipping/receiving functions as well equipment needed to maintain the campus. Cost of construction for the Hancock County Center campus is estimated at $15 million. This number is based on construction costs of $150 per square foot; road and parking lot construction; and, furniture and equipment. This project would greatly enhance the higher education opportunities for the residents of Hancock County and the Gulf Coast region and would be a catalyst for the economic and community growth of the broad Gulf Coast area.	Hancock	Yes	100	Yes	Yes	No	No	Yes	No	No	Higher Education	$ 15,000,000.00	$ -	
	Infrastructure	4304	1/26/2015	I-10 Connector Road - Phase 1	The Jackson County Board of Supervisors is proposing the development of a new connector road parallel to Interstate 10 between Mississippi Highway 15 and Mississippi Highway 609. The proposed route will be located north of the interstate and will provide access to existing commercial property, as well as large tracts of developable land within the corridor. The proposed I-10 Connector Road will be built initially as a three lane divided roadway with sufficient right-of-way for expansion to a five-lane section with two eastbound lanes and two westbound lanes separated by a continuous left turn lane. The new route will be functionally classified as an Urban Arterial and will provide a continuous east-west route between two state routes with interchange access to Interstate 10. The new corridor will incorporate a one mile section of Cook Road and approximately 1,100 feet of the Thomas Street right-of-ways. On the west end of the project, roughly 3,900 linear feet of new right-of-way will be acquired to provide a connection at Mallette Road and Daisy Vestry Road. On the east end, the route will diverge from the Cook Road right-of-way to connect to Tucker Road about 800 feet north of its current location. The signalized intersection at Cook Road will be relocated to the new intersection location with traffic control measures instituted at Cook Road and Tucker Road to control traffic movements. The new I-10 Connector Road will continue north for about 1,000 feet in order to connect with Seaman Road. The preliminary estimate for the construction of the initial phase is $13.7 million which includes: â€¢$5 million for Right-of-Way â€¢$8.7 million for Construction At this time, $8.75 million has been assigned to the project through the following: â€¢Federal Funds through SAFETEA-LU Legislation of 2005 â€¢Earmark in FY2008 Transportation HUD Appropriation Act â€¢Earmark in FY2009 Omnibus Appropriation Act â€¢Earmarks in FY 2010 Therefore an additional $5 Million is requested through RESTORE Act funding.	Jackson	Yes	100	Yes	No	No	No	Yes	Yes	No		$ 13,700,000.00	$ 8,700,000.00	
	Infrastructure	4305	1/26/2015	A Hancock County Aerospace and Workforce Academy	Aerospace is a staple on the Mississippi Gulf Coast, despite the lack of comprehensive aerospace and industry-related training programs from both the academic and workforce training perspectives. The Pearl River Community College (PRCC), which services Hancock County, and the Hancock County Port and Harbor Commission (HCPHC) have the will, need and wherewithal to make such a comprehensive training program a reality. With PRCCâ€™s existing academic and workforce training acumen and HCPHCâ€™s land strategically located on the Stennis International Airport airfield, a very successful partnership can be formed, if it is supported by Restore Act Funding in an estimated amount of $10 million for constructing a multipurpose 43,100 sf. facility and related parking, apron and taxiway and an estimated $3.1 million for a three-year operational start-up period. Hancock County, which is home to Stennis Space Center and Stennis International Airport, has robust aerospace activity in both the private and federal sectors with twelve industries in the private sector alone, and coast wide there are 25 aerospace industries, with an untold amount of smaller support business with industrial training needs. While there is strong sector activity, lacking are the components that would create a true industry cluster and a major factor in cluster development is the existence of a universities and colleges supportive of that activity. Once a strong industry cluster is in place, synergies are created that are hard to easily duplicate in other regions. PRCC and HCPHC wish to enhance the Gulf Coastâ€™s existing competitive advantage with the creation of an aerospace and workforce academy that would provide the academic, workforce training, and networking components that weave the threads of synergy even tighter for aerospace in Hancock County.	Hancock	Yes	15	Yes	Yes	No	Yes	Yes	Yes	No		$ 10,000,000.00	$ -	similar to ID
	Infrastructure	4307	1/27/2015	Old Fort Bayou Road Improvements	The Jackson County Board of Supervisors is proposing improvements to Old Fort Bayou Road in the St. Martin Community. This roadway provides primary access to St. Martinâ€™s high school, junior high school and upper elementary school. It also provides access to several residential subdivisions and vacant land that is positioned for new development. Old Fort Bayou Road as it exists today consists of a two-lane undivided roadway, classified as an urban collector. Its typical section includes 11-foot travel lanes, no shoulders and open ditches. The roadway extends from Mississippi Highway 609 in St. Martin northeasterly for approximately 10.6 miles where it terminates at Jim Ramsay Road in Vancleave. The proposed improvements for Old Fort Bayou Road include widening the existing roadway for a distance of 1.6 miles to accommodate three 12-foot travel lanes and 6-foot paved shoulders that will be striped as bike lanes. The typical section will include roadside ditches to meet standard â€œclear zoneâ€ requirements for driver safety. The three-lane section includes a center two-way left turn lane for access to residential driveways and local roads in the area. The Jackson County Board of Supervisors has completed the development of engineering design documents for this project. In addition, the County has identified the additional right-of-way that is required and has prepared the necessary acquisition documents as well. The preliminary estimate for the acquisition of right-of-way and construction is $7.0 million which includes: â€¢$2 million for Right-of-Way Acquisition â€¢$5 million for Construction	Jackson	Yes	100	Yes	No	No	No	Yes	No	No		$ 7,000,000.00	$ -	

	Infrastructure	4308	1/27/2015	Roy O. Cumbest Bridge Replacement - Preliminary Engineering and Environmental Studies	The Jackson County Board of Supervisors is proposing the replacement of the Roy O. Cumbest Bridge over the Pascagoula River in North Jackson County. This bridge is one of only 3 structures that cross the Pascagoula River in Jackson County. It is the only bridge north of Interstate 10, and the only bridge maintained by the County. The critical nature of this bridge was realized during Hurricane Katrina when portions of the Interstate 10 Bridge were out of service, resulting in increased traffic to the Roy O. Cumbest Bridge The normal operations of the structure serve the residents and commerce in the northern portion of the County by providing the primary east west corridor. In the event the bridge is deemed structurally unsound, citizens of the County will have to endure a 47-mile detour to cross the Pascagoula River. The existing bridge was constructed in 1959 and is 1,220 feet long. Recent inspections of the structure reported the bridge had an overall rating of 48.3 on a 100-point scale. The deficiencies indicated in the report include: â€¢Major erosion occurring along the west abutments; steel piling exposed due to erosion. â€¢Steel piling exhibiting heavy corrosion with approximately 25% section loss. â€¢Exposed pilings and beams in need of painting. â€¢Damaged guardrail on the north side of the bridge. â€¢Rough roadway approaches. The purpose of this project is to analyze the Roy O. Cumbest Bridge through investigative services to determine the most feasible solutions for rehabilitation and/or replacement activities. Alternatives will be developed to ensure a safe and structurally-sound bridge is in place to provide east-west access in the northern part of Jackson County for residents and commerce.	Jackson	Yes	50	Yes	No	No	No	Yes	No	No		$ 1,500,000.00	$ -	
	Infrastructure	4309	1/27/2015	Roy O. Cumbest Bridge Replacement	The purpose of this project is to replace the Roy O. Cumbest Bridge over the Pascagoula River in northern Jackson County, situated on Wade-Vancleave Road. The Roy O. Cumbest Bridge is one of only three bridges that cross the Pascagoula River in Jackson County. Built in the late 1950â€™s, this bridge connects the east and west portions of Jackson County and is located on a connector route with traffic counts of 1800 vehicles per day. Due to the bridgeâ€™s age and the amount of traffic that utilizes the Wade-Vancleave Road corridor, the County has recognized that it is one of the most vulnerable and critically aging structures deserving of replacement. The critical nature of this bridge was truly experienced during Hurricane Katrina in 2005 when the Interstate-10 Bridge was severely damaged, rendering the eastbound lanes impassable and resulting in a drastic increase in daily use of the Roy O. Cumbest Bridge. Loss of this bridge would require traffic to be rerouted either south 15 miles to Interstate-10 Bridge or north 27 miles to US Highway 26, resulting in a total detour route of approximately 47 miles. The goal of this project is to replace the Roy O. Cumbest Bridge on new alignment while maintaining traffic on the existing route. Replacement of this bridge will enhance the transportation network in Jackson County and sustain this viable economic corridor.	Jackson	Yes	100	Yes	No	No	No	Yes	No	No		$ 13,000,000.00	$ -	
	Infrastructure	4311	1/28/2015	Spring Lake Dam Replacement	The Jackson County Board of Supervisors is proposing the replacement of the current Spring Lake Dam situated in a residential / agricultural area north of the Vancleave Community. Spring Lake is approximately 67.8 acres in area at normal pool. This lake was created by a man-made dam constructed across the reach of Little Creek. Spring Lake Drive is located on the crest of the dam which forms the embankment for the downstream boundary of the lake. Over recent years, the dam has failed resulting in the loss of Spring Lake Drive and a severely decreased pool elevation for the lake, as well as the loss of access across the dam. Continued deterioration of the dam is eminent. The purpose of this project is to restore the Spring Lake Dam to breach conditions. Restoration will reestablish access across the dam and allow the lake to fill to the normal design pool elevation. The proposed dam structure will be reconstructed in accordance with established requirements for earth dams as indicated by the Mississippi Department of Environmental Quality. In addition to providing safe access and creating a structurally sound dam, this will provide recreational and fishing activities to the local residents.	Jackson	Yes	100	No	No	No	No	Yes	No	Yes		$ 3,125,000.00	$ -	
	Infrastructure	4312	1/28/2015	Improvements to Existing Jackson County Recreational Complexes	The project will enhance Jackson Countyâ€™s Recreational Complexes and provide amenities that will serve the communityâ€™s recreational needs. The County has three recreational complexes that in need of additional facilities to further support the growing desires of the community to live a healthier lifestyle. The proposed improvements support Jackson Countyâ€™s goal of providing superior service to its citizens. The recreational complexes and the recommended improvements are as follows: Edward A. Khayat Memorial Park (Moss Point): â€¢Provide pavilions for gatherings and events. â€¢Provide additional parking. â€¢Construct a community swimming pool. â€¢Construct a maintenance building for support services. Jackson County Soccer Complex (Gautier): â€¢Perform a detailed study of storm drainage system and make necessary improvements. â€¢Expand pavilions and refuge areas. â€¢Perform facility improvements including lighting, fencing, and parking. St. Martin Soccer Complex: â€¢Provide walking trails. â€¢Construct pavilions for gatherings and events. â€¢Construct a splash pad â€¢Construct a kayak launch to provide residents and visitors access to local bayous and waterways. The proposed improvements will provide the added amenities to Jackson County recreational complexes and further enhance the communityâ€™s activities and tourism opportunities. Many of the improvements support community resilience while providing residents and tourists opportunity to enjoy the outdoors and experience the local environment and waterways.	Jackson	Yes		Yes	No	No	No	Yes	No	No		$ 3,800,000.00	$ -	
	Infrastructure	4313	2/3/2015	Mississippi Maritime Museum	As early as 1700 the chronicling of vessels being built on the Pascagoula River began, and in the 300 years of documented building records since that time, thousands of vessels from shrimp and fishing boats, ships, luxury liners, barges, cargo carries, research, supply and military vessels as well as off shore drilling structures have been constructed in whole, or in part, in the waters of the Mississippi Gulf Coast. Jackson County is Mississippi's largest tonnage Port, home to one of the nation's largest oil refineries, Ingalls/Northrop Grumman Shipyard and one of the National Oceanic and Atmospheric Administration's research labs. To insure that the maritime history is passed along to this generation and the next, a group of Pascagoula residents organized to establish a museum to tell the story of our maritime history and the importance of our water ways to the Mississippi Gulf Coast. The Mississippi Maritime Museum, Inc. (MMM) was formed in 2007 and since its inception the group has worked diligently to streamline its efforts by developing a Board of Directors, committees, an operating plan, establishing a 501 (3)c organization and writing by-laws. The MMM Board's primary mission is to preserve, educate, promote and exhibit Mississippiâ€™s maritime history for the present and future generations. In March of 2013 the MMM purchased two buildings on DuPont Ave that were formerly part of the Pascagoula High School. The MMM Boards primary goal was to have a fully functioning maritime museum by 2016-17. The larger of the two buildings will be the future home of Mississippi Maritime Museum, while the smaller building will serve as a workshop and preservation area for museum materials. A preliminary museum design for the Math & Science building has been developed with the help of Mississippi State University School of Architecture and an estimate cost to renovate that building is 1.5 million with another 1.0 million for display cases, exhibits, models, movie on maritime history, etc. Bringing a permanent maritime museum to fruition would not only preserve our maritime history but would benefit the Gulf Coast community by: 1) Increasing tourism along the Mississippi Gulf Coast, 2) Create jobs for local citizens during construction and long term jobs for museum staff, 3) Increase revenue to local hotel, restaurants and retail stores in Jackson County, and 4) Education: Enhance knowledge of the benefits of Maritime Related Industry to Mississippi youth.	Jackson	Yes	0.01	Yes	Yes	No	Yes	Yes	No	No		$ 2,500,000.00	$ 25,000.00	
	Infrastructure	4334	3/8/2015	West Harrison Water and Sewer District - Water Supply System Phase 1	Project consists of installation of associated water distribution systems to provide potable water service to currently un-served areas of Harrison County. Phase 1 would consist of installation of approximately 100,000 LF of 12" PVC water line, fire hydrants and associated valves and fittings. This project will connect to an existing water transmission system installed as part of the Gulf Region Program and provide much needed customer base to begin utilization of the Gulf Region W-13 Water Project.	Harrison	Yes		Yes	No	No	No	Yes	No	No		$ 8,000,000.00	$ -	
	Infrastructure	4335	3/8/2015	WHWSD - SRF Loan Payment	This project would utilize funds to pay off an existing SRF Loan for sewer collection system. The loan was made prior to Hurricane Katrina and was intended to be used to connect approximately 340 current customers to a new sewer collection system. The project was under construction when the Hurricane came ashore and the construction project was stopped due to the devastation in the Delisle Community. After some time, the project was re-started with a different contractor and with connecting approximately 250 customers. The loss of customer base has added an undue burden to the residents of Delisle and thus the monthly sewer rates were increased to cover the costs. The SRF Loan payment would drastically help reduce the monthly costs of the West Harrison Water & Sewer District.	Harrison	Yes		Yes	No	No	No	Yes	No	No		$ 500,000.00	$ -	
	Infrastructure	4337	3/11/2015	Back Bay Biloxi Shoreline and Habitat Restoration	Project will restore shoreline area, ensuring growth of emergent plants including Spartina, Juncus, and other grasses and trees that have been lost to erosion. Several acres will receive remediation and land will be extended to include a narrow beach that has been lost due to increased force of wave action. The select means of restoration will improve conditions for more than a dozen endangered species in the area as shown in this proposal.	Harrison	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	health & safety	$ -	$ -	
	Infrastructure	4338	3/12/2015	West Harrison Water & Sewer District Water Distribution System Phase II	Project consists of installation of associated water distribution systems to provide potable water service to currently un-served areas of Harrison County. Phase II would consist of installation of approximately 56,500 LF of 12" PVC water line, fire hydrants and associated valves and fittings and a 500,000 gallon elevated water tank and new well. This project will connect to an existing water transmission system installed as part of the Gulf Region Program and provide much needed customer base to begin utilization of the Gulf Region W-13 Water Project.	Harrison	Yes		Yes	No	No	No	Yes	No	No		$ 6,520,000.00	$ -	
	Infrastructure	4339	3/12/2015	West Harrison Water & Sewer District Water Connection Project Phase I	Project consists of installation of associated water distribution system and residential connections to provide potable water service to approximately 1,000 new water customersy. Phase 1 would consist of installation of approximately 64,000 LF of 8" PVC water line, fire hydrants and associated valves, fittings and meters for residential connections. This project will connect to an existing water transmission system installed as part of the Gulf Region Program and provide much needed customer base to begin utilization of the Gulf Region W-13 Water Project.	Harrison	Yes		Yes	No	No	No	Yes	No	Yes		$ 7,608,000.00	$ -	
	Infrastructure	4340	3/12/2015	West Harrison Water & Sewer District Water System Connection Project Phase II	Project consists of installation of associated water distribution system and residential connections to provide potable water service to approximately 1,000 new water customers. Phase II would consist of installation of approximately 75,000 LF of 8" PVC water line, fire hydrants and associated valves, fittings and meters for residential connections. This project will connect to an existing water transmission system installed as part of the Gulf Region Program and provide much needed customer base to begin utilization of the Gulf Region W-13 Water Project.	Harrison	Yes	90	Yes	No	No	No	Yes	No	No		$ 8,400,000.00	$ -	
	Infrastructure	4344	4/6/2015	USDA Loan Retirement	Between the years of 1998 and 2006, multiple USDA Loans were authorized for approximately $5,131,800 to fund water and sewer infrastructure with in the service area of the Hancock County Water & Sewer District. Since that time, the Hancock County Water & Sewer District customer base has been greatly reduced by the loss of over 1,000 customers due to Hurricane Katrina in 2005, the economic recession in 2008 and the BP oil spill in 2010.	Hancock	Yes		Yes	No	No	No	No	No	No		$ 4,226,546.45	$ -	
	Infrastructure	4347	4/10/2015	Hancock County Utility Authority - Springwood Sewer Collection System	Area South of Highway 90 West of Bayside Park Community that needs a Sewer Collection System installed to connect 75 - 100 homes now on septic tanks dumping into ditches and into local bayous. Wastewater can be sent to a lift station already in place and then onto the Southern Regional Wastewater Treatment Plant. The HCUA Board of Directors prioritized this project as Number 4.	Hancock	Yes		Yes	No	No	No	No	No	Yes		$ 2,000,000.00	$ -	
	Infrastructure	4351	4/16/2015	Wastewater Collection and Transportation System 1 - Improvements	This project is developed to first evaluate the condition and needs of the wastewater and storm water systems, then design and implement (construct) the defined improvements. The goal would be to meet the needs while protecting the environment through reduction in sanitary sewer overflows (SSO's) by addressing capacity needs, system condition, and addressing storm water needs. The primary phases are evaluation, design, and construction. A collaborative approach is desired as the system involves multiple custodians and jurisdictions. By meeting project goals in reduction of SSO's and storm water handling improvements, water quality can be improved and protected. System map and Initial Phase task description is attached.	Jackson	Yes	100	No	No	No	No	No	No	No		$ 17,500,000.00	$ -	
	Infrastructure	4354	4/20/2015	Hancock County Utility Authority - Kiln / Delisle Phase 1	This project will be to install a collection system in the designated area to connect approximately 200 homes that use septic tanks. These tanks are close to creeks, streams and bayous that empty out into the Bay of St. Louis and eventually the Gulf of Mexico. A lift station is already in place to accept the wastewater from this area and it will then be transported to the Northern Regional Wastewater Treatment Plant for proper treatment. The HCUA Board of Directors prioritized this project as Number 5.	Hancock	Yes		Yes	No	No	No	No	No	Yes		$ 4,500,000.00	$ -	
	Infrastructure	4355	4/20/2015	Hancock County Utility Authority - Kiln / Delisle Phase 2	This project area includes the disconnection of approximately 100 septic tanks. A collection system is included to connect all houses from which, at this point, the run off from the septic tanks enters into the creeks, streams and bayous that eventually make there way out to the Bay of St. Louis and ultimately into the Gulf of Mexico. The HCUA Board of Directors prioritized this project as Number 6.	Hancock	Yes		Yes	No	No	No	No	No	Yes		$ 2,500,000.00	$ -	
	Infrastructure	4356	4/21/2015	Wastewater Collection and Transportation System 2 - Improvements	This project is developed to first evaluate the condition and needs of the wastewater and storm water systems, then design and implement (construct) the defined improvements. The goal is to meet the needs of the wastewater system and storm water system while protecting the environment through reduction in sanitary sewer overflows (SSO's) by addressing capacity needs, system condition, and integrating storm water needs. The primary phases are evaluation, design, and construction. A collaborative approach is desired as the system involves multiple custodians and jurisdictions. By meeting project goals in reduction of SSO's and storm water handling improvements, water quality can be improved and protected. System map and evaluation phase task description are attached. This phase also includes related work within the West Jackson County Regional WTP/LTF.	Jackson	Yes	90	No	No	No	No	No	No	No		$ 6,500,000.00	$ 182,000.00	

	Infrastructure	4357	4/28/2015	SRF Loan Retirement	In March of 2000, the Hancock County Water and Sewer District authorized an SRF Loan with the Mississippi Department of Environmental Quality for a sewer project in Bayside Park and along the North side of HWY 90. The initial value of the loan was approximately $7.355.000. This project added approximately 1,500 new customers to the service area of the Hancock County Water and Sewer District. As a result of Hurricane Katrina, the economic recession and the BP oil spill in 2010, this area has lost a significant number of customers and has caused the District to experience much lower revenues being generated in the past 10 years.	Hancock	Yes	100	Yes	No	No	No	No	No	Yes		$ 7,741,758.00	$ -	
	Infrastructure	4358	4/28/2015	Operational and Maintenance Bond Retirement	In 2005 and again in 2007, The Hancock County Water and Sewer District authorized Operational and Maintenance bonds for sewer infrastructure repairs and operating funds. These bonds were issued to provide relief to the District to continue to operate and maintain the current infrastructure and level of service to the customers that remained after Hurricane Katrina. Due to the economic recession in 2008 and BP oil spill, the service area was not repopulated as anticipated leaving the District experiencing record low revenues.	Hancock	Yes	100	Yes	No	No	No	No	No	No		$ 1,431,500.00	$ -	
	Infrastructure	4359	4/29/2015	Moored Observations in the Mississippi Bight: Environmental Monitoring System	The Central Gulf of Mexico Ocean Observing System (CenGOOS) was implemented in order to address a gap in operational ocean observations on the continental shelf in the central Gulf of Mexico. This is a very dynamic region where riverine input, dominated by the Mississippi River but also influenced by other rivers such as those discharged through Mobile Bay, has a major influence on oceanographic processes. Seasonal hypoxia has occurred since at least the 1950â€™s (Brunner et al., 2006), and it was observed in each of the 5 years of a project headed by the PI and funded by the Northern Gulf Institute. In December of 2004 CenGOOS began operations when a 3 m discus buoy, with satellite data telemetry, was deployed at a location south of Horn Island near the 20 m isobath. This buoy was damaged during hurricane Katrina in August 2005, but despite being dragged by strong waves and currents over a path of some 15 km, the buoy survived the storm and provided crucial information on winds and waves (Bender et al., 2010a,b; Howden et al., 2007). This was a striking example of the value of high frequency, real-time data that a mooring can provide. Recently the elements of a seafloor package have been ordered that will give monitoring information on the seafloor temperature, salinity and dissolved oxygen, which will be acoustically telemetered to the buoy, greatly enhancing the observing system. The two 3-m discus buoy systems (they are rotated in and out) are aging and no funds have been able to be acquired to modernize their data logging and telemetry systems. Despite the value of this observing system, funding pressures have decreased the operating budget for the buoy and there is some danger of losing funding altogether. The purpose of this project is to modernize the buoy systems and fully fund the operation and maintenance of the buoy and its components, to continue to operate the buoy to provide scientists and decision makers with real-time data that can be used to address a range of questions. Buoy data can be used to inform scientists and marine resource managers what surface meteorological conditions are like, how strong and in what direction currents are flowing, when hypoxia has begun to form, how long hypoxia lasts, is the coastal ocean being affected by ocean acidification, as well as a helping to answer whole host of other questions. Collaboration with other projects will add to overall understanding. Mississippi coastal resource managers (e.g., DEQ and DMR) will be surveyed to see if information products can be tailored to meet their needs. The location of the buoy mooring is at 34.0423N, 88.6473W. The seafloor mooring will be placed at the edge of the watch circle of the mooring chain. The Central Gulf of Mexico Ocean Observing System buoy system will be modernized, missing instrument inventory will be replaced, and a second seafloor mooring will be purchased to rotate with the first. This will ensure the continuation of high quality data. One of the main results of this project will be the continuation of near real-time, quality controlled data available for scientists, resource managers (including those monitoring restoration projects), emergency response managers, marine operations managers, and the general public. These data will be served on the CenGOOS website (www.cengoos.org), the GCOOS Data Portal (data.gcoos.org), and through the National Data Buoy Center (www.ndbc.noaa.gov).		Yes	15	Yes	Yes	Yes	No	Yes	No	Yes		$ 340,380.00	$ -	
	Infrastructure	4365	5/18/2015	Lagan Street Water Distribution Project	This project will install approximately 8 miles of 8" and 12" PVC water main along Lagan St., Mississippi St., Nevada St.,Missouri St., Texas St., Virginia St., etc. in the Shoreline Park Area. This water distribution system will provide safe clean drinking water to approximately 300 existing customers which currently utilize individual water wells for their domestic water system. The project will also provide much needed fire protection to the area which currently lacks any way to offer fire protection to the existing residences.	Hancock	Yes	95	Yes	No	No	No	No	No	No		$ 4,000,000.00	$ -	
	Infrastructure	4370	5/28/2015	USM Gulf Park Beachfront Pier Restoration	The University of Southern Mississippi's Gulf Park campus is the state's only beachfront campus. This campus had a fishing/recreational pier extending out into the Gulf of Mexico for many years. The pier offered academic, research and recreational opportunities for students, faculty, and staff as well as local residents and tourists. Over time and as a result of storms and other harsh events, the pier eventually was overcome by the elements of nature. The purpose of this proposed project is to reconstruct this pier and once again offer the direct Gulf access that had been in place for the above mentioned Mississippi residents and other stakeholders for many years. Also, with USM's growth in the areas of marine and coastal science, this pier will be a critical academic and research resource for Mississippi's premier university marine related programs.	Harrison	Yes		Yes	Yes	Yes	No	No	Yes	Yes	Yes	$ 1,500,000.00	$ 50,000.00	
	Infrastructure	5370	6/4/2015	Hancock County Sand Beach Drainage Modifications	The Hancock County Sand Beach Drainage Modifications Project will consist of installation of new drainage structures to include but not limited to trench drains, concrete pipe culverts, junction boxes, covered drainage channels, drainage diversion structures, regrading of sand beach areas and adjustment of existing vegetative dune systems. The county utilizes a full time beach maintenance crew as well as a maintenance contractor to provide the needed services to manage the drainage systems along the sand beach. There are currently approximately 39 drainage channels/culverts which are aesthetically displeasing to beach visitors and can pose dangerous conditions due to scour and damaged caused by storm surge. The proposed drainage modifications will assist in controlling beach erosion and provide significant cost savings to the County through reduced maintenance costs.	Hancock	Yes	85	Yes	No	No	No	Yes	No	Yes		$ 2,500,000.00	$ -	
	Infrastructure	5371	6/25/2015	Visitor and Artist Education Retreat	The project will create an experience for visitors and students to study artists and the inspiration that comes from the natural landscapes of the Gulf Coast. This includes providing a setting and accommodations for artists and visitors to experience the landscape of the Gulf Coast, restoring the natural landscapes that have been damaged by the most significant natural disaster in the U.S. and other calamities, restoring and creating physical components of the cultural landscape that enhance comprehension of the influence of climate and ecology, providing educational opportunities about natural landscapes and cultural resources, and providing access to natural landscapes and cultural resources to artists, visitors and students. Gulf Coast landscapes serving as inspiration for the programs will be the maritime Live oak forest, the beach landscape the Schooner Pier Complex, and Deer Island. The maritime forest area east of the Ohr-O'Keefe Museum of Art will be evaluated for health and structural stability. Damaged and unstable trees will be repaired. The beach landscape east of the Schooner Pier to the Biloxi Bay Chamber of Commerce will be restored to its natural condition through the establishment of sand dunes, intermittent salt marshes, and open beach areas. The erosion of Deer Island will be stopped and land mass regenerated. Erosion protection and accretion of sand and building of land mass at Deer Island will be accomplished by the restoration of the oyster reefs on the north side of the Island. The establishment of breakwaters and salt marshes for sand accretion on the south side of the island will protect the existing beach and enhance land mass regeneration through the restoration of salt marshes. The Live oak and oak groves on the island will be evaluated, invasive trees will be removed, and the remaining trees will be managed for best health. The old roadway down the center of the island will be repaired and made suitable for visitor access. Additional tree species will be planted on the island to provide biodiversity in the forests and to establish varied habitats for the islandâ€™s animals. An island management plan will be implemented to accommodate visitors walking through the landscape. Eight wooden skiffs and ten catboats will provide a cultural experience for artists and visitors. Storage will be built to house the boats in a location that will provide safe and easy access to the Schooner Pier Complex launch areas. Educational experiences will be supported with screen art studios both on Deer Island and along the edges of the maritime forest across from Deer Island. The island studios will be within the Live oak groves, at oyster point, within the old slash pine forest, at the Grand Bayou tidal stream, and along the edge of the vast black needle rush marshes and will be of a tear-away nature that can be reassembled after tropical storms. Two boats equipped as art studios with drawing boards will provide island access and views to the island landscapes, the mainland development, and bridges. These boats will also provide access to the Back Bay and Davis Bayou in Ocean Springs. Four 12-passenger vans and two 30-passenger buses will provide trips to study art and artists along the Gulf Coast and New Orleans, as well as boat building facilities and repair yards on the Back Bay of Biloxi.	Harrison	Yes	10	Yes	Yes	No	No	Yes	No	Yes		$ 11,000,000.00	$ -	
	Infrastructure	5373	6/30/2015	Colonial Estates Water System	The immediate health need of Colonial Estates Subdivision is to eliminate the use of an private water well for potable water due to poor water quality in the well. The proposed water supply and distribution system will increase capacity to provide all developable property, approxiamtely 225 lots, with a safe and reliable water system and will reduce the possibility of using contaminated ground water for a drinking water source. The proposed water system will connect to a City of Ocean Springs (PWS 0300005) twelve inch diameter water main as the new supply source. The twelve inch main is also connected to the Jackson County Utility Authority(JCUA) regional water supply system. The existing Colonial Estates wells and distribution system will be abandoned and the Colonial Estates Public Water System will be closed. The new distribution system will consist of 3,950 feet of 8" C900 PVC water main, 14,300 feet of 6" C900 PVC water main, three 8" gate valves, 16 fire hydrants, service lines, meters and the associated filling and appurtenances necessary to construct the system. Developed lots on all existing street within the Colonial Estates subdivision will have a service connection and stub outs will be provided for all undeveloped rights of way.	Jackson	Yes	1070000	No	No	No	No	No	No	No		$ 2,300,000.00	$ -	
	Infrastructure	5382	7/24/2015	Long Beach Interceptor - Phase 1	This project would eliminate the Long Beach Industrial Park wastewater treatment facility by connecting it to the existing Johnson Road pump station. The existing Johnson Road Pump Station would be upgraded to accommodate the additional flows and a new force main and gravity sewer would be constructed to transport the flows to the newly constructed S-12 sewer system located on Menge Avenue for transport to the existing Long Beach-Pass Christian WWTF. The project would eliminate an existing discharge and would provide for a higher quality of treatment at the HCUA's LB-PC WWTF. Furthermore, the connection to the sewer system on Menge Avenue would take advantage of the new sewer system installed through CDBG funds provided after Hurricane Katrina. This system was sized for future growth, but will receive minimal flows until that growth occurs. Finally, the connection to the new sewer system will enable HCUA to eliminate an estimated 17,000' of 24-inch concrete force main that has deteriorated due to failure of the concrete lining over years of service. These failures have resulted in raw sewage bypasses requiring costly repairs in addition to discharges of raw wastewater during the repair process.	Harrison	Yes	100	No	No	No	No	No	No	Yes		$ 3,000,000.00	$ -	
	Infrastructure	5385	8/11/2015	Airport Canopy Solar Farm	Background: Sustainability is an important component to the continual growth and operation of airport facilities. The Gulfport-Biloxi International Airport has worked diligently to develop a sustainability strategy. The strategy was developed with the support from the Federal Aviation Administration. One element of the overall sustainability strategy is renewable power. The airport seeks to accomplish this objective through the generation of power utilizing solar panels. The utilization of BP Deepwater Horizon Oil Spill funding for the development of a sustainability effort such as this allows an entity who is a major user of electricity in the community to become more self-reliant. BP funds are used for an initiative that will realize a reoccurring return on investment. The Airport has a rental car parking area where the vehicles of 5 rental car companies are parked within 150 parking spaces. This parking lot is ideally situated for a solar canopied parking structure to be erected and installed. The structure serves a dual purpose in that it generates renewable power that will reduce the amount of electricity purchased by the Airport thus reducing the overall environmental footprint of the airport while providing covered parking spaces for the rental cars on airport. Typically large expanses of land are utilized for solar arrays making large tracks of land unavailable for other uses. This design and placement of this structure actually increases the usage of the area by accomplishing the two purposes noted above. Discussion: With this design, wildlife habitats and vegetation are left undisturbed further reducing possible erosion events. The providing of shade also helps to diminish the heat island effect of a solid surface parking lot. As electricity prices continue to rise, having available generation to reduce electrical grid demand is increasingly important for airports. The power generated from the solar panels reduces the demand from the local electric utility therefore reduces the amount of power needed to be purchased which allows funds to be better allocated for amenities for the traveling public and to further carry out other sustainability goals and objectives The Gulfport-Biloxi International Airport recognizes that the canopied solar structure in the rental car parking lot is an essential element of the airportâ€™s sustainable, renewable energy plan. Summary/Benefit to Region: Solar panel covered parking spaces enhance the airportâ€™s services to the public by both providing cooler vehicles on sunny days and keeping customers dry during inclement weather. Each greatly enhances the overall satisfaction of the flying public. Secondly, the rental car parking area at the Airport is highly visible to the public. Familiarizing Mississippi Gulf Coast visitors and residents with solar technology, it further promotes the sustainability efforts of the community. A sustainable, renewable project at the Gulfport-Biloxi International Airport can serve as an accessible educational and demonstration tool of available technology, possibly leading to additional community interest in renewable energy. Project Cost: The cost for an Airport canopy solar farm is $3,600,000. Other funds have already been expended towards this effort. To date, Gulfport-Biloxi Airport has contributed a total of $41,465 towards the entire project development cost. In addition, as noted the Sustainability Management Plan that was implemented by the Airport was funded by a Federal Aviation Administration grant of	Harrison	Yes	90	Yes	Yes	No	No	No	No	No		$ 3,600,000.00	$ 175,829.00	

	Infrastructure	5386	8/11/2015	Airport Development Site Preparation	Background: It is vital for Airports to develop alternative forms of revenue. The Gulfport-Biloxi International Airport owns, and has identified three acres of land, as a premier location for future commercial development. This land is located at the entrance of the Airport adjacent to parcels that contain two hotels and a business office park. In order for this land to become appealing for future development, it is required to be elevated to a similar grade as contiguous parcels. It Discussion: The project area, that is located west of two Airport Hotels, requires site preparation in order to make it â€œshovel readyâ€ The site preparation consists of the purchase of mitigation credits, clearing the area, installation of utilities, and fill to bring the area to grade with adjacent property. By using grant funds, it will entice private investment of construction that compliments the amenities for Visitors to the Mississippi Gulf Coast and also Residents of the Mississippi Gulf Coast. Summary/Benefit to Region: The Airport is a key component of the economic well-being of Southern Mississippi. Capital growth and capital investments are critical for Airports and Communities. The site preparation of the commercial site will set the stage for private investment to construct a commercial development which then equates to the growth of local jobs, taxes and alternative revenue to the airport. Project Cost: The cost for 3-acre commercial parcel site preparation is $725,151.25	Harrison	Yes		Yes	No	No	Yes	Yes	Yes	No		$ 725,151.25	$ -	
	Infrastructure	5387	8/13/2015	Continuation of Hancock County Beach Pathway	Project Summary: The extension of the Hancock County Beach Pathway is needed to provide greater access to all people in Hancock County to the beachfront. The beach pathway provides access to the waterfront for people as a daily part of life. The path can be used as transportation, for recreation, for meditation and for social gathering. Additionally, because of the construction of the beach pathway is scored concrete, the pathway is accessible to people who may require help in getting around. The flat surface of the pathway is easily accessible for mobility-impaired (those using wheelchairs, scooters, walkers, crutches and canes). The proposed project will provide indirect benefits to the natural coastal environment through the provision of public recreation and access to the marine and coastal environment. The provision of the walkway and education opportunities tied to the walkway will create an appreciation of the unique natural attribute of the coastal environment. Improved access leads to a greater appreciation and understanding of the need for improved water quality and protection of natural resources. Also, by utilizing existing waterfront access space as fully as possible and minimizing the need for new waterfront access sites, this project directs development away from sensitive natural coastal environmental resources. During Hurricanes Georges, Lili and Katrina, the completed section of the pathway that is attached to the seawall sustained little to no damage and held the sand beach in place. The seawall that did not have the beach pathway adjacent to the seawall sustained severe cracks. Therefore, the beach pathway also serves as a necessary form of sustainability for the remaining beachfront area of Hancock County. In addition, the proposed project is consistent with the Hancock County Sand Beach Master Plan and, as such, is consistent with elements defined in the Mississippi Coastal Program. The Beach Pedestrian & Bike Pathway extends from the Bay Bridge in Bay St. Louis to just past Dane street in Waveland. The remaining section of beach front in Hancock County that does not have a pedestrian - bike pathway is from Dane street to the Silver Slipper Casino. Currently, the County has received grant funding from MDOT & USFWS Coastal Impact Assistance Program to complete approximately 1.0 miles of beach pathway from the Silver Slipper Casino to the end of the sanded beach area. Approximately 0.4 or roughly 2200 LF of Beach pathway has been completed with 0.6 remaining. Once this section is completed, Hancock County will have two sections of beach pathway that are not connected. The proposed RESTORE Project would be approximately 2.5 miles of beach pathway that connect the two finished sections of beach pathway providing for one continuous pedestrian bike pathway from the Bay Bridge to the Silver Slipper Casino.	Hancock	Yes		Yes	Yes	No	No	Yes	No	No		$ 2,500,000.00	$ -	
	Infrastructure	5388	8/30/2015	Developing Grassroots Ideas for the Purpose of Building a Sustainable Economic Engine by Finding Innovative Ways of Restoring Gulf Coast Industry and Reinvesting in Existing and New Business Development	Executive Summary The proposed plan outlines a multi-faceted approach to developing a Community-based High Technology Laboratory capable of producing an â€œEconomic Engineâ€ resulting in innovative approaches to developing for-profit businesses and industry, future products to capture retail trends, and innovations in green technologies in order to produce sustained economic and community development in targeted impoverished regions. The Coastal cities and Counties sit at the epicenter of the slowest recovery from the effects of natural disasters and economic and community development in the State of Mississippi. Hancock, Harrison, Jackson Counties in Mississippi are parts of the coastal Region which severely suffers from challenges in business development, economic disparities, poor school systems and inadequate predictable measures for warning evacuees and responders during disaster events. A multi-faceted approach capable of maximizing existing resources while creating an effective â€œEconomic Engineâ€ is needed to stimulate job creation in the targeted region. This engine has to be strong enough to â€œdriveâ€ a consistent level of development while creating tools that will produce short-term, mid-term and long-term results. The Transocean and BP settlements can be effective â€œdriversâ€ in order to have create the flexibility to assess outcomes and effectively change course to achieve set objectives capable of sustaining effective economic growth. We believe the goal in the Coastal region should be to create a viable, productive and growing economy capable of maximizing its rich assets. The Living Word High Technology Renewable Energy and Business Development incubator (HTREBDI) can be the catalyst needed utilizing SBS Laboratories to effectively â€œdriveâ€ economic and community development in the Coastal region.	George,Jackson,Stone,Hancock,Pearl River,Mobile,St Tammany	Yes	25	Yes	Yes	Yes	Yes	Yes	Yes	Yes		$ 10.00	$ -	
	Infrastructure	5392	9/1/2015	Point Cadet Waterfront Boardwalk, Marina and Small Craft Harbor Expansion and Tricentennial Park Improvements	Through implementation of this comprehensive project to improve public access and balance public-private development along Point Cadet's southern waterfront from the Biloxi-Ocean Springs Bridge to the Biloxi Small Craft Harbor in downtown Biloxi, the general public, the State of Mississippi, the City of Biloxi and private developers will benefit. The project includes upgrading the existing Point Cadet Marina and expanding it west and constructing an ADA-compliant public boardwalk with amenities that will meander along the waterfront to the Biloxi Schooner Pier Complex, where a lighted crosswalk will provide safe pedestrian access across Highway 90 to Tricentennial Park and the Ohr-O'Keefe Museum. In the same area, the public boardwalk will connect with the existing seawall walkway to provide pedestrian access to the Biloxi Small Craft Harbor in downtown Biloxi, which also will be expanded and upgraded to support growth of the charter boat industry and expansion of sports fishing tournaments and other water-dependent activities that will benefit the local and state economy. The Point Cadet Marina upgrade and expansion component will provide new slips to meet market demand to accommodate 75-foot and larger recreational and sports-fishing yachts owned/operated by Mississippi Coast residents and Intercoastal Waterway visiting boaters. Removal of marina sediment will restore boater safety and will accommodate deeper draft, large recreational boats. The project involves reconfiguring and upgrading finger piers and existing boat slips, constructing new boat slips and finger piers to the west and installing a new breakwater to increase the resiliency of shoreline improvements and the expanded marina by protecting them from wave action and storm surge. The public boardwalk, which will include open-air pavilions, lighting, educational signage and a northern docking area to support the State"s shuttle service to Deer Island, will be constructed to support public enjoyment of the waterfront,to expand family-oriented activities and to provide small business development opportunities. The public waterfront area due south of the Biloxi-Ocean Springs Bridge enjoyed considerable public use for a wide variety of family-oriented activities prior to Hurricane Katrina, including fishing tournaments, festivals, concerts, educational programs, observing marine life and shore birds, and just generally appreciating nature. Since 2005, the State fishing pier and shoreline boardwalks have not been replaced and the area poses safety hazards to the few who attempt to access the waterfront to fish or to enjoy the view. Through this project,the City of Biloxi will restore safe access through construction of the ADA-compliant boardwalk that will include amenities to support a variety of public waterfront uses. Low-profile, all-weather signage will be installed to educate the public about native marine species, native and migrating bird species and restoration of other natural resources including nearby Deer Island. Existing surface parking north of the Point Cadet Marina will support increased public usage in the project area; a portion of the parking area will be restricted in support of educational and research vessel staff and operations. The existing green space between the parking area and the new boardwalk will be enhanced as an open space for special events and the public"s daily enjoyment. Through the boardwalk, the waterfront park will connect to the Point Cadet Marina and the Biloxi Small Craft Harbor, expanding opportunity for small business growth through boat rentals and tours and special events such as boat shows and festivals. Redevelopment of the Point Cadet project area will spur revitalization of this unique waterfront resource that affords unobstructed views of Deer Island and the Mississippi Sound, offers direct boat access to navigational channels and vehicular access to Highway 90, and is in close proximity to the Tricentennial Park and Ohr-O'Keefe Museum. In addition to installing a crosswalk to provide pedestrian access across Highway 90, Tricentennial Park improvements will include uniform landscaping, lighting, irrigation and walkways, educational signage and kiosk exhibits and rebuilding a berm to support a band-shell/gazebo for outdoor concerts and other activities. Additional parking spaces will be installed on the northeast portion of the site and the southeast section will be restored as a wetlands garden with interpretive signage identifying the benefits provided by wetlands in Coastal Mississippi. Biloxi Small Craft Harbor improvements will reconfigure and expand the area to allow all Biloxi-based charter boats to berth together in one central harbor located on the Biloxi Lateral Channel with direct access to East and West Channels. Project activities include expanding the harbor east to provide approximately 60 new slips and improve harbor accessibility; constructing new public amenities including restrooms, facilities to wash, display and clean fish, staging area for coast fishing tournament, festivals, and other marine related events such as children"s fishing rodeos. Space also will be	Harrison	Yes	80	Yes	Yes	Yes	Yes	Yes	No	Yes		$ 35,000,000.00	$ -	
	Infrastructure	5393	9/1/2015	Public Access Improvements and Point Cadet Marina Improvements	The City of Biloxi is partnering with the State of Mississippi to restore safe access to the Point Cadet waterfront area south of the Highway 90 Bridge with an ADA-compliant boardwalk to support a variety of public waterfront uses. Signage will be installed to educate the public about the Mississippi Coast's natural resources and restoration activities at a nearby oyster reef and Deer Island. Sediment will be removed from the Point Cadet Marina to improve safety. Prior to Hurricane Katrina, this area enjoyed considerable public use for a wide variety of family-oriented activities including fishing tournaments, festivals, concerts, educational programs, flying kites, observing marine life and shore birds, and just generally appreciating nature. Since the storm, the State fishing pier and shoreline boardwalks have not been replaced and the area poses safety hazards to the few who attempt to access the waterfront to fish or to enjoy the view. With funding assistance, the City of Biloxi will restore safe access to the waterfront through an ADA-compliant boardwalk that will include lighting and seating to support a variety of public waterfront uses. Low-profile, all-weather signage will be installed to educate the public about native marine species, native and migrating bird species and restoration of other natural resources including Deer Island. Implementation of the project will encourage residents and visitors to rediscover this public asset and will spur the revitalization of this unique waterfront resource. Project design is being coordinated with the Mississippi Secretary of State's Office and Department of Marine Resources to most efficiently restore safe public access to this Tidelands area and to maximize public benefit through appropriate land uses that support a broad range of family-friendly and educational activities. Existing surface parking north of the Point Cadet Marina will support increased public usage in the project area; a portion of the parking area will be restricted in support of USM research vessel staff and operations. The existing green space between the parking area and the new boardwalk will be enhanced as an open space for special events and the public's daily enjoyment. Removal of marina sediment will restore boater safety; dredging also will accommodate deeper-draft, large recreational boats. Upgrades to marina finger piers and boat slips will support the City's renewed efforts to diversify its "blue economy" through sailing regattas and fishing tournaments. The public boardwalk will provide safe pedestrian access along Point Cadet's eastern shoreline south of the Highway 90 Bridge and along the section of the southern shoreline that supports the Point Cadet Marina. The boardwalk eventually will connect with the Sand Beach, Biloxi Schooner Pier Complex and a Highway 90 crosswalk to provide safe access to the Ohr-O'Keefe Museum of Art. The project site is just north of Deer Island and south of the Maritime and Seafood Industry Museum, an ideal site from which to host special public programs and events to showcase and celebrate Mississippi's marine-related natural resources and on-going State and local efforts to preserve, conserve and enhance them.	Harrison	Yes	60	Yes	Yes	No	Yes	Yes	No	No		$ 4,000,000.00	$ 1,000,000.00	

	Infrastructure	S394	9/1/2015	Biloxi Small Craft Harbor Expansion	Through this project, the City of Biloxi will renovate and expand the Biloxi Small Craft Harbor to allow all Biloxi-based charter boats to berth together in one central harbor located on Biloxi's Lateral Channel with direct access to East and West Channels. Highway 90 binds the harbor to the north and is within half a mile of I-110, in close proximity to major resort hotels. The project involves adding slips east of the harbor and reconfiguring existing slips to accommodate all of Biloxi's existing charter boats. Currently, the harbor is bordered on the west by a casino and its parking garage, which hinders accessibility and obscures its visibility to the public. Expanding the harbor to the east will not only provide needed new slips, but will allow for improved accessibility and enhanced presence on Highway 90. Rather than being tucked away from sight as it is now, the new harbor will attract tourists and residents to enjoy public improvements that showcase the waterfront, offer a variety of marine-related services including boat charters, and offer educational information about Biloxi's marine heritage. In addition to approximately 60 new slips, the renovated harbor will have public restrooms and facilities to weigh, display and clean fish. Other public amenities will include staging areas for sports fishing tournaments and other marine-related events such as children's fishing rodeos. Space also will be available for "off the boat" seafood sales and retail venues for ice and other typical supplies to support charter boat fishing. Educational information about Gulf of Mexico deep-water species, local ecology and the cultural history of deep-sea fishing in the Mississippi Sound will be prominently displayed throughout the harbor complex to present an authentic interpretation of Biloxi to tourists and new residents. The new Biloxi Small Craft Harbor will be a prominent link in a chain of amenities located along Highway 90 from central Biloxi to Point Cadet, which includes the historic downtown district, the Biloxi Town Green, the Ohr-O'Keefe Museum of Art, the Schooner Pier Complex, the proposed Tricentennial Park, Harrahâ€™s waterfront park venue, St. Michael's Church, the Maritime and Seafood Industry Museum and the new Biloxi Waterfront Park and Fishing Pier. During development of Biloxi's Post-Katrina Comprehensive Plan, citizens identified expansion of recreational opportunities and improved access to the waterfront as top priorities, both of which will be supported through this project. Expansion and reconfiguration of the Biloxi Small Craft Harbor will generate many public benefits including improved public access to a waterfront area in downtown Biloxi, improved use of public waterfront space and resources through consolidation of charter boats into one location and expanded family-oriented tourism activities. The project will support boating and fishing; freed space made available in other Biloxi marinas as a result of the charter boat consolidation will benefit not only the recreational boaters that will relocate from the small craft harbor, but also transient boaters and other recreational boaters. Educational opportunities also will be expanded through displays, signage and venues for a variety of marine-related programs, field trips and tours. The design of the new harbor will include energy efficiency improvements, modern waste disposal methods and best management practices for stormwater management. The regional economy will benefit through a more successful charter fishing industry that will result from consolidating the boats into a more visible, attractive, conveniently-accessed location. ADA-compliant public improvements will benefit the wider population. Families with children in strollers and those with physical disabilities	Harrison	Yes	80	Yes	Yes	Yes	Yes	Yes	Yes	No	No		$ 6,000,000.00	$ 1,000,000.00	
	Infrastructure	S395	9/1/2015	Tricentennial Park Public Improvements	Tricentennial Park, located on the north side of Highway 90 in East Biloxi, was purchased to preserve public access to valuable waterfront property that boasted the restored, historic Tullis-Toledano Manor and some of Biloxi's finest old live oak trees. Damage from Hurricane Katrina destroyed the Manor and its outbuildings, but many of the oaks survived and the site continues to serve a public purpose by preserving unobstructed views of the Mississippi Sound. Through this project, the City seeks to improve the eight acre site to complement activities of the Ohr-O'Keefe Museum of Art (located on the west side of the site); to provide pedestrian access across Highway 90 via a crosswalk to connect the park with the Sand Beach and Schooner Pier Complex; to restore a wetlands area on the southeast portion; and to enhance recreational opportunities on the park's east side. Improvements will include uniform landscaping, lighting, irrigation and walkways, additional parking on the northeast portion of the site, interpretive signage, relocation of the Biloxi Tricentennial mosaic mural to the park, and rebuilding a berm to support a band-shell/gazebo for outdoor concerts and other activities. Before development of Highway 90, the southeast portion of the site was tidally-influenced and will be restored as a wetlands garden area with interpretive signage identifying the benefits of restoring and/or preserving wetlands in Coastal Mississippi. A pedestrian crosswalk across Highway 90 will be installed to provide public access to connect the park with the Sand Beach and Schooner Pier Complex. Benefits derived from implementation of this project include, but are not limited to, improved public access to a public park with magnificent views of the Mississippi Sound and Deer Island; expanded public recreational park space for picnics and other leisure activities; restored wetlands and improved water quality to support marine species and public recreational uses. Benefits also include expanded educational opportunities through signage and displays to educate the public about the value of the Coast's natural resources and habitats. Increased visitation to the park as a result of project implementation is anticipated to have regional economic benefits, such as job creation and increased sales tax collections, by stimulating redevelopment in East Biloxi. Match for the project, valued at an estimated $90,000, will be provided by the Ohr-O'Keefe Museum of Art in the form of in-kind services contributed for architectural and landscape plans; in-kind labor provided by the Harrison County Public Works Department; and donation of LED lighting fixtures and installation services provided by Mississippi Power Company.	Harrison	Yes	40	Yes	Yes	No	Yes	Yes	No	Yes		$ 840,000.00	$ 90,000.00	
	Infrastructure	S399	9/2/2015	Point Cadet Revitalization from Highway 90 Bridge to I-110 Corridor along the Back Bay of Biloxi	This comprehensive project will revitalize waterfront areas of East Biloxi from the Highway 90 Bridge north and west to the I-110 Corridor through multi-use improvements to enhance and restore natural resources, create jobs, support the seafood and maritime industries, and expand family-oriented attractions to extend visitors' stay on the Mississippi Gulf Coast. Throughout the project area, the City will provide safe, convenient public access to the shoreline and will enhance traditional working waterfront activities with a variety of land uses that showcase local seafood through shopping, dining, entertainment, and educational venues. RESTORE grant funds will be used as part of a public investment strategy to yield a long-term increase in value by revitalizing the Back Bay shoreline east of the I-110 Corridor and adjoining Old Biloxi neighborhoods by enhancing public access to the waterfront and revitalizing the seafood industry through public improvements that will include expanded commercial dock space and supportive landside amenities. The project will include incentives to diversify the regional seafood industry through development of such things as a soft-shell crab aquaculture program. Redevelopment of the project area, as well as of the local seafood industry, has been particularly slow following its devastation by Hurricane Katrina. The Back Bay Festival Marketplace and recreational marina component of the overall project will be located at the site of the Sherman Canaan Fishing Dock, which includes approximately 15 City-owned acres at the north end of Lee Street. This public waterfront area will be reconfigured to offer a marina with recreational boat slips for temporary and long-term rental (for private and for-hire vessels); venues for retail shops and restaurants; a sailing school; and space for Mississippi Department of Marine Resources boating safety lessons and boating storage/operation. The market place will include an open-air kitchen area to showcase local seafood and to educate the public about seafood cooking methods and opening oysters, as well as facilities for workforce training in culinary arts that focuses on Gulf seafood and locally-grown/raised products. Shrimping boats currently berthed at the Sherman Canaan Fishing Dock will be relocated east to a new commercial marina that will be constructed on previously-developed property to be acquired by the City in the vicinity of Oak Street. This new marina will improve commercial boat access to Gulf channels and will offer landside improvements such as convenient off-loading areas, boat-building and repair areas, marine services and net repair areas. Pedestrian walkways will link these two activity hubs to each other and to other points of interest in the project area, including the National Register, City-owned Old Brick House and the Bayou Auguste Restoration Project, which involved a local, state and federal partnership effort to convert a neglected urban bayou into a beautiful 12-acre park. The Pine Street Waterfront Access Road and Maritime Commerce Corridor will extend and improve Pine Street from 5th Street south to Highway 90, concurrent with implementation of the City project to extend Back Bay Boulevard from Oak Street southeast to Pine Street and then south to 5th Street with funding assistance provided through the Mississippi Development Authority's Economic Development Highway Program. The improved Pine Street will be a four-lane, divided boulevard for greater safety and aesthetic appeal. Debris removal, storm-resilient shoreline stabilization measures and pedestrian access improvements along public waterfront property from the Biloxi Fishing Bridge south to and under the Highway 90 Bridge will expand public opportunity to access a unique area where the Mississippi Sound merges with the waters of the Back Bay of Biloxi. The project will enhance preservation of undeveloped shoreline for the benefit of the public as well as for marine and bird species. In addition, low impact all-weather educational signage will expand opportunities to learn about habitat supported by	Harrison	Yes	80	Yes	Yes	Yes	Yes	Yes	Yes	Yes		$ 35,000,000.00	$ -	
	Infrastructure	S400	9/2/2015	Pine Street Waterfront Access Road and Maritime Commerce Corridor	The Pine Street Waterfront Access Road and Maritime Commerce Corridor in East Biloxi will extend and improve Pine Street from 5th Street south to Highway 90, concurrent with implementation of the City project to extend Back Bay Boulevard from Oak Street southeast to Pine Street and then south to 5th Street with funding assistance provided through the Mississippi Development Authority's Economic Development Highway Program. The improved Pine Street will be a four-lane, divided boulevard for greater safety and aesthetic appeal. The comprehensive project goal is to improve public access to waterfront commercial, industrial and recreational venues in East Biloxi thereby stimulating the economic growth of existing marine-related commerce, such as the shrimp boat off-loading docks at St. Michael's Fuel and Ice Dock on Biloxi Bay at the foot of 5th Street. Improved access also will stimulate redevelopment of East Biloxi through new business start-ups and the expansion of tourism and recreational waterfront amenities.	Harrison	Yes	90	Yes	Yes	Yes	Yes	Yes	Yes	No		$ 20,000,000.00	$ 1,000,000.00	
	Infrastructure	S401	9/2/2015	Point Cadet Sunrise Park: Biloxi Tip of Peninsula Public Access and Shoreline Stabilization Improvement Project	The City of Biloxi is requesting funding support to remove marine debris and to restore the shoreline of Point Cadet from the Biloxi-Ocean Springs Bridge north to the Biloxi Fishing Bridge. Debris removal, storm-resilient shoreline stabilization measures and pedestrian access improvements along the City-owned waterfront property will expand public opportunity to access a unique area where the Mississippi Sound merges with the waters of the Back Bay of Biloxi. The project will enhance preservation of undeveloped shoreline for the benefit of the public as well as for marine and bird species. In addition, low impact all-weather educational signage will expand opportunities to learn about habitat supported by tidally-impacted areas and to encourage long-term stewardship of Coastal natural resources. The project includes extending the small sand beach on the shore east of the Maritime and Seafood Industry Museum; incorporating the use of the seawall in improving pedestrian access; improving the safety and security of the walkway under the Biloxi-Ocean Springs Bridge; and constructing a small pier for fishing and crabbing. Upland improvements to be built near the MSIM include a shoofly around a mature live oak tree; a gazebo; a fountain; a foundation for the Golden Fisherman statue; and a wooden boat-building and training demonstration site. Those who attend the many activities hosted at the MSIM and/or Biloxi Waterfront Park frequently are tempted to walk along the shoreline north of the Park's splash pad to access the nearby Biloxi Fishing Bridge. Hurricane debris, litter, unchecked invasive plant growth and lack of a well-defined, level walkway make what should be an enjoyable nature walk into a hazardous experience. Project implementation will address this problem by providing ADA-compliant pedestrian connectivity along the shoreline of the project area. In addition to the general public, others who will benefit specifically from project implementation are shoreline and wade fishermen, throwers of cast nets and those who enjoy non-motorized water activities such as kayaking, canoeing, and paddle boarding. Participants in the MSIM's numerous educational activities and summer camps for children also will benefit from expanded on-site marine-related programming. Marine species and native and migratory shore birds also will benefit from project implementation through replacement of invasive, non-native plants with native plant species appropriate to the shoreline environment. The project complies with the Mississippi Coastal Program in terms of restoring wetlands and marine/shoreline habitats, improving management of stormwater runoff into a public water body and addressing shoreline erosion. Not only will the project provide expanded access to the waterfront and improvements to enhance public enjoyment of the waterfront, but the safety of those who visit the project area will be greatly improved through the removal of hazardous debris. The project's location between City-owned recreational amenities will allow expanded public access to the shoreline without requiring the construction of additional surface parking. As a part of this project, architectural and engineering planning and design for Phase II of the project will begin. Phase II includes building a longer pier for fishing and dock space for a schooner; dredging at the end of the pier to provide an access channel to the main navigation channel; and clearing all marine debris in the new access channel. The project addresses community needs identified in the Biloxi Comprehensive Plan to preserve public access to waterfront areas and improve pedestrian linkages between public amenities, especially	Harrison	Yes	60	No	Yes	Yes	No	Yes	No	Yes		$ 500,000.00	$ 25,000.00	

	Infrastructure	S402	9/2/2015	West Biloxi Festival Boardwalk and Boat Ramp	The portion of Harrison County Sand Beach in Biloxi located between Rodenberg Avenue and Camellia Street is noteworthy because much of it is separated from Highway 90 by a swath of land upon which is built tourist-oriented establishments that form a buffer between the shore and the highway. While this section of beach is especially beautiful, the buffer formed by businesses and condominiums makes access to the beach less visible and less inviting to passers-by. The project, which involves a partnership of the City of Biloxi and Harrison County, aims to increase public access to this portion of the beach through construction of an environmentally-sensitive boardwalk with linking walkways to adjacent businesses and to new public parking areas located at intervals with appropriate signage. Construction of a boat ramp at Camellia Street will provide access to the Mississippi Sound for the boating and fishing public. The boardwalk will border the edge of the sand beach along the seawall, south of existing commercial development. It will provide a pedestrian venue to facilitate access to the beach and it will be a destination in itself that will draw people to the area and increase business. It also will be a setting for festivals and other outdoor community activities. Two pavilions will be constructed along the boardwalk, one east of Veterans Avenue and one near the Camellia Street boat ramp to support field trips, festivals and general recreation. The boardwalk will have intermittent shaded areas, benches and kiosks. Low impact signage will explain beach ecology in the area, including identification of native plants and shoreline birds. Project benefits include increased access to the Mississippi Sound for West Biloxi boaters and fishermen; expanded economic opportunities for area restaurants and retail businesses; improved access to the West Biloxi waterfront; expanded recreational and educational opportunities on the Harrison County Sand Beach.	Harrison	Yes	80	Yes	Yes	No	Yes	No	No	No		$ 6,000,000.00	$ -	
	Infrastructure	S405	9/24/2015	Expansion of Blue Crab Aquaculture in Mississippi: New Economic Opportunities for Coastal Fishery Development	A reduction in blue crab harvests and the continuing decrease in numbers of juvenile blue crabs in estuaries across the Gulf of Mexico have stimulated interest in the use of hatchery-reared crabs in stock enhancement activities (should diminished recruitment occur in the fishery) and the development of new fisheries. Mississippi is one of only two states in the U.S. with a blue crab hatchery. The ability of USM/GCRL to produce â€œseedâ€crabs has great potential for development of a bait crab fishery and expansion of the soft crab fishery. Pond culture of blue crabs would greatly reduce pressure on natural populations and would allow for fishery development independent of wild stocks. Interest in new fishery opportunities for Mississippi fishermen and inland pond aquaculture ventures led to the formation of the Mississippi Blue Crab Aquaculture Consortium. The Consortium is focused on establishing blue crab aquaculture in Mississippi, specifically the culture of small crabs for soft crabs and bait to create new domestic value-added products based on hatchery production technology.The proposed work addresses several RESTORE program areas including: 1) workforce development through training and participation in new fisheries, 2) research and technology transfer and development through partnership with the Mississippi Blue Crab Aquaculture Consortium members (USM/GCRL, Mississippi Department of Marine Resources; USDAâ€™s Mississippi Natural Resources Conservation Service; Alcorn State University), 3) aquaculture through production of a high-valued product for human consumption and a cultured bait for recreational fishing, 4) fishery economics through new fishery development, and 5) resource management through conservation of wild stocks.Re-location and expansion of the current hatchery will provide additional technical jobs as well as employment opportunities for fishermen and entrepreneurs interested in new fisheries. Inland farmers with ponds will be afforded the opportunity to culture new species. Workforce development and training will occur through outreach activities and technology transfer that will focus on pond culture techniques and marketing.	Jackson	Yes	30	Yes	Yes	Yes	No	No	Yes	No		$ 13,000,000.00	$ -	
	Infrastructure	S407	9/30/2015	Acquisition of and Improvements to Certificated Water Districts / Systems in Harrison County	The purpose of this project is to acquire and improve eleven (11) existing water districts and/or systems and to make improvements to those systems. These systems are generally, but not entirely, located in unincorporated areas north of I-10. The goal of the project is to regionalize Harrison Countyâ€™s domestic water and fire service under the Harrison County Utility Authority (HCUA). Specific benefits to HCUA, current customers and potential customers/developers include: â€¢ Centralized, consistent costs and billing; â€¢ Lower operations & maintenance costs as costs are spread over a greater number of customers; â€¢ Better water quality as HCUA owns newly constructed supply and storage facilities; â€¢ Fire flow/ improved fire flow capacity; â€¢ Overall system redundancy in case of emergencies as acquired facilities will be integrated into HCUAâ€™s existing facilities; and â€¢ Facilitate economic development and growth by having a modern water system with ample capacity for the foreseeable future. The estimated cost of system acquisitions and improvements is approximately $22,862,000.	Harrison	Yes	80	No	No	No	No	No	No	No		$ 22,862,400.00	$ -	
	Infrastructure	S408	9/30/2015	Expansion of Harrison County Utility Authority's (HCUA) Water Systems for Long Term Growth and Capacity	The purpose of this project is to expand HCUAâ€™s water systems at strategic locations that have been identified to aid in economic growth and development in Harrison County. The various projects are planned to include water supply wells, elevated water tanks, distribution mains and connections of new water customers along existing distribution mains. With the exception of connecting new customers, these have been identified as long-term projects which are 5 years or more from becoming necessary. Specific benefits of this project include: â€¢ Additional water supply and storage at various locations in Harrison County that have been identified as having little or no water availability and a high potential for growth and/or development; â€¢ Interconnection of existing system to achieve water supply redundancy; and â€¢ Connection of new customers which are located along existing water systems. These projects are part of HCUAâ€™s Master Plan. The estimated cost for expansion of water systems for long-term growth and capacity is approximately $11,760,000.	Harrison	Yes	80	Yes	No	No	No	No	No	No		$ 11,760,000.00	$ -	
	Infrastructure	S409	9/30/2015	Acquisition of and Improvements to Certificated Sewer Districts/Systems in Harrison County	While CDBG funds were provided after Hurricane Katrina to expand the HCUA water and wastewater systems north of I-10 in anticipation of population relocation to this area, no funds were provided to Harrison County Utility Authority to connect new customers, both individual unserved customers, as well as existing customers that were tied in to older, outdated systems owned by others. The new customers to benefit from this project have been typically served by systems with limited treatment technologies (such as lagoon systems) and by systems that are reaching the end of their useful life. The purpose of this project is to acquire and improve up to nine (9) existing sewer districts and/or private systems and to make improvements to those systems necessary for connection to the Authorityâ€™s facilities. Connection of these systems will eliminate discharges too small, often dry receiving streams, and will ultimately reduce the waste loadings to the Back Bay of Biloxi, including its various tributaries. The reduction of the waste loading will improve the environmental conditions downstream of the eliminated discharges, thus providing continued environmental restoration as well as taking advantage of the CDBG facilities constructed for the purpose of serving new customers in Harrison County. These systems to be connected are generally, but not entirely, located in unincorporated areas of Harrison County, north of I-10. The goal of the project is to continue post-Katrina development and implementation of regionalized sewer collection and treatment systems for Harrison County under the Harrison County Utility Authority (HCUA). Specific benefits to HCUA, current customers and potential customers/developers include: â€¢Improvements to the water quality in the Back Bay of Biloxi and its various tributaries through the elimination of existing treatment facilities, improved treatment of the wastewaters â€" resulting in reduced waste loading to the streams/environment, and discharges into waterways with larger assimilative capacities, better suited for maintaining state water quality standards. â€¢Centralized, consistent costs and billing to customers; â€¢Lower operations & maintenance costs as costs are spread over a greater number of customers; â€¢Elimination of lagoons and outdated wastewater treatment facilities; and â€¢Facilitate economic development and growth by having modern sewer collection and treatment systems with ample capacity for the foreseeable future. The estimated cost of system acquisitions and improvements is approximately $25,236,000.	Harrison	Yes	80	Yes	No	No	No	No	No	No		$ 25,236,000.00	$ -	
	Infrastructure	S410	9/30/2015	Connection of Private Water Systems	While CDBG funds were provided after Hurricane Katrina to expand the Harrison County Utility Authority (HCUA) water and wastewater systems north of I-10 in anticipation of population relocation to this area, no funds were provided to the HCUA to connect new customers. This project is part of the HCUAâ€™s master planning efforts, and includes the connections of various private water systems to the existing HCUA water system. These private water systems are generally located in the northern portion of the unincorporated area of the county, in close proximity to the existing HCUA system, and are currently being supplied water by their own wells. Project will include the installation of approximately 34,000 feet of water line and metering stations at each tie-in location. This project will take advantage of the new water system that was installed through CDBG funds provided after Hurricane Katrina. This system was sized for future growth, but currently has minimal water usage. Water service for a population of approximately 7,000 (2,250 connections) will be added to the HCUA system, providing much needed water usage to the system thereby reducing the need to flush water in order to maintain the integrity of the system. Utilization of the Authority system may additionally provide improved fire protection capabilities to these areas. Furthermore, the wells that currently serve the private systems will be decommissioned, and any violations issued by the Mississippi Department of Health (MSDH) will be addressed and no longer applicable.	Harrison	Yes	100	No	No	No	No	No	No	No		$ 4,500,000.00	$ -	
	Infrastructure	S411	9/30/2015	Inflow and Infiltration Reduction of Gulfport Sewer Collection Systems	The purpose of this project is to reduce the inflow and infiltration of rainwater and groundwater into Gulfportâ€™s sewer collection system. Currently, Gulfport has the highest rate of I&I of the Authorityâ€™s member agencies. Inflow and infiltration (I&I) reduces both collection and treatment capacity at both Gulfport North and Gulfport South WWTF and, if not addressed, may be the primary cause for costly expansion of the one or both WWTFs serving the City of Gulfport. While I & I reduction may not eliminate the need for plant upgrade/expansion, the reduction of these flows will not only reduce current operational costs, but will also reduce the sizing of any facilities required for upgrade/expansion to serve the City of Gulfport. The reduction of I&I at Gulfportâ€™s sewer collection and treatment facilities will provide several positive benefits which include: â€¢Reduction or elimination of bypasses resulting in improved water quality. â€¢Reduction in pumping (transportation) cost to get wastewater to the WWTF; â€¢Reduction in operation and maintenance costs by treating reduced wastewater flows; â€¢An increase in available capacity in both collection and treatment facilities, thereby delaying/reducing the need for expansions and upgrades; â€¢Lower overall costs primarily due to lower operation and maintenance costs; and Due to the nature of this project, it is suggested that improvements be made through a series of projects to include: identifying the major sources of I&I, establishing priorities for addressing the problems, and executing the work based on the established priorities. It is anticipated that this project will be completed in two (2) phases at $20,000,000 each for a total cost of $40,000,000.	Harrison	Yes	100	Yes	No	No	No	No	No	No		$ 40,000,000.00	$ -	

	Infrastructure	5412	9/30/2015	Expansion of Harrison County Utility Authority Sewer Systems for Long Term Growth and Capacity	The purpose of this project is to provide strategic expansion of HCUA's sewer collection system at locations that have been identified to assist in economic growth and development in Harrison County. The various projects are planned to include sewer collection system improvements such as new pump stations & forcemains and the connection of customers who are located along existing collection facilities. Specific benefits of this project include: •Ability to provide for sewer collection capacity for economic development and growth; •Improved water quality by eliminating existing on-site facilities such as septic tanks and collection / transport to modern wastewater facilities; and •Lower operation and maintenance costs due to an increase in customers. The estimated cost for expansion of sewer systems for long-term growth and capacity needs is approximately $7,800,000.	Harrison	Yes	100	Yes	No	No	No	No	No	No		$ 7,800,000.00	$ -	
	Infrastructure	5413	9/30/2015	Expansion / Modifications to Gulfport North and Gullfport South Wastewater Treatment Facilities	The purpose of this project is to make expansion and/or modifications to Gulfport North and Gullfport South Wastewater Treatment Facilities (WWTF) to effectively meet current and anticipated future permit limits for the discharges associated with these facilities. Both treatment facilities discharge to Bernard Bayou (Gulfport Lake) and operate under a combined permit that includes limits on nutrients. Gulfport North WWTF is the newer, more modern facility, however it currently operates at approximately 80% of its permitted capacity of 7.75 MGD. Expansion of the Authority system through the post-Katrina CDBG program has provided access to the North Gulfport WWTF to new areas within the Harrison County. Utilization of these new wastewater transportation systems tied into the North Gulfport WWTF will quickly use up any remaining capacity. Without expansion at the North Gulfport facility, only limited additional customers will be able to connected and served. Gulfport South WWTF is a much older facility. While it currently operates at approximately 40% of its permitted capacity of 10.5 MGD, it also has significant I & I problems that limit the ability to provide both quality treatment and room for growth. Furthermore, this facility was not designed for nutrient removal. The proposed project would result in appropriate improvements and/or expansion at each facility to meet current needs and future permit requirements. Benefits of this project include: •Better effluent resulting in improved water quality at Bernard Bayou and downstream; and •Improved treatment capacity to serve growth and development in the area for the foreseeable future; Estimated cost for this project is approximately $100,000,000.00	Harrison	Yes	100	Yes	No	No	No	No	No	No		$ 100,000,000.00	$ -	
	Infrastructure	5414	9/30/2015	Inflow & Infiltration Reduction at Harrison County Utility Authority Wastewater Treatment Facilities	The purpose of this project is to reduce the inflow and infiltration of rainwater and groundwater into HCUA's member agencies' sewer collection systems to provide for improved treatment performance as well as provide for additional capacity for growth. Currently, inflow and infiltration (I&I) reduces collection and treatment capacity at seven (7) of HCUA's existing treatment facilities. The reduction of I&I at these collection and treatment facilities will provide several positive benefits which include: •Reduction in pumping (transportation) cost to get sewer to the WWTF; •Reduction in operation and maintenance costs by treating reduced wastewater flows; •An increase in available capacity in both collection and treatment facilities, thereby delaying the need for expansions and upgrades; •Lower overall costs primarily due to lower operation and maintenance costs; and •Reduction or elimination of bypasses resulting in improved water quality. Due to the nature of this project, it is suggested that improvements be made through a series of projects to include: identifying the major sources of I & I, establishing priorities for addressing the problems, and executing the work based on the established priorities. It is anticipated that this project will be completed in three (3) phases at $15,000,000 each for a total cost of $45,000,000.	Harrison	Yes	100	Yes	No	No	No	No	No	No		$ 45,000,000.00	$ -	
	Infrastructure	5415	9/30/2015	Water Connections to Schools, Public Facilities & Districts	While CDBG funds were provided after Hurricane Katrina to expand the Harrison County Utility Authority (HCUA) water and wastewater systems north of I-10 in anticipation of population relocation to this area, no funds were provided to the HCUA to connect new customers. This project is part of the HCUA's master planning efforts, and includes the connections of schools, public facilities and public districts to the existing HCUA water system. These entities are generally located in the unincorporated area of the county, in close proximity to the existing HCUA system. Project will include the installation of approximately 10,000 feet of water line and metering stations at each tie-in location. This project will take advantage of the new water system that was installed through CDBG funds provided after Hurricane Katrina. This system was sized for future growth, but currently has minimal water usage. Water service for a population equivalent of approximately 1,100 (240 connections) will be added to the HCUA system, providing much needed water usage to the system. Furthermore, the wells that currently serve the schools and public facilities may be decommissioned, as warranted, and any violations issued by the Mississippi Department of Health (MSDH) will be addressed and no longer applicable.	Harrison	Yes	100	No	No	No	No	No	No	No		$ 2,200,000.00	$ -	
	Infrastructure	5416	9/30/2015	Wastewater Treatment Facilities - Upgrades and Improvements	The purpose of this project is to provide for expansion and/or modifications to each of HCUA's nine (9) wastewater treatment facilities. This project includes process and capacity expansion along with inflow and infiltraton reduction and advanced high BOD treatment and energy recovery. Direct benefits of this project include: •Improved treatment processes for better treatment resulting in a cleaner effluent; •Expansion of various wastewater treatment facilities to meet capacity needs; •Decommissioning of older treatment lagoons; and •Advanced treatment of high BOD effluent (food waste/seafood waste) and energy recovery of those wastes. Estimated cost for this project is approximately $53,500,000.	Harrison	Yes	100	Yes	No	No	No	No	No	No		$ 53,500,000.00	$ -	
	Infrastructure	5417	9/30/2015	Connection of Private Sewer Systems	While CDBG funds were provided after Hurricane Katrina to expand the Harrison County Utility Authority (HCUA) water and wastewater systems north of I-10 in anticipation of population relocation to this area, no funds were provided to HCUA to connect new customers. This project is part of the HCUA's master planning efforts, and includes connections of various private sewer systems to the existing HCUA sewer system. These private sewer systems are generally located in the unincorporated area of the county, in close proximity to the existing HCUA system, and are currently using primary wastewater treatment (lagoons, package treatment plants, septic tanks). Project will include the construction of pump stations, installation of approximately 33,000 feet of sewer line and decommissioning of the existing treatment facilities. This project will take advantage of the new sewer system that was installed through CDBG funds provided after Hurricane Katrina. Sewer service for a population of approximately 3,400 new customers (900 connections) will be added to the HCUA system. This project will improve water quality and sensitive wetland environments by eliminating discharges from primary wastewater treatment by sedimentation and aeration in lagoons, and instead discharging wastewater to properly permitted facilities with primary and secondary treatment. Furthermore, any permit violations issued by the Mississippi Department of Environmental Quality (MDEQ) to these private systems will be addressed and no longer applicable.	Harrison	Yes	100	No	No	No	No	No	No	No		$ 4,100,000.00	$ -	
	Infrastructure	5418	9/30/2015	Sewer Connections to Schools, Public Facilities & Districts	While CDBG funds were provided after Hurricane Katrina to expand the Harrison County Utility Authority (HCUA) water and wastewater systems north of I-10 in anticipation of population relocation to this area, no funds were provided to the HCUA to connect new customers. This project is part of the HCUA's master planning efforts, and includes the connections of schools, public facilities and public districts to the existing HCUA sewer system. These entities are generally located in the unincorporated area of the county, in close proximity to the existing HCUA system, and are currently using primary wastewater treatment (lagoons). Project will include the construction of pump stations, installation of approximately 21,000 feet of sewer line and decommissioning of the existing treatment facilities, as warranted. This project will take advantage of the new sewer system that was installed through CDBG funds provided after Hurricane Katrina. Sewer service for a population equivalent of approximately 5,800 new customers (1,500 connections) will be added to the HCUA system. This project will improve water quality and sensitive wetland environments by eliminating discharges from primary wastewater treatment by sedimentation and aeration in lagoons, and instead discharging wastewater to properly permitted facilities with primary and secondary treatment. Furthermore, any permit violations issued by the Mississippi Department of Environmental Quality (MDEQ) will be addressed and no longer applicable.	Harrison	Yes	100	No	No	No	No	No	No	No		$ 7,200,000.00	$ -	
	Infrastructure	5452	12/8/2015	TechTown Pascagoula	TechTown is a •Ctechnology and entrepreneurial learning center offering year-round after-school programs and summer camps.•TTechTown provides skill-building and certification curriculum for five focus areas including robotics, programming, film and arts. In contrast to the original TechTown Chattanooga, the proposed TechTown Pascagoula would be a 5,000 sq ft extension center offering focus areas customized for the jobs in our community. TechTown has a strong emphasis on securing scholarships for underprivileged youth. In addition to youth programs, TechTown also offers technology focused programs for adults and seniors. A TechTown Pascagoula program would combat the documented recruitment needs of local industries who are spending countless hours travelling to recruit necessary workforce. TechTown Pascagoula would spark the interest of local youth region-wide in STEAM (Science, Technology, Engineering, Arts, and Mathematics) related jobs of which Pascagoula is fortunate to be plentiful in. A facility of this magnitude would be the first in the State and have a multi-county and multi-state draw. Headquartered in Pascagoula, it would serve as a great partnership with Ingalls, Chevron, Singing River Health Systems, the Pascagoula-Gautier School District, the City of Pascagoula, the Mississippi Gulf Coast Community College (MGCCC), and MGCCC's recent collaboration with Mississippi State University among unforeseeable others. Attachments include presentations explaining TechTown and the capabilities.	Jackson	Yes	50	Yes	Yes	No	Yes	Yes	Yes	No		$ 2,000,000.00	$ -	
	Infrastructure	5456	12/18/2015	Klondike Road Extension to the Interstate	Benefits: More direct route and connection to the USM Gulf Coast Campus; Provides a direct route into downtown Long Beach which will help economic development; and it Provides an alternate evacuation route. Components: Minimum of 50' ROW will need to be acquired; Property acquisition will be necessary; and Project will require a new interchange a I-10 or connect to the existing County Farm Interchange through a frontage road.	Harrison	Yes	80	Yes	No	No	No	Yes	No	No		$ -	$ -	
	Infrastructure	5457	12/18/2015	Beatline Road Extension from Railroad tracks to Hwy 90	Benefits: Provides an alternate trucking route to Hwy 90. Currently all trucks must use Jeff Davis Avenue in Downtown to access areas north of the railroad tracks; Connects West Long Beach with Hwy 90; and Increases access to Long Beach Industrial park. Components: Modify approximately 1/2 mile of existing roadways; Construct a railroad crossing; and Property acquisition will be necessary.	Harrison	Yes	80	Yes	No	No	No	Yes	No	No		$ 3,766,875.00	$ -	
	Infrastructure	5458	12/23/2015	City Hall	Develop a site and construct a new City Hall to consolidate City operations. Pascagoula is one of the only cities on the coast that has not built a new or renovated facility on the coast. Operations are scattered among several locations, and buildings are deteriorated, costing considerable funds in annual maintenance and inefficient operation. In addition, residents must visit several locations to complete business with the City, making it not user-friendly. A new facility would consolidate services, making it more efficient for staff and citizens. The project would include site selection, development, design and construction.	Jackson	Yes	90	Yes	No	No	Yes	Yes	Yes	No		$ 10,000,000.00	$ -	
	Infrastructure	5459	12/23/2015	Welcome Center / Tourism Center	Develop a site and construct a welcome/tourism center for the City of Pascagoula. The City has much to offer, and several large employers bringing visitors to the area. Often, these visitors miss the jewels of Pascagoula and Jackson County in favor of larger facilities in other nearby cities. A welcome / tourism center would provide meeting space, information about local attractions and facilities, and would complement other similar venues on the Coast.	Jackson	Yes	90	Yes	Yes	No	Yes	Yes	Yes	No		$ 5,000,000.00	$ -	

	Infrastructure	5460	12/24/2015	National Diabetes and Obesity Research Institute	On December 24, 2015, the National Diabetes and Obesity Research Center and Tradition Medical City submitted Project #5460 to the RESTORE Project Portal. The information below is an update to Project #5460 based on a recent study and updated design and building estimates. The National Diabetes and Obesity Research Institute (NDORI), a Mississippi (MS) non-profit 501 (c)(3) corporation, is an innovative, translational research institute focused on the population-based study and treatment of diabetes and obesity, currently in its infancy. The singular focus of NDORI is to find a cure for diabetes - a disease that impacts more than 15% of MS's population. NDORI is located at Tradition, a 4,800-acre master-planned community in Harrison County at the intersection of Highway 67 and Highway 605 north of Biloxi and Gulfport. NDORI represents a unique opportunity to invest in the long-term health of the state, position the MS Gulf Coast as a regional leader in the growing health and life-sciences industry, create a catalyst for exponential economic growth, and promote community stability through development and investment. The concept would be one of the cornerstones of a healthcare, bioscience cluster: the Tradition Medical City. In spring 2018, Southern MS Planning and Development District (SMPDD) commissioned Arduin, Laffer, and Moore Econometrics and The University of Southern MS to study the economic impact of a future healthcare cluster with the Tradition Medical City at the nexus; the final product of this study was published as â€œThe Socioeconomic Impact of a Healthcare Research Cluster at Tradition, Mississippi." Based on the proven theory that a cluster of healthcare and bioscience facilities in proximity to one another will accelerate innovation, this intellectual hub will serve as a catalyst for medical industry growth, residential development, and a primary destination for hospitals, universities, research institutions and health and life science companies. The economic impact study measured the potential for future growth of NDORI and Tradition based on the success of other existing healthcare clusters at Lake Nona, FL, and the Research Triangle Park in NC. Based on these findings, NDORI and Tradition will make the MS Gulf Coast a global destination for healthcare, research and medical education while creating an economic development and job creation engine for the state and region. NDORI is strategically located in MS and serves as a natural laboratory positioned to address the effects of diabetes and obesity at the epicenter of incidence. The result of the investment in diminishing health disparities will have far-reaching impact in reducing health-related costs of Mississippians and the associated healthcare costs encumbered by the state. Consider the following statistics, in 2016 over 371,622 Mississippians had diabetes (over 15.4% of the state population). MSâ€™s diabetes rate nearly doubled that of the global rate and was significantly higher than the 10.5% national rate. It has been predicted that by 2035 the global population with diabetes will increase to 600 million. With nearly 1 in 6 Mississippians affected by diabetes, the cost to the state at $3.5 billion annually is enormous. The result is weak worker productivity, high poverty rates and low labor participation. NDORI and the additional medical development in the Tradition Medical City will serve to create the potential for significant economic savings to the state. NDORI will serve as a catalyst for economic growth, community stability and community resilience by providing or supporting a diverse offering of educational opportunity for residents of the state as hospitals, universities, research institutions and health and life science companies are engaged or locate in the development. This type of development will serve to strengthen the state and Gulf Coast's economic health through creation of high-value jobs, creation of middle-skills jobs to promote growth of the middle-class, creation of educational opportunities that result in highly-skilled workers, and provision of job opportunities that promote retention of graduates trained subsequently. Further, NDORI will serve as destination point for international, national, regional and state entities who	George, Harrison, Forrest, Pearl River, Jackson, Mobile, St Tammany, Stone, Hancock	Yes	81	Yes	Yes	No	Yes	Yes	Yes	No		$ 57,000,000.00	$ -	
	Infrastructure	5461	1/14/2016	State of Mississippi Emergency Response Station: Gulf Coast Region	The State of Mississippi Emergency Response Station: Gulf Coast Region is a joint project by the Mississippi Department of Public Safety (DPS) and the University of Mississippi Medical Center (UMMC) designed to improve the medical care and public safety in the Gulf Coast Region. The State of Mississippi Emergency Response Station: Gulf Coast Region, hereafter, Station: Gulf Coast will be designed to support the wide ranges of missions and services provided by both UMMC and DPS. Station: Gulf Coast will comprise of four missions in support of the local healthcare workers and public safety professionals in the region. The first mission is to support state law enforcement aviation operations in and around the Gulf Coast Region. This mission will provide DPS with an advanced helicopter capable of expanding the law enforcement, search and rescue and special operations medical contingency capabilities while providing a critical refueling point and base of logistical operations to support the current UMMCâ€™s AirCare flight operations in the Gulf Coast region. The second mission is to provide the Gulf Coast region with a highly advanced ground critical care transport team to support the transportation of critically ill patients to and from hospitals in the region. This mission will also serve to support the growing Childrenâ€™s Medical Services expansion planned on the Mississippi Gulf Coast in 2016. The third mission is to provide a secure location of logistics storage of critical medical and law enforcement equipment for daily and disaster operations. Finally, Station: Gulf Coast will provide an educational hub for public safety and health care professionals linked to the academic offerings of the various medical and public safety institutions located in and around Jackson.	Stone	Yes	36	Yes	No	No	No	No	No	No		$ 16,173,952.02	$ -	
	Infrastructure	5464	1/25/2016	Highway Connectivity Project for City of Moss Point	A project to provide ease of transportation, accessibility and safety along the interstate 10, Highway 63 and Highway 613 corridors from Old Saracennia Road north of I-10 to McInnis Avenue and Grierson Street south of I-10. 1. Interchange improvements and extension of service roads along with service road improvements along the I-10 and Hwy. 63 and 613 corridors. 2. Transform the Pascagoula Street/River Road/Griffin Street/Dantzler Street corridor into a major improved connector between Hwy-90 and Hwy-613, with widening, turning lanes, improved drainage, resurfacing, lighting, etc. 3. Widening and improvements along Grierson & McInnis Ave. from Hwy-63 to Main St. (Once Hwy. 90) to create greater access and increased flow to downtown from the east. Also include a stop light and cross walk at McInnis & Main and straightening and widening of McInnis in front of City Hall with added parallel parking. 4. Turning lanes and a traffic light at Hwy-613 and Dutch Bayou Road to create a new main entrance and exit at the Pelican Landing Conference Center, at the intersection. 5. Extend Audubon Way eastward across Main Street to Morris, creating a new intersection and creating commercial development opportunities.	Jackson	Yes		Yes	Yes	No	Yes	Yes	Yes	Yes		$ -	$ -	
	Infrastructure	5468	3/28/2016	Rutherford Fishing Pier Extension	Bay St. Louis proposes to construct/extend the Rutherford Fishing Pier which is located at the Municipal Harbor. The existing pier is approximately 1,200 LF in length and is well known in Hancock County as one of the best locations for pier fishing. Due to its reputation as a fishing hot spot, the designated fishing areas are consistently crowded and demand for fishing from piers is at an all time high. This project will extend the fishing area approximately 500 LF and add an open air fishing platform approximately 50' x 75'. This structure will enhance the regional tourist attraction and amenities for the BSL Harbor and will increase the use and public access to the water for recreational use.		Yes		Yes	Yes	Yes	No	Yes	No	No		$ 1,500,000.00	$ -	
	Infrastructure	5469	3/29/2016	Day Pier Extension	Bay St. Louis proposes to extend the existing Day Pier which is located adjacent to the Rutherford Pier at the Municipal Harbor. The Day Pier is used daily to dock local transient vessels which frequent the nearby downtown establishments. The current pier is approximately 200 LF in length can not support the amount of vessels which frequent the area. The extension would add an additional 400 LF of docking space and enhance and support local and regional tourism efforts.		Yes		Yes	Yes	Yes	No	Yes	No	No		$ 300,000.00	$ -	
	Infrastructure	5470	3/29/2016	Pedestrian Access Ramp	Bay St. Louis proposes to construct an pedestrian access ramp near Demonteluzin St. which would provide ADA access from the downtown area to the BSL Harbor and Rutherford Fishing Pier. This access point is necessary to allow a safe method for tourists to access the harbor and fishing pier. The access ramp will provide public access to enjoy the recreational benefits of the harbor and fishing pier.		Yes		Yes	Yes	Yes	No	Yes	No	No		$ 150,000.00	$ -	
	Infrastructure	5472	4/14/2016	Bay St. Louis Natatorium	Bay St. Louis proposes to construct a public natatorium to consist of handicap accessible showers, handicap accessible swimming areas, locker rooms, 50 meter by 25 meter Olympic size swimming pool and multipurpose room. The facility will provide public access to swimming facilitates, swim lessons, partnerships with local school districts for use by swim teams, increase tourist attractions for visitors as well as hosting state and regional swim meets and provide additional activities for local youths.	Hancock	Yes	10	Yes	Yes	No	No	Yes	No	No		$ 5,000,000.00	$ -	
	Infrastructure	5473	4/14/2016	Bay St. Louis Public Beach Access	Bay St. Louis proposes to construct public access points along Beach Blvd to the public sand beach at Carroll Ave and Ulman Ave. These access points will be ADA accessible and consist of concrete walkway, timber decking, timber ramp, galvanized steel support structure, lighting, benches, etc. These access points will provide more access for public use of beach for recreational functions.	Hancock	Yes		Yes	Yes	No	No	Yes	No	Yes		$ 500,000.00	$ -	
	Infrastructure	5474	4/14/2016	Martin Luther King Park Improvements	Bay St. Louis proposes to implement improvements to the existing MLK Jr., Mcdonald Park, Al Smith Park, Larroux Park, 7th Street, BSL Athletic Complex, Foster Commagere Park and Carl Vegas (City Park). These improvements include lighting, pavillions, walking paths, playground equipment, landscaping, tennis courts, basketball courts, security fencing and parking. These parks are utilized by local youths as well as the site for numerous events throughout the year intended to draw tourist to the area. Most of these parks are located less than 2 miles from public beaches, boating facilities and recreational fishing facilities which makes it an attractive amenity for the city to market for recreational use and to promote tourism. The additional tourists attracted to the city due to the improved ammenities at these parks will help increase sales tax and spur economic development.	Hancock	Yes		Yes	No	No	No	Yes	No	No		$ 4,000,000.00	$ -	
	Infrastructure	5475	4/18/2016	Commercial Area Project	The City of Diamondhead's Commercial Area Project needs to provide more connectivity and easier access to its businesses, restaurants and stores for residents and visitors and in order to promote Economic Development. Streets must be extended and widened and some new roadways need to be constructed in the area in order to provide access to vacant land for potential commercial development. This will provide easier access to the medical facilities, banks and other stores that are currently located in the area. The project cost is approximately $5,000,000.	Hancock	Yes		Yes	No	No	Yes	Yes	No	No		$ 5,000,000.00	$ 100,000.00	
	Infrastructure	5480	4/29/2016	Oyster Restoration through Aquaculture - Aqua Green	In Mississippi and throughout the Gulf of Mexico, the oyster fishery serves as an integral part of the economy and heritage of coastal communities. Events over the past decade such as Hurricane Katrina and numerous anthropogenic events (e.g., spillway openings, oil spill, etc.) have, however, impacted those resources in Mississippi and caused significant reductions in oyster landings and the amount of viable oyster reef habitat present. Identified as a priority by the Governorâ€™s Oyster Council (Council), USM proposes to continue its research and development in the production of eastern oyster larvae in an artificial seawater, recirculating aquaculture system to incrementally scale up larval production to provide a consistent supply of healthy oyster larvae for purposes of restoration and economic development. This supply of larvae will directly support: (a) restoration of the Stateâ€™s public reefs and expansion of private leases to increase annual oyster harvest numbers; (b) creation of living shorelines and reestablishment of natural non-harvest reefs for shoreline stabilization/marsh restoration, fishing habitat, and water quality enhancement; and (c) off-bottom culture (â€œoyster farmingâ€ for expansion of the Stateâ€™s commercial oyster fishery. To support these restoration objectives and achieve the Stateâ€™s goal of ten billion eyed oyster larvae annually, acquisition of the Aqua Green aquaculture facility in Perkinston, MS, and retrofitting/expansion of systems there is necessary to provide a platform for this large-scale larval production. Aqua Green was identified by the Councilâ€™s Hatchery Sub-Committee as the recommended hatchery to support Mississippiâ€™s oyster restoration because of its inland location out of harmâ€™s way from tropical storms and its ability to be operational in a short period of time.	Stone	Yes	77	Yes	Yes	Yes	Yes	Yes	Yes	Yes		$ 13,000,000.00	$ -	
	Infrastructure	5481	5/4/2016	Wastewater Containment Pond Mitigation	SRHS built and operates a medical clinic in Hurley, MS, prior to the installation of a community water and wastewater treatment facility that required that we build a sewage lagoon for the clinicâ€™s waste water. With the implementation of the recently installed new wastewater treatment system, SRHS has subsequently been required by MDEQ to tie into that system, to decommission the existing sewage lagoon, and restore the property to its natural state. The cost for that mitigation will be $389,500.00 as per the attached proposal by FC&E Engineering, dated March 22, 2016. While SRHS feels that it should be the Jackson County Utility Authority's responsibility to mitigate the treatment facility, as SRHS is a public entity, solely owned by Jackson County, and the JCUA has already accepted responsibility for mitigation of the Jackson County School System sewage lagoons in the area. MDEQ has placed the mitigation burden on SRHS and has given us until December 31, 2016 to complete the work. SRHS is seeking funding through Restore, for that project.	Jackson	Yes		Yes	No	No	No	No	No	Yes	mitigatio n	$ 389,500.00	$ -	
	Infrastructure	5483	5/17/2016	SRHS Hospital Beds	We are submitting a request for capital funding to replace 341 med/surge hospital beds at $12,000/ea for a total of $4,092,000, 50 ICU beds at a cost of $30,000/ea for a total of $1,500,000, and 15 birthing beds at a cost of $15,000/ea, or $225,000. The total replacement cost would be $5,817,000.00. Our existing med/surge beds are eight years old and are used in areas such as dialysis in addition to our patient rooms in both hospitals. The birthing beds are predominately nine years old and are used in birthing suites in both of our hospitals. Our ICU beds are predominately 21 years old, the majority being purchased in 1995, and are past their useful service life but are still in service for some of our most critical patients. Due to a combination of age and utilization, a significant number of patient beds are often out of service for repair and many of our older beds say out of service for long durations, with no available spares, awaiting back-ordered parts that are becoming increasingly hard to find.	Jackson	Yes		Yes	No	No	No	Yes	No	No	Healthcar e	$ 5,100,000.00	$ 5,100,000.00	
	Infrastructure	5484	5/18/2016	Hurley Clinic Hardening	Singing River Health System owns and operates a medical clinic in the Hurley community in Jackson County, that serves the entire NE quadrant of Jackson County. Hurley is also the location of a county-operated disaster shelter. SRHS is requesting funds to harden the exterior of our medical facility, including hurricane shutters, roof, generator, fuel tanks and necessary electrical switch gear, to the current FEMA standards for wind impact and lift at that geographic location. That location is not subject to flooding. Currently, that clinic is shut down and boarded up 24 hours in advance of landfall of a hurricane. Hardening the facility will allow us to fully staff the facility during and after severe weather events to provide faster access to emergency and routine medical care during and after a severe weather event or other local disaster. Continued operation of that facility during and after a disaster would also help alleviate the surge of residents seeking emergency and other care at our Emergency Departments at Singing River and Ocean Springs hospitals that always occur post-disaster. In addition to the disaster mitigation aspect, the clinic has also recently been certified for the Mississippi Medicaid Children's Program and will be providing vaccinations for children in the northeast quadrant of Jackson County. Vaccines require refrigeration, and due to the remoteness of the facility and the power outages that area of the county suffers with some regularity, an uninterruptable power supply will be required, serving as additional justification for a generator for day-to-day clinic activities. The estimated cost of hardening the facility is $900,000.00.	Jackson	Yes		Yes	No	No	No	Yes	No	No	Healthcar e	$ 900,000.00	$ -	
	Infrastructure	5486	6/1/2016	Singing River Hospital Storm Drain Replacement	One of our primary acute care facilities, Singing River Hospital, located at 2809 Denny Avenue, Pascagoula, MS, has storm drains located around the facility, on our campus, that are collapsing due to age and deterioration. The old drains, made of ceramic tile, were installed so long ago that we have no surviving records showing the original installation dates. Video images taken inside the drains show blockages from cracked, broken and collapsing sections of the tile components. Blocked drains during significant rain, tropical storm or hurricane events subject the ground floors of the facility to flooding as a direct result of the inability of the storm drains to carry off water accumulating on the campus grounds, that also impede or block access to our Emergency Department and other entrances needed to carry our our mission as first-responders during severe weather events. Singing River Health System is requesting funding to replace the existing storm drains.	Jackson	Yes	100	Yes	No	No	No	Yes	No	Yes	healthcar e	$ 500,000.00	$ -	

	Infrastructure	5487	6/1/2016	OS Ambulatory Surgery Center Hardening	The Ocean Springs Endoscopy and Surgical Center is located directly across the street from Ocean Springs Hospital, at 3301 Bienville Blvd., Ocean Springs, MS. The Center is owned and operated by Singing River Health System. If the facility's shell were hardened to current FEMA standards for wind resistance, it could be use as a secondary emergency treatment site for overflow patients or as a fail-over location as the primary emergency treatment location in the event of the loss of the use of the OSH Emergency Department due to damage sustained during a severe weather event or other local disaster. Hardening the shell of the building would consist of replacing the roof, shuttering exterior windows and secondary entrances, and replacing the primary entrance glazing and metal frames with components that meet current building code standards for its geographic location, and installing a generator, fuel tank and electrical switching system to provide a backup power source in the event of failure of the public utility. SRHS is requesting funding to accomplish this project as an adjunct to its internal disaster mitigation plan.	Jackson	Yes	100	Yes	No	No	No	Yes	No	No		$ 1,000,000.00	$ -	
	Infrastructure	5489	6/21/2016	Clermont Harbor Acquisition and Restoration	Clermont Harbor once featured a stately resort in western Hancock County built in 1915, with paddleboats, a dance pavilion, gates to the community, a pier and boat harbor. It was heavily damaged by the 1915 hurricane, then rebuilt, and finally burned in 1946. Since Hurricane Katrina, many of the homeowners surrounding the Harbor have not returned, leaving a large swath of land untended. Renew Our Rivers efforts to clear hurricane debris from the last fifty years have been an important step toward improving water quality. The harbor connects to the Mississippi Sound through large culverts, instead of the open channel for boats that is once sported. However, it still acts as a marine nursery for fish and shellfish. Restoration of the marsh edge, buffer plantings to filter stormwater, and reforestation of the site will improve the marine and human habitat along its edge. The project request is for acquisition and permanent conservation of adjacent lands, from willing owners. Those lands will be made accessible for public access to the waterway, and will support nature-based tourism with low-impact improvements including: recreational trails, a pavilion, interpretive signage, restoration of the Clermont Harbor pillars, and a kayak launch.	Hancock	Yes		No	Yes	Yes	No	Yes	No	Yes		$ 250,000.00	$ -	
	Infrastructure	5492	6/30/2016	Pass Christian Harbor Elevated Walkway	The proposed project is to construct an elevated pedestrian walkway over U.S. Highway 90 in Pass Christian, MS. The walkway would connect the downtown business district to the Pass Christian Harbor. This project would not only enhance economic development in the City but would also promote new development at the harbor. The walkway would allow for safe pedestrian access from the harbor to the downtown area, which would be used by local commercial and recreational fishermen as well as tourists and transient boaters. The City of Pass Christian recently invested in the construction of a Day Pier to allow transient boaters a convenient place to dock their boat while not having to rent slip space. The Elevated Walkway would attract more local attention to both the harbor and the adjacent businesses by having unobstructed safe access across a major vehicular thoroughfare.	Harrison	Yes		Yes	No	Yes	Yes	Yes	No	No		$ 2,400,000.00	$ -	
	Infrastructure	5493	7/5/2016	Pascagoula Clinic Exterior Hardening	Singing River Health System owns and operates a medical clinic in Pascagoula, in Jackson County, adjacent to Singing River Hospital. SRHS is requesting funds to harden the exterior of our medical facility, including hurricane shutters, roof, generator, fuel tanks and necessary electrical switch gear, to the current FEMA standards for wind impact and lift at that geographic location. That location is not subject to flooding. Currently, that clinic is shut down and boarded up 24 hours in advance of landfall of a hurricane. Hardening the facility will allow us to fully staff the facility during and after severe weather events to provide faster access to emergency and routine medical care during and after a severe weather event or other local disaster,and more importantly, to act as a fall-back facility in the event of the loss of our Emergency Department at Singing River Hospital. Continued operation of that facility during and after a disaster would also help alleviate the surge of residents seeking emergency and other care at our Emergency Departments at Singing River and Ocean Springs hospitals that always occur post-disaster. The estimated cost of hardening the facility is $900,000.00.	Jackson	Yes	100	Yes	No	No	No	Yes	No	Yes	Healthcare	$ 900,000.00	$ -	
	Infrastructure	5494	7/6/2016	SRHS Infrastructure	Portions of the environmental infrastructure of our two hospitals are in excess of 40 years old and are failing. Other environmental utilities such as water utilization, electrical switch gear, and lighting for both acute care hospitals as well as our clinics are using technology that is costing hundreds of thousands of dollars a year more than their modern, energy and resource efficient counterparts. SRHS is proposing to replace failing components such as the SRH cooling tower and electrical switch gear, as well as the inefficient lighting, components of the OSH chiller, OSH boiler plant, and several air handler units at OSH, with modern counterparts that will save SRHS approximately $400,000 a year in operating expense. The cost of the project is estimated at $7,800,000.00, with an ROI of less than 20 years and a projected life in excess of 30, producing a net return on investment in excess of the cost of the project. SRHS is seeking capital funds for this project.	Jackson	Yes	100	Yes	Yes	No	No	Yes	Yes	Yes	healthcare	$ 7,800,000.00	$ -	
	Infrastructure	5507	8/16/2016	Mississippi Gulf Coast Region Utility Board Restore Plan	In the attached plan you will find recommended turnkey projects for five South Mississippi counties: Hancock, Harrison, Jackson, Pearl River and Stone. These are projects that can have significant environmental impacts on the region. Each individual project identified can be accomplished within a budgetary range of $500,000 to $3 million. Any approved project will enhance waterways and in many cases directly enhance the quality of oyster habitats throughout the region. The Mississippi Gulf Coast Region Utility Board adopted a strategy to work together as a region, understanding what is good for one, is good for all. The objective of the attached plan is not to seek approval of every submitted project, but rather approval of one project at a time if necessary. Over a 15 year period one can only imagine the accumulative effect, the significant environmental impact this strategy holds for South Mississippi.		Yes	50	Yes	No	Yes	No	Yes	Yes	Yes		$ 500,000.00	$ -	
	Infrastructure	5508	8/17/2016	Keegan Bayou Waste Water Treatment Plant Improvements for the Collection and Treatment of Seafood Industry Discharge	As part of the comprehensive public and private effort to improve water quality in the Back Bay of Biloxi before it reaches the Gulf of Mexico, the City of Biloxi is requesting RESTORE funding to reroute seafood processing byproduct discharge and treat it at the Keegan Bayou Waste Water Treatment Plant. This project will result in benefits to the public by preserving existing levels of business and supporting expansion of the local seafood industry operating on the Back Bay while significantly enhancing water quality through more efficient collection and treatment of industrial discharge. The proposed discharge collection and treatment improvements will provide a well-coordinated system to more expeditiously improve Back Bay water quality by exceeding National Pollutant Discharge Elimination System permit requirements for existing processors while allowing the cost-effective growth of Biloxi's seafood industry. This project complements the City of Biloxi's RESTORE Project #5399, Back Bay of Biloxi Festival Marketplace and Marinas, which requests funding to revitalize the seafood industry through public improvements that include expanded commercial dock space and supportive landside amenities. Project #5399 also includes incentives to diversify the regional seafood industry through development of such things as a soft-shell crab aquaculture program in partnership with the Mississippi Department of Marine Resources. The two projects will be coordinated to enhance traditional working waterfront activities on the Back Bay with a variety of land uses that showcase Biloxi's rich cultural history as the former "Seafood Capital of the World" through shopping, dining, entertainment, and educational venues. These authentic, family-oriented activities will help grow the regional tourism industry in concert with activities to revitalize the seafood industry. The two RESTORE projects also will work together to meet federal and state water-related public health goals of the Clean Water Act to support present and future most beneficial uses for the propagation and growth of aquatic life as well as public water supply and public recreational uses. Implementation of both projects will have significant near-term as well as long-term positive impact upon Back Bay water quality, wetlands conservation and recreational safety and appeal. In collaboration with the Harrison County Utility Authority and the Mississippi Department of Environmental Quality, the City of Biloxi will design the discharge collection and treatment project to address projected levels of increased discharge from anticipated seafood industry expansion. Best management practices will be used throughout project implementation and operation.	Harrison	Yes	100	Yes	Yes	Yes	Yes	Yes	Yes	Yes		$ 25,000,000.00	$ -	
	Infrastructure	5512	9/27/2016	Hall Street Roadway Widening	Hall Street is a major corridor connecting U.S. Highway 49 to Mississippi Highway 26. It is estimated that approximately 75% of the residential population in the City of Wiggins utilizes this roadway to travel to retail development along U.S. Highway 49. Traffic counts for this roadway show approximately 2,800 vehicles per day. In addition to connecting two commercial corridors with the city, Hall Street itself serves as a commercial corridor for the city. The street currently provides direct access to 28 commercial businesses, four health care facilities, a church and a hotel. In an effort to improve this corridor, the City proposes to widen Hall Street to include a center turn lane, subsurface drainage and sidewalks. Widening of this roadway, will result in a reduction of congestion, traffic delays and a decrease in emissions. This project will also provide a pedestrian-friendly and ADA-accessible sidewalk. This will provide a much needed alternative to traditional transportation methods for the low-income, minority and disabled community currently utilizing the roadway shoulder to reach the businesses and services located along Hall Street and its connecting roadways.	Stone	Yes	88	Yes	No	No	No	No	No	No		$ 2,358,000.00	$ -	
	Infrastructure	5520	11/16/2016	Drainage Improvements, Davis Bayou Neighborhoods	Drainage Improvements, Davis Bayou Neighborhoods: Enlarge drainage culverts beneath Highway 90 to drain the Parktown subdivision into the Bayou. Coordinate with MDOT to widen Hwy 90 for a budget of $300,000.	Jackson	Yes	70	No	No	No	No	No	No	No		$ 300,000.00	$ -	
	Infrastructure	5524	12/9/2016	Provide Daily Ocean-Weather reports to local news channel and Harbor Masters along the Mississippi coast.	a)The project will provide daily graphic display of Ocean and atmospheric conditions in the Mississippi sound and shelf to the local harbor masters and coastal managers and the public. Ocean-weather includes winds, ocean currents, water quality and clarity (dived's visibility), ocean temperature, water turbidity, and additional ocean conditions at a spatial and temporal resolution not presently available on a daily time schedual. Visual products from these data would be provided from now-cast oceanographic models and satellite imagery on daily bases that can be made public through the University of Southern Mississippi (USM) Ocean Weather Laboratory. Harbor Masters require daily updates to the local ocean conditions so that ships operations can be performed accurately and safely. This capability will enhance the coastal operations for safety and commercial applications and support the growth of port activity along the coast. b)Our local coastal community will be provided with local ocean-weather conditions for the Mississippi coastal waters to support commercial utilities such as fisheries, recreational boating, beach conditions, water clarity and turbidity plumes swimming and diving purposes. Ocean-weather products will be a major extension of the local weather conditions reported on the television news. Conditions will be reported daily on websites and sent to daily television news. The public will be informed of local ocean conditions, so they can take advantage of present research capability at USM. Public awareness of ocean conditions will increase ocean activities along the Mississippi coastal waters. This capability will provide both improved safety on ocean conditions and improve occupation and activities on our coastlines. Areas for recreation fishing, boating, diving etc, will be improved. Local water quality will be reported to the Mississippi Department of Environmental Quality and Department of Marine Resources, so they can inform the news and public about water safety conditions along the coast. Unsafe conditions could be related to public safety for beach users and fisherman include harmful algal blooms or contaminated waters. The Ocean Weather Laboratory at the USM will assemble satellite products and model products to provide a unique capability for visualization of ocean activity in the Mississippi Sound, Shelf and offshore waters. These ocean-weather conditions will provide the public a new capability for monitoring and overseeing our coast and provide improved safety and public health response and management operations. These ocean weather data can be used to support the coast guard for tracking movement of debris and support search and rescue in the Miss sound and shelf.	Hancock,St Tammany,Mobile ,Jackson,Pearl River,Harrison	Yes	10	No	Yes	No	Yes	Yes	No	Yes		$ 200,000.00	$ -	
	Infrastructure	5525	1/1/2018	Nature Tourism Proposal for the Mississippi Gulf Coast Region: A project and budget plan based on the 2016 process and strategy document,	Tourism and business leaders have realized the necessity of creating an environment of conservation and protection of Mississippi's coastal resources in the wake of the Deepwater Horizon Oil Spill in the Gulf of Mexico. A great deal of planning has taken place since 2010 to celebrate the natural beauty and wonder of the Mississippi Gulf Coast. There is an area of opportunity in this region that is a most promising method to protect natural resources and promote environmental stewardship while stimulating new economic development. Across the world, nature tourism is recognized as a significant effort to provide responsible travel to natural areas and promote conservation. Nature tourists are looking for original and authentic experiences to high-quality environments with historical and cultural significance. These travelers are more likely to be well educated and travel often in multi-generational groups with extended families. They are seeking safe, well-connected communities that place emphasis on environmentally and culturally responsible travel with low visitor impact to natural areas. The Final GoCoast 2020 Report, commissioned by the Executive Order of Governor Phil Bryant, included focus of "Eco-Tourism" to be a substantial initiative for recovery, restoration, tourism, and economic development. In response to the worthwhile efforts of the GoCoast 2020 Final Report, a Nature Tourism Task Force was created and adopted the "Framework for Nature Tourism" in November 1, 2013. In its conclusion, the Task Force recommended the Mississippi Gulf Coast National Heritage Area (MGCNHA) to lead a nature-based tourism initiative. In 2015, with funding from the National Parks Service, the MGCNHA reinvigorated this Nature-based Tourism Task Force of nineteen (19) Gulf Coast leaders, with assistance from the contracted team of Allen Engineering and Science, Gulf Regional Planning Commission, and the Heritage Trails Partnership. This year-long consultation culminated in the recommendations depicted in the 2016 NBT Plan for Coastal Mississippi (NBT Plan). Accepting the charge to implement a nature-based tourism plan, this Mississippi Gulf Coast National Heritage Area - Nature Tourism Proposal for the Mississippi Gulf Coast Region outlines the framework to manage, operate, plan, market, and implement the recommendations with a budget of $10 million over the next five years. This proposal outlines management and administration, operations, planning, marketing, and implementation. Management and Administration: The MGCNHA will provide general management, oversight, and coordination of day to day operations for the nature-based tourism program. It will provide leadership to local officials and partners to implement the NBT Plan. Six (6) Area Managers will be chosen by each of the six coast counties to serve as liaisons to ensure that initiatives and priorities for each of the counties are being carried out with consistency, and that established goals are being met. Operations: The MGCNHA will implement the recommendations outlined in the NBT Plan, as they are aligned with the mission of the MGCNHA to conserve, enhance, and promote understanding of the heritage resources in the six counties of the MS Gulf Coast. Office and travel related expenses are included in the proposal. Planning: Years of collaboration between a diverse group of stakeholders, including tourism professionals, small business owners, natural resource experts, Chambers of Commerce, and NGO's in Mississippi culminated in the 2016 Nature-Based Tourism Plan for Coastal Mississippi developed for the six coastal counties. A successful program will benefit the ecological and economic health of South Mississippi, as well as provide a framework for development in the Mississippi Hills and Mississippi Delta National Heritage Areas. Different stages of development have been identified, and this proposal includes planning for the following initiatives: public education, public outreach and marketing, small business and workforce	George,Harrison, Pearl River,Jackson,Stone,Hancock	Yes	10	Yes	Yes	No	Yes	Yes	Yes	Yes		$ 10,000,000.00	$ -	

	Infrastructure	S526	12/10/2016	Magnolia Bayou Acquisition and preservation/research center	Magnolia bayou is an approximately 87 acre bayou and stream that feeds into the Bay Saint Louis bay. It sits just behind the Froogels and to the east of Dunbar street off of Highway 90. It is relatively undisturbed, with homes surrounding the boundaries of the bayou. Hancock County does not have much in the way of environmental education centers, and this would be the perfect location for it. There is a cleared tract of land that sits just off the service road that could serve as the parking lot and educational building location. The educational center will offer classes on the natural environment in Hancock county, tours of the bayou, educational outreach to local schools and groups, etc. This will help bring eco-tourism to Hancock County, start a grassroots educational program with the local youth to teach them how to be environmentally conscious from a young age, and to preserve a very important piece of Hancock County for years to come. This project is flexible, but the important part is protecting this land from any future developments and to utilize it to educate our youth. If there are any questions about this proposal please don"t hesitate to contact me! Thank you so much for indulging me in this proposal.	Hancock	Yes		Yes	Yes	No	No	Yes	Yes	Yes		$ -	$ -	Land Acquisition
	Infrastructure	S527	12/29/2016	Port of Pascagoula South Terminal Bulkhead Replacement, Rehabilitation and Extension	The Jackson County Port Authority is proposing the replacement, rehabilitation and extension of the sheet pile bulkhead of the Port of Pascagoulaâ€™s South Terminal in the Pascagoula River Harbor. The existing sheet pile bulkhead is over fifty years old and requires substantial rehabilitation. The rehabilitation of the existing bulkhead will include installation of longer sheet pilings and the existing dock being elevated five feet. The longer sheet pilings will support deeper dredging alongside the terminal. A portion of this project is to extend the existing bulkhead to areas north and south along the shoreline that do not presently have a bulkhead. The project will support significant terminal expansion possibilities in the future. The Port of Pascagoula is a deep draft commercial harbor that has been the center of trade since the early 19th century. It is the largest port in the State of Mississippi. Five other counties are adjacent to Jackson County from the Alabama state line to the Louisiana state line. These counties have historically realized economic benefit and will be affected by any further development and use of the Port. The facilities of the port are centrally and strategically located on federal ship channels that extend to the Gulf of Mexico. The federal ship channel is maintained by the U.S. Army Corps of Engineers to an authorized depth of -42 feet. The Port is located approximately nine miles south of Interstate 10 providing additional benefits to shipping firms that require relatively easy and uncongested access to the U.S. highway systems. Primary exports and imports moving through the Port of Pascagoula include forest and paper products, general cargo, project cargo, machinery, petrochemicals, crude oil, and construction aggregate. For the last decade, the Pascagoula River Harbor has averaged more than 100,000 tons of cargo per year. The Portâ€™s transportation infrastructure provides cost effective ways to transport cargo to its intended destination. Port of Pascagoula rail service connections are the CSX and Mississippi Export Railroad which connects to the Canadian National Railroad. The South Terminal is the site of the former Louis Dreyfus Corporation grain elevator. The grain elevator facility would have been best described as the single biggest impact player in the port, outside of the Chevron refinery, with regard to cargo volume throughput. It was the largest cargo terminal in the Pascagoula River Harbor and accounted for some of the largest ships calling that harbor. Upon completion of the project, the 55 acre marine terminal with truck and rail access could easily have that distinction again in the near future. When constructed in the 1950â€™s, the bulkhead sheet piling lengths were directly proportional to the depths of the water near and adjacent to the facility. However, the authorized water depths have been deepened over the last several decades. That trend is expected to continue in the future to afford larger vessels the ability of carrying more cargo in the utilization of the federal ship channels. To accommodate the projected deeper vessel operations, engineering studies have shown that modifications to this bulkhead would have to be performed. The rehabilitated bulkhead would also have a mitigating value by elevating the berth an additional five feet above sea level. The bulkhead is the key terminal interface at this location. From an infrastructure improvement perspective, the project cost effectively provides the best return on investment relative to expenditures of available resources. The replacement, rehabilitation and extension of the sheet pile bulkhead provides the greatest long term impact to the commercial life span of the facility. The replacement, rehabilitation and extension of the sheet pile bulkhead of the South Terminal would consist of several components. The project would consist of the installation of 2,575 linear feet of [illegible]	Jackson	Yes	100	Yes	No	No	No	No	No	No		$ 22,500,000.00	$ -	
	Infrastructure	S528	1/20/2017	BAYOU CASOTTE INDUSTRIAL PARK REDUCTION OF ENVIRONMENTAL IMPACTS THROUGH NATURAL BARRIERS	This project proposes the restoration of the wetlands near the Bayou Casotte Industrial Parkway using plants that also act as natural noise abatement structures. By restoring the ecosystem, the community issues of dust, noise, and odor can be greatly reduced. Some of the value and benefit of wetlands include: flood control, storm buffer, and wind buffer. This project proposes increasing the value/benefit of the wetlands by carefully selecting vegetation that also serves as natural noise abatement structures. The Port of Pascagoula has two harbors: the Bayou Casotte Harbor and the Pascagoula River Harbor. The Port is zoned for industrial and special uses. The Port of Pascagoula, Bayou Casotte Harbor (Industrial Park) , is located in Jackson County, Mississippi, in the southeastern-most portion of the state in the Gulf of Mexico. It is positioned south of the juncture of Interstate-10 and Mississippi Highway 63. The community east of Bayou Casotte is surrounded by industrial activities nearshore and open water offshore. This community was one of the many communities on the Gulf Coast flooded by Hurricane Katrina. Current sources of pollution include existing industrial and shipping activities that are active year-round. In the Pascagoula Harbor, sources of those activities include the Port of Pascagoula, Signal International, Chevron, Mississippi Phosphates Corporation, VT Halter Marine, NOAA, Gulf LNG Energy, and the USCG. In January 2014, a meeting was held to begin the process of collaboration among MDEQ, local government, and local industries to resolve issues raised on numerous occasions by residents living in the â€œCherokeeâ€ community. The issues are: 1) dust (particulate matter); 2) noise; and 3) odor. The community also raised concerns/complaints about the removal of wetlands between the community and the nearest industry that prevented a percentage of the dust from reaching the community. Since 2014, MDEQ has responded to numerous complaints from the Bayou Casotte community. In the Fall of 2014, local industry from Bayou Casotte Industrial Park installed community air monitors to evaluate the community concerns about Sulfur Dioxide odors. In late 2016, the Mississippi Department of Environmental Quality (MDEQ) collected three ambient air samples in the Cherokee neighborhood located in Pascagoula, MS in response to concerns as expressed by some members of the neighborhood about possible exposure to pollutants being emitted from the neighboring industrial complex. The increased number of complaints and concerns about air pollution are in part due to the loss of the wetlands that served as a buffer between the community and the industrial park.	Jackson	Yes		No	No	No	No	No	No	Yes		$ -	$ -	
	Infrastructure	S529	2/8/2017	BSL Harbor Pier 5	The City of Bay St. Louis (BSL) proposes to construct Pier 5 inside the BSL Harbor located at 100 Jody Compretta Drive, near Downtown BSL. The project consists of permitting and coordination with regulatory agencies, design, bidding and construction of a new 10' wide timber pier with concrete piling associated water and electrical utilities and lighting. The BSL Harbor has proven to be an economic driver for Hancock County and BSL since it's opening in 2013 and boasts one of the highest occupancy rates of all harbors on the MS Coast. The proposed Pier 5 project will add approximately 18 65' wet slips and approximately 25 35'-40' wet slips. These slip sizes represent the size range in most demand, all current slips in this size range are leased to long term slip holders.	Hancock	Yes	10	Yes	Yes	Yes	No	Yes	No	No		$ 1,500,000.00	$ -	
	Infrastructure	S530	2/9/2017	Removal of Derelict Boat Houses and Piers	BSL proposes to remove the numerous derelict boat houses and damaged piers/pilings from along the water front on Beach Blvd. These structures pose a navigational danger to boaters, fisherman and recreationalists which frequent the water front.	Hancock	Yes		Yes	No	No	No	Yes	No	Yes		$ 1,000,000.00	$ -	
	Infrastructure	S532	2/16/2017	Bay St. Louis Public Safety Complex	Public safety complex is proposed to include new city court facilities, police department facilities and shelter. The current police department is located in an existing structure near City Hall which is in need of significant repairs and the current facility can not support the growing and more technologically advanced police department equipment. The new location will be more centrally located to and adjacent to the existing fire department which was planned to serve as Emergency Operations Center for the City. The new facility will allow a severe decrease in prisoner transport since the city court will be co-located with in the police department facility and will provide a centrally located public safety complex and shelter for the Citizens of Bay St. Louis.	Hancock	Yes	15	Yes	Yes	No	No	Yes	No	No		$ 5,500,000.00	$ -	
	Infrastructure	S537	6/1/2017	Water Filtration, Clarity and Treatment Project	The City of Gautier geographically is located along the west edge of the Pascagoula River Basin as it empties into the Mississippi Sound. The aquifers that the City utilizes for its water supply are highly enriched with iron, manganese and organics due to its geographic location. These natural elements contained within the water supply generate a brownish tinted water, which is aesthetically unpleasing and is an impediment to economic development. Although the Cityâ€™s potable water meets all of the required public health parameters and is deemed safe for consumption, the negative image greatly impacts the City in its ability to attract residents and economic development such as restaurants, hotels and tourists. After many years of research and a commitment from the Mayor and City Council, the City adopted a Clear Water Filtration Plan by utilizing new technology, an Ion Exchange Filtration System, to treat their water supply for improving water clarity. The Filtration Plan separated the City into three regions, and each region would require the installation of an Ion Exchange Filtration Station to treat the Cityâ€™s daily generated water supply of 1.6 million gallons. The City completed its first site in 2015. It is located at 3305 Gautier Vancleave Road and treats approximately 1 million gallons per day, which equals approximately 63% of the Cityâ€™s daily water usage . Although a significant portion of the Cityâ€™s water supply is being treated, water wells in the other regions are still producing the discolored water into the Cityâ€™s water distribution system. Therefore, residents and businesses in those areas still receive varying levels of discolored water. The scope of work for this project is to secure the necessary property within the remaining two regions and construct two additional Ion Exchange Filtration Systems to ensure all of the Cityâ€™s water supply is properly treated and clear in order to promote and enhance economic development of the City. The locations of the two systems should be placed in close proximity of the regionâ€™s water supply wells and water storage facilities to minimize the necessary pipeline cost to capture the discolored water for treatment prior to entering the water distribution lines. This project will improve the livability of the community, enhance sustainability and promote long-term growth. The benefits associated with this project are the overall public confidence in the Cityâ€™s water system, removal of the negative image of the discoloration of the water which will enhance the Cityâ€™s ability to expand residential and commercial growth, along with improving tourism opportunities throughout the City.	Jackson	Yes	95	Yes	No	No	Yes	Yes	Yes	No		$ 6,000,000.00	$ -	Land Acquisition
	Infrastructure	S538	6/1/2017	COMMERCE AND TECHNOLOGY CORRIDOR	With more than six miles of interstate frontage, the City of Gautier has access to only two interstate interchanges: One at I-10/Miss. 57 and one at I-10/Gautier-Vancleave Road. The City has experienced development pressure at the I-10/Highway 57 interchange, as evidenced by the following: 1) The planned widening of Highway 57 by MDOT 2) The construction of the Bienville Orthopaedics medical campus on East Lake Blvd./Allen Road and 3) Significant expansions of B&D Plastics, a manufacturing facility and 4) Sunplex Industrial Park access from this interchange. The City has recently taken out a $1 million CAP loan from the Mississippi Development Authority and expanded and upgraded a portion of Allen Road and renamed it East Lake Boulevard to accommodate the immediate development occurring in the area. The City has also received a commitment letter for $350,00 in DIP funding and $750,000 in a second CAP loan from MDA to construct a 300,000- to 400,000-gallon water tank. This water capacity expansion addresses the immediate needs of this area, but future planned expansions at Bienville Orthopaedics and other new developments will require additional water storage capacity. There is need for an additional 500,000-gallon water tank in this area. Currently, the City is utilizing 98 percent of its water capacity, so these upgrades are desperately needed. Also needed in this area are additional upgrades and widening of Allen Road/East Lake Boulevard and Dobson Road and improved geometrics with signalization at the access point from Highway 57. The City has had many inquiries regarding development within the area, which will complement and support the development that has already occurred. There are plans for a hotel, pharmacy, medical supply stores and restaurants to support the existing medical facility. The area where this development pressure is occurring was previously a rural area, annexed by the City of Gautier. As a result, the existing roadways are small roads that are hardly wide enough for two cars to pass each other, and they need to be expanded to accommodate the development. This area provides the opportunity for interstate frontage development, and the City has adopted a master plan for the smart growth of this area, which requires the installation of a water tank that the City is currently undertaking, and utilities in order to provide adequate levels of service for the anticipated growth of this commerce and technology corridor. The master plan includes new streets, expanding existing streets, drainage, lighting, a multi-use pathway, recreational amenities around the existing lake and other related improvements. Specifically, the project includes the following infrastructure improvements to accommodate development pressure and stimulate the additional economic growth that will result from the recent construction of the medical campus, which provides doctor visits, imaging services, outpatient surgery and physical therapy. A 1,000-gallon-per-minute water well, along with utility line extensions in the Highway 57 development corridor and relocation of lines and upsizing the lift station, and water quality treatment to include an additional filtration system. In order to accommodate the economic growth, the necessary infrastructure is an indispensable piece. Secondly, the project includes further improvements to Allen Road, Robinson Still Road and Dobson Road to include right-of-way acquisition, permitting, construction, drainage and lighting. This project will improve the livability of the community, enhance sustainability and promote long-term economic growth. The benefits associated with this project are long term economic growth, workforce development and job creation, infrastructure benefiting the economic resources of the area, and enhancement of public health and safety for the citizens.	Jackson	Yes	90	Yes	No	No	Yes	Yes	Yes	No		$ 11,000,000.00	$ -	
	Infrastructure	S545	3/10/2017	Hwy 90 Business Corridor enhancement	Hwy 90 through Waveland is the main business corridor. Enhancing this corridor will attract more visitors to this area which will in turn create more sales tax for the State of Mississippi. The current corridor consists of a mixture of older and new businesses combined with blighted buildings and empty lots with slabs. This enhancement would include updated facades and parking lot entrances and the mediums and shoulders will be enhanced as well to have plantings and bushes, shrubs and flower beds. also included in this project is wayfinding sinage to direct visitors to the Waveland Beach and adjoining amenities such as casinos and downtown shopping areas.	hancock	Yes		Yes	No	No	Yes	No	No	No		$ -	$ -	
	Infrastructure	S546	3/10/2017	Waveland downtown elevated Boardwalk/Marina/Boatlaunch	Coleman Ave in Waveland is the historic Downtown area of Waveland and is where City Hall was located prior to Hurricane Katrina and has been rebuilt at the very same location. Since adopting the FEMA Digital Flood Rate Maps in Oct 2009, The flood elevations has drastically changed with the new elevations requiring businesses to elevate businesses up to 21 feet above ground. these requirements have caused businesses not to rebuild and development is at an standstill and has been since 2005. The concept of a boardwalk would alleviate the elevation issues by elevating the businesses on the boardwalk with a walkable space and seating as well as taking care of the ADA issues at same time and creating a destination spot in Waveland.	hancock	Yes	5	Yes	No	No	Yes	Yes	No	Yes		$ 10,000,000.00	$ -	

	Infrastructure	554B	4/12/2017	The SBCF New Wave Center for Innovation and Technology	Small Business Capital Fund of MS, Inc., (SBCF) is a 501c3 US Department of the Treasury Community Development Financial Institution (CDFI) that specializes in finance programs and technical assistance for MS businesses and has done so since 1994. As an administrator of several MDA small business assistance programs since the 1990â€™s, SBCF is uniquely qualified to address at least five of the eight key areas of focus of the GoCoast 2020 goals as set forth by Governor Phil Bryant in 2012. SBCF is most fortunate, as well, to have the full support and endorsement of Governor Bryant and his office with the submission of this request, and thereafter, if selected. The key areas that SBCF would address include: Workforce and Economic Development, Small Business Assistance, Research and Education and Infrastructure. If afforded this opportunity, SBCF would collectively address these areas by designing/building and operating a facility that would provide both incubator and accelerator services to coastal area start-up and existing businesses. Through an expansive technical assistance platform, SBCF would provide entrepreneurs and business owners with innovation tools and strategies, targeted access and approaches to research and resources, access to certain industry specific training and certification programs such as the ISO/IEC 27000 family of standards for cyber security to protect their IT environment as well as ISO 9000 training and certification to help organizations to most effectively and efficiently fulfill the needs of both their internal and external audiences while meeting statutory and regulatory requirements. SBCF would also work with large employers by facilitating personal development, guided self-help, programs for their employees such as, â€œYour fiscal self affects your physical self. Learn how, why and what to do about it.â€ Though designed to assist employees with tools and information to address and correct credit and financial issues, the employer ultimately benefits as it eliminates use of company time and distractions handling personal matters resulting in increased productivity, bottom line and overall company morale. As the majority of efforts would be centered on infrastructure, SBCF would enhance its offerings to prime and subcontractors, public and private agencies and organizations in construction and transportation-related industries as well as provide access to complementary or peripheral services such as bonding agents and professional service providers that cater to those industries. It is SBCFâ€™s desire to assist with rejuvenating the MS Gulf by providing a space that will make way for the next wave of business leaders, startups, entrepreneurs and forward-thinking companies to excel by linking the knowledge and experience of the past with the innovation and technology of the future. In short, our project is Gulf coast eco-gardening at its best!	Harrison,Jackson	Yes	60	Yes	Yes	No	Yes	No	Yes	No		$ 7,500,000.00	$ 250,000.00	
	Infrastructure	5554	5/15/2017	Sewer Manhole Rehab Project	Diamondhead Water and Sewer District is located in Hancock County Mississippi within the City of Diamondhead. We provide water and sewer service to approximately 4300 customers and a population of 9100. The Districtâ€™s certificated area is located within watershed areas that drain with open ditches and nominal amounts of subsurface drainage. The discharge points for these watershed areas are tidally influenced due to the geographical location of the Districtâ€™s certificated area. Located along the Southern Certificated Area Boundary is the Northern Shoreline of the Bay of St Louis, the Western Certificated Area Boundary is the East Shoreline of Rotten Bayou and the Northern Certificated Boundary is the Southern Shoreline of Rotten Bayou and Bayou LaSalle. In moderate to heavy rain events, street flooding is common and the Districtâ€™s sewer manholes act as catch basins for the flood waters to enter and then be transported to the Districtâ€™s wastewater treatment plant. As a result of the sewer infrastructure is being inundated with flood waters and unnecessary funds are being spent to treat the flood waters. Overflows of sewage are also a result of the excess amount of flood waters entering the sewer infrastructure resulting in costly cleanup and potential hazards to the environment. The scope of work for this project is to install stainless steel inserts in the tops of all sewer manholes located within the Districtâ€™s sewer infrastructure. A total of 1422 inserts will be installed in the tops of the sewer manholes to block flood waters from entering the sewer manholes. In addition to the inserts, repairs will be performed to properly grout and realign manhole tops, repair pipe seals, raise tops of manholes, replace manhole frames and lids, repair manhole inverts and bottoms, repair surface and coat interior of manholes. The benefit of this project is to significantly reduce flood waters from entering the sewer infrastructure reducing treatment cost and sewage overflows hence restoring water quality; replenishing and protecting living coastal and marine resources; restoring and conserving habitat and enhancing community resiliency.	Hancock	Yes	80	Yes	No	No	No	No	No	Yes		$ 450,000.00	$ -	
	Infrastructure	5556	5/16/2017	Ocean Springs Road Improvements	This project will consist of widening Ocean Springs Road from Highway 57 to Highway 90, a distance of 4.5 miles, to add capacity to this existing thoroughfare. Improvements to this roadway will provide for direct access from Interstate-10 into Ocean Springs, increasing commercial transportation. Conversely, in the event of an evacuation order due to the threat of a hurricane, this route will also serve to alleviate congestion on other north bound arteries. Jackson County is currently in the planning stages of this project and has received funding from MDOT and the Gulf Regional Planning Commission to prepare a planning study along the route in the amount of $100,000.00. New roads and road improvements boost the economy of a community by improving transportation networks that provide economic benefits to adjacent properties. A reduction in travel time equates to reduced fuel costs for people in local communities. Theoretically these cost savings increase local property values through the buildup of the surrounding infrastructure. Generally speaking, transportation projects that improve overall accessibility and reduce shipping and moving costs, tend to increase economic productivity and development. The upgrades to this road will also allow for it to serve more efficiently as an evacuation route during the threat of a land falling hurricane or for any coastal emergency that may arise. As the population along the coastal counties continues to increase, it is of the utmost importance to continue to evaluate and make the necessary upgrades to existing North/South connector roads as well as to invest in additional evacuation routes.	Jackson	Yes	100	Yes	No	No	No	No	No	No		$ 25,000,000.00	$ 100,000.00	
	Infrastructure	5557	5/16/2017	Multi-Use Path - Ocean Springs to Gautier	A growing trend has been for more pedestrian and transit-oriented development in cities. Only minutes from downtown Ocean Springs and Gautier, and with quick and easy access to recreational amenities along Highway 90 and beaches to the south, this seven mile path is uniquely positioned to attract innovative recreational activities as well as restaurants, hotels and distinctive shops, making for an eclectic shopping experience. This project will provide a 10 foot wide multi-use path along the Highway 90 corridor from City Hall in Gautier to the Hospital in Ocean Springs. The seven mile route will include safe access to local amenities and provide recreational opportunities to residents and visitors. MDOT is currently in the design stages for the widening of US Highway 90 from Vermont Avenue in Ocean Springs to Dolphin Road in Gautier. The addition of the multi-use path will provide both safe and efficient access for pedestrian and cyclists to this newly reconstructed corridor. Walking and biking trails are a nice quality of life enhancement, but there are also substantial economic benefits to be gained from this type of infrastructure investment. Recent studies indicate that walkable suburbs have a greater economic output and higher incomes, attract more highly educated people and more high-tech industries. It has also been reported that residential real estate prices increase in communities that are welcoming to bicyclists and pedestrians. According to research by the Urban Land Institute, shoppers in walking friendly retail environments tend to visit more frequently, stay longer and consequently spend more money. Besides the positive economic impact, the County, surrounding cities and State could also realize savings in lower health care costs and less pollution and traffic, further enhancing the overall benefits for this investment. The modern economy thrives on accessibility, creativity and networking. Walkable town areas or pedestrian corridors with a mix of restaurants, offices and housing promote physical interactions with the dynamic elements of an information driven, service-oriented economy. While improving the pedestrian environment throughout the County is a long term goal, we have identified this area as a priority and expect that by investing in pedestrian infrastructure and promoting commercial development, we will produce the greatest dividends through increased property revenue.	Jackson	Yes	80	Yes	No	No	Yes	Yes	No	No		$ 5,000,000.00	$ -	
	Infrastructure	5558	5/16/2017	Old Fort Bayou Road at I-10 Interchange	The Jackson County Board of Supervisors is proposing the construction of a new Interstate 10 interchange with Old Fort Bayou Road. The right-ofâ€™way is available for immediate consideration for construction and would strategically position a new access point for entry into Jackson County from Interstate-10. Centrally located approximately four miles east of the Washington Avenue/Highway 609 exit and approximately four miles west of the Highway 57 exit, this interchange would provide much needed relief from traffic congestion in this heavily traveled area of the I-10 corridor. The Washington Avenue/Highway 609 area has experienced tremendous growth in the last few years as the population tends to migrate to the north, and this interchange would help to alleviate the substantial traffic burden in that area in addition to providing easy access to prime developable property adjacent to Interstate 10. Not only would this interchange serve to improve the lives of the local community, but it also provides opportunities for the establishment of new service industries such as gas stations, hotels and restaurants to attract travelers. Safe, modern, and easily accessible transportation routes are key to promoting and sustaining long term economic growth. Because the I-10 corridor is a heavily traveled interstate highway, and this area continues to see growth, a new interchange point would greatly enhance the desirability for development. The short term economic impacts would be felt immediately throughout the community. From the creation of construction jobs, the demand for materials, services and equipment to the need for food, housing and other goods, this project would help to stimulate the local economy. The Old Fort Bayou Road and the I-10 interchange is the next logical step in promoting growth in this area. In addition to other proposed road improvements, this interchange will greatly enhance the profitability and livability in this area for years to come.	Jackson	Yes	100	Yes	No	No	No	Yes	Yes	No		$ 30,000,000.00	$ -	
	Infrastructure	5559	5/16/2017	McCann Road Overpass	This project consists of construction of a new overpass at McCann Road and Interstate 10 in the St. Martin Community. This new overpass will provide a direct connection from the Commercial Business District along Lemoyne Blvd. to the new Commercial Business District along the I-10 Connector road, thereby increasing access and opportunity for new growth in this area. The addition of this strategic access linking two commercial business districts will maximize the growth potential for both areas. The short term direct economic stimulus will be immediately felt throughout the community in the form of employment and income for the construction industry and indirectly by many others who are employed by companies that provide materials, equipment, and services that are required to support the project. Workers for whom jobs are created by this project have new income to spend on consumer goods and services, which in turn creates new jobs in retail, manufacturing of consumer goods, food processing and personal services. A vision for the future, neighborhood support, and infrastructure are key elements to attracting developers to invest in existing communities. The implementation of several major access routes along the two developing business corridors provides for multiple transportation routes for businesses and consumers, thereby strengthening the potential for continued growth. The overall economic benefits will be realized initially as a financial stimulus for the area based on construction activities, and subsequently the functional integration of the structure will benefit the expansion of the community for many years. Growth in this area is sustained by the local community, bolstered by a growing population, and positively impacted by consumers that choose to travel to this increasingly popular shopping destination across county and state boundaries.	Jackson	Yes	100	Yes	No	No	Yes	Yes	Yes	No		$ 10,000,000.00	$ -	
	Infrastructure	5560	5/16/2017	Pascagoula River Scenic Trail	Water trails are marked routes on navigable waterways such as rivers, typically for people using small non-motorized boats, such as kayaks and canoes. Originally created by environmentalists and conversationalists to encourage environmental awareness, they have evolved to be recreational routes on waterways with a network of access points. The Pascagoula River is the largest by volume unimpeded river in the contiguous 48 states. This project will develop ecotourism opportunities by establishing and developing a scenic water trail along the Pascagoula River. This scenic water trail will bring sustainable rural development to communities along the river in Jackson County. As the Stateâ€™s first water trail, it will serve to strengthen and extend recreational opportunities for residents and visitors. Trailheads will be constructed in four strategic locations along the river. Each trailhead will provide amenities such as public boat and kayak launch, pavilions, parking for visitors, and a kiosk with a map of the area. Although new to the State of MS, water trails have been implemented in other states and studies have been conducted to measure their economic impacts. While dissimilar in their measurements and time frames for data collection, each report shows that water trails can increase paddle sports tourism and bring new money into local economies. The studies also explored social benefits to a community and found that water trail communities experienced lower poverty rates and higher education and health levels than communities that do not provide recreational activities. Increased tourism around water trails will bring additional tourism dollars to the community. The Pascagoula Water Trail will create tourism travel to Mississippi by being the first Water Trail in the state, strengthen Jackson Countyâ€™s tourism economy through travel on nearby waterways, grow recreational opportunities with promotion of the Pascagoula River and highlight the historic significance of the waterway. The proposed locations for the trailheads are as follows: â€¢ Northern Trailhead â€“ Cedar Creek area â€¢ Roy Cumbest Trailhead â€“ Wade Vancleave Road â€¢ Hickory Hills Trailhead â€“ Near Hickory Hills Golf Course â€¢ South Trailhead â€“ Located near Gautier at U.S. Highway 90	Jackson	Yes	70	Yes	Yes	No	Yes	Yes	Yes	No		$ 3,000,000.00	$ -	

	Infrastructure	S561	5/16/2017	Radio Read Water Meter Project	Diamondhead Water and Sewer District is located in Hancock County Mississippi within the City of Diamondhead. We provide water and sewer service to approximately 4300 customers and a population of 9100. The District has 4,295 aging water meters, over 54 percent of the meters are older than 10 years and of the 54 percent, 73 percent are over 15 years. Due to the age of the District's meters, the District is losing revenues and unaccountable water loss. Aging water meters, experience a breakdown of accuracy over time. The breakdown results is less accurate water meters that leads to lost revenue because the consumption of water is not completely recorded. In an article published in Water and Waste Digest, (Dr. Hans D. Allender, 2000) test results consistently proved that water meter's recording capability diminishes over time. The article reported the results of an analysis that included sampling of a number of meters in one zone based on age and flow; low, intermediate and fast. After the accuracy of the meters were calculated, the gallons of water going through the meters without being recorded were calculated by subtracting the average consumption from the result of the multiplication of the RAM (the Real Accuracy of Meters). An average consumption of 9,000 gallons was used in this analysis based on a typical household and historical data considering the summer peak consumption. The recorded results were as follows: Meters 15 Years Old 9,000 Gallons - (9,000)(0.994) = 54 Gallons per month Meters 20 Years Old 9,000 Gallons - (9,000)(0.990) = 90 Gallons per month Meters 25 Years Old 9,000 Gallons - (9,000)(0.958) = 378 Gallons per month Meters 30 Years Old 9,000 Gallons - (9,000)(0.816) = 1,656 Gallons per month Based on the data from this report and the age of the District's meters, the District is losing approximately 279,108 gallons per month and monthly water/wastewater revenue of $ 1384.38, yearly $16,612.56. The District has 4,295 meters and over 54 percent are older than 10 years and of the 54 percent, 73 percent are over 15 years. All meters over 10 years old need to be replaced and the registers for the	Hancock	Yes	85	Yes	No	No	Yes	No	Yes	Yes		$ 750,000.00	$ -	
	Infrastructure	S591	6/23/2017	Centralized Database for Marine Turtle Flipper and PIT Tags	NOAA Project ID#13055: Objectives: â€¢ Maintain the Cooperative Marine Turtle Tagging Program (CMTTP) â€¢ Initiate and maintain an online comprehensive inventory of PIT tags Many programs supporting the management and conservation of sea turtle populations in the Gulf of Mexico and northwest Atlantic waters rely on tagging sea turtles with flipper tags and/or PIT (passive integrated transponder) tags. These tagging efforts are worthless if recovered tags cannot be matched with data from the original tagger. Almost all flipper tags in the Gulf of Mexico and northwest Atlantic waters are issued through the Cooperative Marine Turtle Tagging Program (CMTTP), which was established by the National Marine Fisheries Service (NMFS) to provide a centralized tag database for management purposes (NMFS reserves the right to access the CMTTP database) and to prevent loss of data and duplication of identification codes. In April 1999, the management of the CMTTP was transferred from the Miami Laboratory of the Southeast Fisheries Science Center to the Archie Carr Center for Sea Turtle Research (ACCSTR) at the University of Florida. In recent years, 127 organizations have received flipper tags from the CMTTP. About 10,000 tags are distributed each year. For example, 13,750 flipper tags and 82 tag applicators were distributed in 2016. All flipper tags have a University of Florida return address. The centralized flipper tag database now has 139,680 entries. The use of PIT tags is increasing because of their extremely low loss rate (approaching zero) compared with loss of flipper tags. However, coordinating data from PIT tags is a greater challenge than flipper tags because PIT tags, unlike flipper tags, do not carry a return address and are not distributed in numerical sequence. An online comprehensive inventory of PIT tags is needed so that if a turtle with a PIT tag is found, the group that tagged the turtle can be identified and data exchanged. When PIT tag data are submitted to the CMTTP, they are entered into a PIT tag database. That database now has 55,640 entries, but this is a fraction of the PIT tags inserted into turtles. There is still a need for a PIT tag database that lists all PIT tag codes with the contact information for the tag originators. The CMTTP is the contact for unscrambling encrypted PIT tags within NMFS. We are submitting this idea proposal to maintain the Cooperative Marine Turtle Tagging program and to initiate and maintain an online comprehensive inventory of PIT tags. We have submitted a 3 year estimated budget. Date Entered: May 10, 2017		Yes		No	Yes	No	No	No	No	Yes		$ 624,030.00	$ 51,000.00	
	Infrastructure	S615	6/23/2017	Unmanned Underwater Vehicles - U.S. Navy / NOAA Collaboration	NOAA Project ID#13128: Restoration efforts for mesophotic and deep benthic communities will rely on accurate maps of deep coral sites. Due to the depths involved, acoustic bathymetric mapping from surface vessels is not possible at a resolution sufficient to confirm coral presence. The use of Unmanned Underwater Vehicles (UUVs) is needed to obtain the sub-meter resolution required. Many projects in the mesophotic and deep benthic sector will employ UUVs explicitly for the purpose of high resolution mapping of known and suspected coral sites. Creating a centralized pool of multiple UUV assets with supporting infrastructure and expertise will provide; (1) an economy of scale to reduce costs and (2) standardization of data resolution, mapping and processing protocols, and gear configurations which will allow significantly more effective coordination between projects. The National Unmanned Systems Shared Resource Center (NUSSRC) is located in Panama City, FL. The NUSSRC operates a fleet of 13 vehicles with depth capabilities to 600m and through Memoranda of Agreement/Understanding (MOAs/MOUs) has unrestricted access to vehicles with depth capabilities to 6000m. Available sensor packages include sidescan sonar (SSS), multibeam sonar (MBES), synthetic aperture sonar (SAS), visual and oceanographic. Existing contracts and relationships with vendors allow rapid acquisition of sensors and/or vehicles to meet nearly all demands foreseeable in mesophotic and deep benthic community research and restoration. NUSSRC offers a completely turn-key solution to the need for high resolution mapping of deep coral systems; equipment, operators, pre-mission planning, post-mission data processing and field and laboratory infrastructure is available from this single source. Section 5.5.13 of the PDARP clearly describes desired restoration activities; nearly all of which will require or greatly benefit from UUV operations producing extremely high resolution bathymetric maps. The leading edge technology ex isting and under development at NUSSRC will allow many of the PDARP goals to be achieved. Certain capabilities may not even be known to scientists proposing research activities. For example, cm-scale resolution SAS mapping could allow monitoring of coral growth rates on restoration models thus obviating the need for expensive ROV surveys. The use of NUSSRC assets will be offered to all NRDA-funded mesophotic and deep benthic projects. NUSSRC's location in a coastal city on the central Gulf of Mexico will enable rapid and economical deployment to any Gulf Coast port deploying NRDA missions. It is anticipated many NRDA-funded restoration activities will have similar deep water mapping requirements. The most logical and parsimonious solution to these needs is a centralized asset pool. The economy of scale, standardization of mapping and turn-key synchronicity of all operational and analytical functions provided by NUSSRC makes it an excellent choice for this asset pool. This project idea is based upon NUSSRC providing 100 days at sea per year with 100m, 600m or 1000m depth-rated vehicles, 10 days at sea per year with 6000m depth-rated vehicles, launch and recovery equipment, and sufficient fully qualified personnel to provide 24 hour operations. NUSSRC will also provide at-sea first order data processing (of sufficient quality to select next day ROV dive sites) and shore-based final data processing. Clear deliverables and performance metrics are easily described for this project. Fully processed maps and imagery will be the primary deliverables. Performance metrics will be the area mapped (total area and area per unit time), the number of missions conducted annually, and the response rate to eligible mapping requests. Date Entered: May 12, 2017 Date Edited: May 15, 2017		Yes		No	No	No	No	No	No	Yes		$ 9,320,000.00	$ -	Mapping
	Infrastructure	S656	7/18/2017	Institution of a Laboratory Information Management System	NOAA Project ID#13395: This project, instituting a biorepository Laboratory Information Management System (LIMS), addresses restoration Monitoring and Adaptive Management needs by providing infrastructure for efficiently cataloging project samples. This technologic tool provides support to restoration projects, assuring quantitative and qualitative sample inventory details necessary for compliance with laboratory Quality Control and Assurance needs. A biorepository LIMS is an enterprise solution that can provide real-time inventory data to maximize agency efficiency of sample management, facilitating intra- and interagency collaboration and determining geographic gap analysis across multiple taxa (marine mammals, sea turtles, fish, corals, etc.). Simply, LIMS is a database specifically designed to manage samples in a field and laboratory setting, assigning barcoded labels that facilitate automation, tracking, database updates, queries, and reducing labeling errors, improving accuracy and longevity of samples for analyses and use in reference collections. While the launch of a LIMS would begin in the southeast region, it is configurable and web-based with the flexibility to be expanded to other regions and customized to program requirements and needs. There is a great likelihood of success in the implementation of a LIMS product; for example its current use in NOAA line offices including PIFSC and NIST Marine Environmental Specimen Bank as well as other federal agencies (e.g., USDOJ-DEA, CDC, US Military HIV research program) to successfully manage sample inventory and data analysis. As an agency enterprise solution, LIMS would replace a diverse mix of inefficient in-house desktop or antiquated solutions of databases, spreadsheets or log books, which compromise service continuity and viability of institutional reference collections. A deficiency was made apparent during the Deepwater Horizon injury investigation as a lesson learned in the management of greater than 40,000 samples tracked including associated, chain of custody, and results. Deficiencies including but not limited to restricted system capacity limits and problematic sample queries encumbered a system not designed to manage the requirements associated with physical and chronological laboratory sample tracking to assure sample integrity and best practices. The institution of LIMS in support of restoration projects that have a sample management need will greatly that enhance the success of the projects. Date Entered: May 15, 2017		Yes	75	No	No	No	No	No	No	Yes		$ 400,000.00	$ -	
	Infrastructure	S729	8/15/2017	Harrison County Sheriff's Department Training Academy	The Harrison County Sheriff's Department Training Academy is a full-service training academy that offers basic certification and advanced courses in communications, corrections and law enforcement. The academy is a collaborative partnership between the Harrison County Sheriff's Department and the Mississippi Gulf Coast Community College. The instructor pool of the Academy is comprised of practitioners; ensuring attendees receive real, practical training. The current pool of cadets come from the private and public sectors spread throughout the entire State of Mississippi. The Academy also trains self-sponsored cadets that were unemployed upon enrollment and hired by Law Enforcement Agencies upon completion of the program; the agencies that hired the trained cadets are also spread throughout the state. The Sheriff's Department is currently leasing the property and facility where the Training Academy is held and is at capacity. The Sheriff's Department is seeking funding in order to build a state of the art Training Academy that will allow them to become a premier destination for law enforcement training in the Southeastern United States.	Harrison	Yes	90	No	Yes	No	No	No	Yes	No		$ 5,000,000.00	$ -	
	Infrastructure	S734	8/16/2017	Dolphin Conservation Mobile Education/ Outreach Exhibit	NOAA Project ID#13570: This project involves developing a mobile outreach and education exhibit that would travel throughout the Gulf States to educate residents and visitors about dolphin conservation issues. The audience includes recreational fisherman, beach-goers, motorized and non-motorized recreational vessel operators, and the general public. By educating these audiences and distributing outreach materials at fishing piers, marinas, and events, this project will: - Reduce injury and mortality to bottlenose dolphins from hook-and-line fishing gear by educating fisherman about ways to avoid interactions with dolphins while fishing and provide them with Dolphin Friendly Fishing Tips. - Increase bottlenose dolphin survival though better understanding of cause of illness and death as well as early detection and intervention of anthropogenic and natural threats because this audience would know how to help a stranded, injured or entangled marine mammal and to report these animals to the appropriate stranding network immediately. - Reduce injury, harm, and mortality to bottlenose dolphins by reducing illegal feeding and harassment activities because audiences will better understand the harm and consequence of these activities. They will learn how to recognize dolphin behaviors that are signs of harassment and also how to responsibly view dolphins in the wild. - Reduce injury and mortality of marine mammals from vessel collisions by educating mariners about marine mammal viewing guidelines and precautions they can take to avoid vessel strikes. A large van would be purchased and wrapped with colorful, eye catching dolphin graphics and bold educational messages. Not only would this attract people during outreach but the wrap would also serve as a rolling billboard that has the potential to reach thousands when traveling throughout the Gulf States. The inside of the van would be a customized exhibit illustrating and educating audiences about the topics above. The budget includes funds to purchase and customize the vehicle, as well as funds for salary of an educator/driver, fuel, per diem (food/lodging), outreach materials, and insurance & maintenance of the vehicle for at least 3 years. Date Entered: May 22, 2017		Yes		No	Yes	No	No	No	No	Yes		$ 500,000.00	$ -	
	Infrastructure	S736	8/16/2017	Protect Wild Dolphin Billboards	NOAA Project ID#13574: This project will reduce injury, harm, and mortality to bottlenose dolphins by reducing illegal feeding and harassment activities because residents and visitors would become aware that these activities are harmful and illegal. Billboards would be used to reach large audiences with important educational messages on highly traveled roads taken by residents and visitors to coastal areas throughout Texas, Louisiana, Mississippi, Alabama, and Florida. Billboard advertisements have the largest impact on the greatest number of people and are the most cost effective method for reaching target audiences. This project includes design, print, install, and rent for media space for billboards. Billboard would convey brief but important educational messages and images about the harm in illegally feeding and harassing wild dolphins. Locations of 20 billboards will be determined by traffic patterns and distance to popular coastal area where illegal feeding and harassment has been known to occur. Billboards will be maintained in these 20 locations for 2 years to ensure constant and consistent educational messaging in a cost effective manner. Date Entered: May 22, 2017		Yes		No	Yes	No	No	No	No	Yes		$ 530,000.00	$ -	
	Infrastructure	S756	1/18/2018	East McHenry Road Restoration and Improvements (Final Phase)	East McHenry road is a narrow gravel road that runs east to west from Hwy 15 through Desota National Forest to Hwy 49 in the southern part of Stone County, near the Harrison County Line. Several roads head south into Harrison County from East McHenry road. In 2014, the county received a FLAP grant for the first phase of improvement which will replaced one low weight bridge and widen and pave 1.3 miles of the road. In 2015, a second FLAP grant was secured for 3 more bridges and 2.3 miles of road. The last portion of the project is 2.63 miles with one bridge. Currently, Stone County has no funding for this portion. If funded, Stone county will have a continuous paved road making traveling safer. The USFS as well as private sector timber growers will benefit from a paved route to the mill with no low weight bridges. The USFS has identified a colony of endangered Quill Wart down stream from several bridges on the second phase. By paving and grassing, the silt from the gravel/sand roads will no longer impact the streams nor impact the quill wart. In general, this project improves economy, hydrology, and environment.	Stone	Yes	100	Yes	No	No	No	Yes	No	Yes		$ 3,140,000.00	$ -	
	Infrastructure	S757	1/23/2018	Low Weight Timber Bridges replacement	Like most Counties in the State, Stone County has its share of low weight old timber bridges. It is a struggle to balance bridge replacements and roadway paving as there is never enough funds to do it all. We have just 12 bridges remaining that are posted in our county. If we could fix these all at once, then 100% of our normal state funds could go toward much needed paving projects on our deteriorating roads for the next 10 years. By doing so, we can avoid a higher cost for full depth reclamation which is about $ 400,000/mile verse a normal maintainance over lay of $ 65,000/mile. For 50 miles of roadway, this will save the county 16.7 million. So bottom line is spend 4.8 million now and save 16.7 million in the future. Other than the long term savings, other benefits are new open routes for the timber and gravel industry and increased safety for our motoring public.	Stone	Yes	100	Yes	No	No	No	Yes	No	No		$ 4,800,000.00	$ -	
	Infrastructure	S761	1/26/2018	County Wide Paving Project	Stone county has a lot of public roads that are still unpaved. The gravel is a constant maintenance issue. We also have deteriorating "older" asphalt roads that need to be repaved. A general repaving project would help us catch up on some roads that otherwise will not have funds to pave.	Stone	Yes	100	No	No	No	No	Yes	No	Yes		$ 1,000,000.00	$ -	

	Infrastructure	5764	2/23/2018	Helena Utility District Sanitary Sewer and Water System Expansion	The Helena community is located in southeast Jackson County, Mississippi and currently consists of approximately 650 homes. The area has historically high-groundwater and low-permeability soils. This combination of conditions has led to a septic system failure rate estimated at 98 percent. Expansion of the existing Helena Utility District sanitary sewer collection system would serve to prevent further pollution from failed septic systems. Additionally, due to the high contamination levels in the near surface water aquifer, water distribution system expansion is necessary to provide potable water to the Helena Citizens who are currently utilizing private wells as their sole potable water source. The Helena Utility District was formed in 2006 and consists of approximately 290 customers connected to a low pressure sewer system and 100 customers connected a potable water distribution system. This proposed project will include expansion of the existing Helena Utility District sanitary sewer collection and potable water distribution systems to connect to the remaining 360 homes that currently utilize individual septic systems for wastewater treatment and private groundwater wells as their sole water source. The proposed wastewater system extension will include construction of low pressure sewer piping, service piping, and grinder pumps at each residence to be served. The potable water distribution system extension will include construction of distribution piping, fire hydrants, and water service lines. When completed, the project will provide service to the remaining residents with a fully automated individual wastewater collection pumping system, potable water service, and fire protection. Benefits achieved will include an improved community environment, a reduction in contamination of surrounding surface water (Black Creek and subsequent receiving streams including the Escatawpa and Pascagoula Rivers) and groundwater, quality potable water source regulated by the Mississippi Department of Health, and an increase in public safety with the extension of fire protection.	Jackson	Yes	100	No	No	No	No	No	No	Yes		$ 10,000,000.00	$ -	
	Infrastructure	5775	3/1/2018	City of Lumberton Stormwater & Sewer Systems Improvements Project	The City of Lumberton, located in Pearl River and Lamar Counties, is proposing a project concerning much needed improvements to the storm water and sewer collection systems in a 65 Acre drainage basin area in the middle of the City that includes the Lumberton Schools main campus, which includes K-12 grades in various buildings. This project contains 5 distinct phases that need immediate attention to correct multiple problems including flooding and back-up/overflowing of sanitary sewage in residential areas and on the school campus/within school buildings. All of these problems (storm water & sewer) combine together in this portion of the City as well as its watershed areas which empty into Dry Branch and Red Creek. As you will see in the attached project layout map, the 5 phases of proposed work are as follows: Phase 1: 65 Acre Drainage Basin Storm water Improvements - Removal/replacement of several existing storm water collection pipes and other underground drainage structures that are broken and/or under-sized. These existing structures have failed, causing severe damage including scouring/undermining/structural damage of numerous residential homes. Existing drainage ditches are also not sized appropriately to adequately handle storm runoff during heavy rain events. This broken storm water collection system causes flooding at various points in the Lumberton Schools Campus, which is at the downstream end of the drainage basin before it empties into Dry Branch. Phase 2: Drainage Channel Improvements - Improve approximately 500 Linear Feet of an existing drainage channel on the south side of the schools campus that currently is undersized and not able to adequately handle storm water run off. Neither does this channel have adequate storage capacity to handle back up flow from Dry Branch/Red Creek during flood events. This contributes to flood waters backing-up onto the school campus. Phase 3: New Drainage Installation - In an effort to redirect and relieve a large portion the amount of storm water flow that comes through the school campus, install approximately 1,300 Linear Feet of new underground storm water drainage collection pipes/structures down highway 11 in that will empty into Dry Branch where it crosses highway 11. Phase 4: Re-route existing sanitary sewer lines - currently the City's sanitary sewer collection system transmits sewage through underground pipes that go directly through the school campus. In previous years during heavy rain events these pipes have backed up and overflowed on school property. While small scale measures have been attempted to reduce/eliminate this problem in years past, the problem still remains today. This phase would eliminate this route and redirect upstream sanitary sewer flow around the school's campus with the installation of new sewer mains and pump station improvements. Phase 5: Sewage Lagoon Sludge Removal - As you will see on the attached layout map, the City's 4.2 Acre aerated sewage lagoon is located not very far from the project area, further downstream along Dry Branch. The lagoon's permitted effluent flow empties into Dry Branch, which very soon afterwards empties into Red Creek. The lagoon is in major need of removing its sludge removed from its main cell in order that it can once again effectively treat influent flow up to its design capacity along with any overflow that would come into it due to large seasonal rain events. This project would not only eliminate the many problems currently being experienced by the residents and schools located in this area, it would also improve the water quality of Dry Branch and Red	Lamar	Yes	85	No	No	No	No	Yes	No	Yes		$ 2,050,300.00	$ -	
	Infrastructure	5777	4/10/2018	Sustain American shrimp processing industry with strategic investments	Overview of the Mississippi processing industry: The U.S. Shrimp processing industry is located in the five Gulf States region. While processors are shrinking in number, Mississippiâ€™s six processors have increased their share of the domestic shrimp processing market, processing approximately 30 million pounds of shrimp each year compared to Mississippiâ€™s 6 million pound annual catch. Processors are the crucial first link in the supply chain that delivers fishermenâ€™s harvests to the U.S. market through retail distribution, food suppliers and restaurants. Shrimp processed in Mississippi have a $100 million value when exported from Mississippi into the supply chain, a significant value-added industry, with significant economic impact on the state of Mississippi. Mississippi processors provide 2,300 jobs to the state of Mississippi, directly and indirectly. Jobs directly attributed to processing hit a post-Katrina high in 2015, more than 1600 â€“ even in light of direct processing jobs in Gulf states shrinking from 14,000 to 11,000 in the same time period. And, while the number of Mississippi processing jobs has fluctuated since 2006 due to natural and man-made catastrophes, it has bucked the national trends, growing when the U.S. number of processing jobs was in decline. Mississippiâ€™s ability to grow this industryâ€™s output, and economic impact in a stagnant / shrinking national industry demonstrates that with strategic investment in innovation, growth has occurred and can continue in the future. For more than a decade, Americans have consumed more shrimp than any other type of seafood, and the amount of shrimp that Americans are consuming continues to rise. In fact, in 2017, Americans ate an average of 4.4 pounds of shrimp per person, compared to 4.1 pounds in 2009. And 4.1 pounds of shrimp per person is nearly twice the per-capita consumption in 1990. Wild shrimp harvesting and processing are heritage industries of the Mississippi Gulf Coast, inextricably tied to our past, but that can be preserved and sustained for the future with the proper strategic investments. Mississippiâ€™s six processors have demonstrated resilience and innovation in the face of challenges. To capitalize on this opportunity, the industry and individual businesses within it must achieve the premium product positioning of wild caught domestic shrimp in the mind of consumers. And through sustained and strategic marketing efforts, reap the economic benefits of a higher price through every level of the supply chain, including fisherman. The challenges: Mississippi wild caught shrimp are harvested from the Gulf waters, not â€œraised to order.â€ Therefore, supply is limited. The law of supply and demand would likely have driven wild caught shrimp prices higher, if not for the rapid rise of international aquaculture and the marketing, infrastructure and finance that supports it. The domestic shrimp industry, which is the backbone of the Gulf Coast fishery, has gone from being the primary supplier to U.S. markets to representing today only 10 % of what Americans consume. 90% of the demand is served by imported, farm-raised shrimp â€“ which comes to the U.S. under loose regulations, subsidized by foreign governments, and sometimes laced with dangerous levels of antibiotics. Disasters, both natural and manmade, wreaked havoc on the industry, first with Katrina in 2005, and then the BP oil spill in 2010. First Katrina wiped out supply chains, and as the industry began to recover its working waterfronts and infrastructure, the Deepwater Horizon tragedy sent the industry reeling while questions regarding the safety of Gulf fisheries were investigated and resolved.	Harrison,Jackson	Yes		Yes	No	Yes	Yes	No	Yes	No		$ 2,400,000.00	$ 240,000.00	
	Infrastructure	5778	4/13/2018	Bernard Bayou Industrial District Railroad	Project Description The Harrison County Development Commission is requesting funds for performing extensive repairs to the Bernard Bayou Industrial District (BBID) main rail spur. The line has been closed for two years due to heavy rains in the spring of 2016 damaging the railroad bridge, a main culvert and hundreds of cross ties. BBID is the largest industrial park in Harrison County serving over 200 companies which employ over 3,000 people. Purpose of Grant Funding The purpose of the grant is to help fund the cost of the project to return the rail to service. The total cost of the repairs is $2,100,000. The repairs to the spur will restore service to existing park tenants while enhancing the attractiveness of the park to prospective companies. More importantly, the repairs will make it feasible for the HCDC to assume ownership of the spur making it eligible for Restore funds. The Kansas City Southern Railroad has agreed to convey the spur to Mississippi Power Company reverting the ownership to the HCDC. As a result, the grant will save jobs in the BBID. Tenants have had to make other arrangements for transporting inbound raw materials and outbound finished products. Customers have lost the benefit of bulk pricing typical of rail carriers. Project Benefits •To reestablish rail service to existing customers previously served by the BBID main rail spur •To save existing jobs, create new jobs and generate new capital investment •To enhance multi-modal transportation efficiency consequently improving ROI for park tenants •To provide rail service to new tenants Project Cost •Project Cost $2,100,000 â€“ Track repair and maintenance, trestle repair, interchange track, culvert repair,	Harrison	Yes	100	Yes	No	No	No	No	No	No		$ 2,100,000.00	$ -	
	Infrastructure	5780	5/21/2018	Ocean Springs High School Aquaculture Expansion	This project will be based on the addition of two fully equipped greenhouses at Ocean Springs High school. By adding these new greenhouses, Ocean Spring High School (OSHS) will be able to increase the number of students who take aquaculture classes at OSHS, and it will also successfully maintain the program for 3-4 years. This past year, 89 students signed up to take Aquaculture. At the current size, full capacity is 36 students (18 per class) and 18 students for aquaculture 2 classes. The addition of two new greenhouses would give each class its own building. This would increase class sizes from 18 students to 25 students in each class for a total of 75 students per year. These students will be trained and graduate with work force skills in aquaculture, water quality, and any marine fisheries job that may become available. The program also focuses on eco-restoration. In the past, the program has raised, oysters, blue crabs, speckled trout, tilapia and striped bass. The oysters, blue crabs and speckled trout were released in the Mississippi Sound. With the addition of the greenhouses, other species will be evaluated to be included in the program. The greenhouses are also used in collaboration with kindergarten and fourth grade students as they come to the high school and learn systems with planting and raising fish. Students then grow these plants in smaller greenhouses and eat what is grown. In addition to these greenhouses, a smaller greenhouse will be opened to the special education department. This greenhouse will be used by their students to grow vegetables and other resources to use in their classes.	Jackson	Yes	17	No	Yes	Yes	No	No	Yes	Yes		$ 290,000.00	$ -	
	Infrastructure	5795	7/20/2018	Urban Natural Resource Job Training	The MS Urban Forest Council developed a project in 1995 with EPA, creating a program to help people learn about careers in the green industry and provide job training opportunities in regard to natural resources such as landscaping, trees, food plants, growing food, land maintenance, cut flowers, and other "green jobs." The program was called 'Ribbons of Green Career and Job Training.' We are proposing this project to assist in restoring the MS Gulf Coast from injury of natural resources but also to provided valuable job training and career development. Many people are not aware of the many opportunities working with natural resources. Natural Resource Job Training and Small Business Incubator The project will include job training in the classroom and training on sites. Site for training will be identified based on topic of training, location of participants and relative to the topics. This community garden and farming space is the perfect location for a job training and small business incubator center. Not only will this project provide real-time economic opportunities to the trainees; it will also help develop and revive the surrounding communities, while rebuilding and growing the green industry along the MS Gulf coast. This project would create training programs that satisfy needs of employers in the state. The following programs would be implemented: Job training and certification as a trained individual would be provided for each of these topics. Individuals participating will complete the whole training program. Trainers will provided assistance in obtaining jobs in these areas of service or be trained to develop their own company to provide these service areas. 1.Farming-Food, vegetable, fruit and herb production a.Vegetable growing and harvesting b.Nursery training (growing seedlings & fruit tree propagation) c.Cut flower growing, harvesting d. Landscape gardening e. Arborist g. Yard Maintenance 2.Value-added processing a.Vegetables: Canning, preservation, vegetable processing, and cooking		Yes		Yes	Yes	No	Yes	Yes	Yes	No		$ 323,000.00	$ 75,000.00	

	Infrastructure	S804	8/10/2018	Long Beach Harbor Enhancements	NOAA Project ID#13889: The Long Beach Harbor serves mainly recreational boaters. However, that recreational use is the basis for a robust business community that serves tourists, fishermen, boat owners, restaurant diners, and pedestrians. The Harbor has been repeatedly damaged by natural (Hurricane Katrina) and man-made (BP Oil Spill) disasters. The natural disasters have destroyed and damaged the harbors channel, breakwaters, and support infrastructure (gas lines, power, etc.). The BP Oil Spill damaged many boats docked in the harbor and made tenants less likely to dock in the harbor. These direct impacts drove away the secondary commercial businesses that relied on the port such as fuel docks, bait shops, restaurants, etc. Date: Aug 7, 2018		Yes		No	Yes	No	No	No	No	Yes		$ 60,000,000.00	$ -	
	Infrastructure	S807	8/10/2018	Beatline Parkway-Restored Economy and Environmental Innovation	NOAA Project ID# 13884: The Beatline Parkway is an innovative regional partnership to restore economic competitiveness through environmental innovation in west Harrison County. The 2015 Mississippi Gulf Coast Area Transportation Study summarized the need and benefit of this project. The Study found that north-south mobility between two primary east-west travel corridors-Interstate 10 and US Highway 90 is critical to Mississippiâ€™s Gulf Coast. Efficient, resilient north-south mobility between these two east-west corridors is essential for hurricane evacuation, daily work commutes, freight transportation and access to public services and amenities. Further the Study noted that north-south corridors quickly establish travel patterns and become the primary routes of choice for daily commercial and commuter travel needs. Most relatively long-distance trips within the Gulf Coast region use major arterial corridors and interstate routes. These north-south corridors have higher design standards and provide more direct, higher speed travel between locations. Specifically these corridors: -Serve major activity centers with the highest volume and longest commuter and freight trip demands; -Carry a high proportion of total urban travel on limited route mileage; -Interconnect and provide continuity for major rural corridors to accommodate trips to/from urban areas and movements through urban areas; and, -Service demand for intra-area travel between central business districts and outlying rural, residential areas (GRPC 2015 pg. 8-8). The Parkway would provide an efficient, high capacity north-south connection to meet critical public safety, economic competitiveness and quality of life issues in western Harrison County, Mississippi. For public safety, Hurricane Katrina demonstrated the need for an efficient, high capacity route to/from west Harrison County and the City of Long Beach, to Interstate 10 for emergency evacuations, to quickly get emergency supplies to impacted areas and for long-ter m recovery of rural and urban areas. Economically, the Parkway would simplify heavy freight movement into interstate commerce and provide significant relief to local rural and urban commuter traffic. Finally, the proposed parkway would provide numerous quality of life and environmental benefits by including a designated bike lane and/or shared use paths adjacent to but protected from vehicle lanes. The Mississippi Department of Transportation is expected to complete a Planning and Environmental Linkage (PEL) study for Beatline Parkway in fall 2018. A 2018 federal BUILD planning grant application was submitted for the project in the summer of 2018. Date: Aug 7, 2018		Yes		No	No	No	No	No	No	No		$ 45,000,000.00	$ -	
	Infrastructure	S845	8/13/2018	Cat island Visitor Access Facilities	NOAA Project ID#13894: Visitor access to the NPS part of Cat Island along the north shore is difficult. The water is very shallow and boaters have to anchor their boat offshore and walk in to the shoreline; this is both an inconvenience to visitors and injurious to the nearshore benthos (from boat hull and propeller scars and also footprints). Once onshore, there are no established trails or interpretive wayside exhibits. This project would: 1) construct a 600-ft-long pier adjacent to a previous WWII military pier site at Cat island to provide vessel access to the north shore of the island (the pier is accessible by an old military road that connects to an interior road system maintained by the park service); 2) docking facilities at the end of the pier; 3) and a shade shelter/pavilion, waysides, regulatory signage and interpretative/educational panels interpreting the historic use of Cat island as a military dog training camp. Date: Aug 8, 2018	Harrison County	Yes		No	Yes	No	No	No	No	No		$ 3,650,000.00	$ -	
	Infrastructure	S850	9/7/2018	BSL Downtown Amphitheater	The City of Bay Saint Louis would be an ideal location for an open-air amphitheater. The venue could be used for entertainment, musical performances, and local festivals. The amphitheater could also be utilized by city schools and local community organizations. An amphitheater in downtown Bay Saint Louis would be an asset and an economic benefit for the whole community.	Hancock	Yes		Yes	Yes	No	No	Yes	No	No		$ 2,000,000.00	$ -	
	Infrastructure	S851	9/7/2018	Roadways and Infrastructure Improvements Project	The Bay Saint Louis, MS Wards 5 and 6 area, which is prone to flooding especially during hurricane season, consists of several isolated neighborhoods with only one point of ingress/egress. During storm events with excessive rainfall, rehabilitated/repaired/replaced road infrastructure would increase safe evacuations from the area. Additionally, a bridge connecting the isolated neighborhoods would increase safe egress paths from flooded streets. This area has limited access to existing transportation infrastructure along Highway 603 and very limited or no neighbor to neighborhood access. This project will fund planning, engineering and construction of a road crossing (bridge) and modifying, rehabilitating, repairing or replacing pre-existing road infrastructure and drainage to make it safer and more welcoming to all users in Bay Saint Louis, MS. This area is one of the fastest growing communities in MS and improved roadways and infrastructure will allow the area to continue to grow and expand the tax base of Bay St. Louis.	Hancock	Yes	50	Yes	No	No	No	Yes	No	No		$ 6,864,000.00	$ -	
	Infrastructure	S855	10/25/2018	William Carey University College of Osteopathic Medicine at Tradition	William Carey University is a private, non-profit university with an in-depth history in the State of Mississippi, dating back to 1892. William Carey University (William Carey) provides quality educational programs, which challenge the individual student to excel in scholarship, leadership, and service in a diverse global society. William Carey currently has campus locations in Hattiesburg, MS, the Tradition Medical City in Tradition, MS and in Baton Rouge, LA. William Carey has a vast amount of educational offerings that can be found in the following colleges and schools: College of Health Sciences, College of Osteopathic Medicine at Hattiesburg Campus, School of Arts and Letters, School of Business, School of Education, School of Music and Ministry Studies, School of Natural and Behavioral Science, School of Nursing, and School of Pharmacy. William Careyâ€™s Tradition Campus, which opened in the fall of 2009, offers majors in art, business administration, elementary education, health related professions, nursing, and psychology. The University has recently reached a significant milestone with its School of Pharmacyâ€™s completed construction and its inaugural class of 57 students admittance this past July, with the capacity of 192 students and the creation of 34 new full-time equivalent jobs. The School of Pharmacy offers a three-year accelerated Doctor of Pharmacy program with an innovative curriculum that provides students with the knowledge and skillset required to excel as an entry-level practitioner. William Careyâ€™s School of Pharmacy is determined to make a difference in the lives of those who suffer from health issues such as diabetes, obesity, drug and tobacco addiction and asthma. In the spring of 2018, Southern Mississippi Planning and Development District commissioned Arduin, Laffer, and Moore Econometrics and The University of Southern Mississippi to study the economic impact of a future healthcare cluster with the Tradition Medical City at the nexus; this study was published as â€œThe Socioeconomic Impact of a Healthcare Research Cluster at Tradition, Mississippiâ€. Based on the proven theory that a cluster of healthcare and bioscience facilities in proximity to one another will accelerate innovation, this intellectual hub will serve as a catalyst for medical industry growth, residential development and serve as a primary destination for hospitals, universities, research institutions and health and life science companies. The economic impact study measured the potential for the future growth of William Carey University and Tradition based around the success of other existing business and industry clusters at Lake Nona, Florida, and Research Triangle Park in North Carolina. Based on these findings, the continued growth of William Carey and Tradition will make the Mississippi Gulf Coast a global destination for healthcare, research and medical education while creating an economic development and job creation engine for the region and the state. As the first institution of higher learning to locate in the Tradition Medical City, William Carey has experienced enhanced opportunities to partner with industry-recognized collaborators and has exceeded their own expectations with their budding campus at Tradition. Such partnerships include Mississippi Gulf Coast Community Collegeâ€™s Bryant Center School of Nursing and Simulation Lab, Gulfportâ€™s Memorial Clinic at Tradition, and the National Diabetes and Obesity Research Institute (NDORI). Following the success of their School of Pharmacy, William Carey is planning to expand their medical offerings by opening an additional College of Osteopathic Medicine at the Tradition Campus. The development of the new College of Osteopathic Medicine at Tradition will allow for an enhanced partnership with NDORI and their efforts to reduce diabetes and obesity in the State of Mississippi. As found in the attached economic impact study, in 2016 over 371,622 Mississippians suffered from diabetes (over 15.4% of the state population). With nearly 1 in 6 Mississippians affected by diabetes, the cost to the state is enormous. The state's diabetes and obesity health crises cost the State of Mississippi $7.5 billion annually. The result is weak worker productivity, high poverty rates and low labor	Harrison	Yes	83	Yes	Yes	No	No	No	Yes	No		$ 60,000,000.00	$ -	
	Infrastructure	S864	12/14/2018	Pearl River County Open Broadband Fiber Internet	Objectives: Pearl River County Open Broadband Fiber Internet is an exploration of the economics and methods of providing open access high-speed broadband fiberoptic Internet access to all of the county. Open access provides the fiberoptic infrastructure while providing equal access to internet service providers to service their customers. Fiberoptic infrastructure installations are essentially infinitely wide thus only the electronics limit the speeds provided to the customers. There is little to no competition for affordable high-speed internet in the county if it is available at all. What is available is either low speed or unaffordable for the majority of the residents. Broadband is not an ordinary product. It is essential infrastructure â€“ the platform on which most commerce now depends. It has high start-up costs that take years to recover. When telecommunications prices are too expensive or speed too slow and unreliable, all businesses and residents suffer. Much like towns bypassed by canals, rails, or highways, future prospects are bleak for communities without adequate access to the Internet. Communities that do not invest in their own next-generation networks will likely not see any significant broadband investment in the near future. Benefits - Benefits include encouraging economic development, increasing access to education, and improving the quality of life. Many of the benefits are indirect, or spillover effects in economic terms. Lower prices for telecommunications services mean more money in household and business budgets, and new jobs and business expansions mean increased tax revenue for local governments. These benefits to the community result in no direct benefit to the network owner, which is why private companies like Spectrum and AT&T have less incentive to invest at this level. This projectâ€™s mission allows it to incorporate indirect benefits to the community when evaluating its return on investment. A private company evaluates its success in some respects based on the amount of money that flows from the host community to distant investors, a public network maximizes the money left in the community. Activities â€“ Grant funds will be used for forming a board of directors, consulting with the various advocacy organizations, obtaining legal advice, attending trade shows to evaluate vendors, providing accounting, and various ancillary expenses. Expected Outcomes â€“ The business plan will be the ultimate goal of this project. It will determine the budget, sources for funding, methods and routes for fiber installation, and organizational structure. The expectation is that the recent population increase will eventually be accelerated due to the economic benefits of attracting jobs due to the affordable high-speed internet availability.	Pearl River County	Yes		Yes	Yes	No	Yes	No	Yes	No	Since this is a feasibility study it is hard to predict the complete scope of activities that will be necessary to construct a viable business plan beyond what is described previously.	$ 500,000.00	$ -	
	Infrastructure	S865	1/7/2019	Hickory Creek Headcut stabilization	Hickory Creek, along with White Cypress Creek and Catahoula Creek, make up the upper Jourdan River Watershed. They are all downcutting, each with a nick zone that migrates upstream. The one on Hickory Creek, a half mile downstream of Caesar Necaise Road, will threaten the bridge and roadway in the not too distant future. The headcut is contained within the applicantâ€™s property. Hickory Creek, in its un-degraded state, is a sinous coastal stream that is fairly small in appearance. However, it drains a large watershed upstream of the headcut, some 35 square miles. It utilizes its floodplain to accommodate the high water flows that result from heavy rainfall events. On these occasions, the stream and the floodplain together operate as one wide, forested stream. Below the nick zone, the stream is downcut enough that it loses the ability to put floodwater out onto the floodplain. When this happens, the water blows out the banks to accommodate the flow. The resulting soil and vegetation loss is staggering. The soil loss is a large contributor to the siltation problem in Bay St. Louis. Downstream of the nick zone, at some point the stream achieves a new form of stability within its canyon. Between these two areas, a length of, say, Ã¼ of a mile, is a constantly moving zone of destruction. The project is to stop the upstream migration of that zone and stabilize it. It will involve creating grade control structures, probably three or so to step the stream down in an orderly fashion. It will also involve woody debris removal and some bank sloping and stabilization. Incidentally all tributaries that enter the downcut streams have to downcut as well to reach grade. There are two main tributaries and one smaller one on the applicant's property that should receive similar treatment, although on a smaller scale.	Hancock	Yes		Yes	Yes	Yes	Yes	Yes	No	Yes		$ -	$ -	
	Infrastructure	S866	1/14/2019	Manatee Rescue and Rehabilitaton Center in Mississippi	Although the West Indian manatee (Trichechus manatus) has historically ranged throughout the southeastern United States, its recovering population has resulted in an increased number of animals traveling throughout the coastal waterways of Alabama, Mississippi, and Louisiana. Still, this is a vulnerable species requiring continued monitoring as well as rescue and rehabilitation services. Unfortunately, there are no facilities equipped to conduct rescue and rehabilitation efforts in Alabama, Mississippi, or Louisiana. Instead, these states must rely on assistance from facilities and personnel from other states to execute both the rescue and rehabilitation of these animals. The Institute for Marine Mammal Studies is strategically located in coastal Mississippi and has a long and established history in marine mammal and sea turtle stranding response and rehabilitation. IMMS has been involved in the rescue, rehabilitation, and release of marine mammals and sea turtles since 1984, and IMMSâ€™ staff and veterinarians have the necessary experience, facilities, and capabilities to conduct rescues and rehabilitation activities within this region as well as coordinating with both state and federal agencies.	Harrison, Jackson, Hancock	Yes	10	No	Yes	No	No	No	No	Yes	Rescue and Rehabilitation	$ 5,000,000.00	$ -	
	Infrastructure	S868	2/2/2019	Pascagoula River shoreline washout	The bank is washing away every time the river rises. Cumbest bluff residents Are losing their property, one house has less than 15â€™ ft. Before collapsing in the river. Something needs to be done fast	Jackson	Yes		No	No	No	No	No	No	Yes		$ -	$ -	

	Infrastructure	5871	2/11/2019	Fairgrounds Revitalization	The Hancock County Fairgrounds is situated on 80 acres of open and wooded fields in Kiln Mississippi. Facilities include a 200 x 300 (units?) covered multipurpose arena, offering seating for approximately 2,800 people, with a concession stand, restrooms and small meeting rooms. The grounds include a lighted outside warm-up arena, 150x 60 livestock barn with 100 stalls, wash racks, a four horse walker and camper hookups. A five-eighths mile training track is located on the west side of the property. The Hancock County Multi-Purpose Arena hosts events including rodeos, livestock shows, barrel racing competitions, sports motor cross, dog shows, food & music festivals, and the annual Hancock County Fair. The practice track does not offer seating of any kind, and there are few nearby lodging options, with the nearest hotel located almost seven miles away in Bay St. Louis. The fairground property in its current state is underutilized, attracting an average 36 events per year. With appropriate maintenance, site enhancements and new amenities, the fairgrounds has the potential to become a much more desirable attraction for event planners, participants and attendees, thus contributing to the economic vitality of Hancock County and its local economies. Additionally, the revitalized fairgrounds will benefit the state economy by drawing great numbers of out-of-state visitors to the Mississippi coast. This master plan and funding proposal positions the Hancock County Fairgrounds as a high quality facility for hosting equestrian (horse) events to meet existing, untapped demand. Since the fairgrounds has a long history of hosting such events, it does not reinvent the Fairgrounds for a new purpose, but rather strengthens its existing offerings so that the facilities can qualify for a greater variety of events and attract great numbers of visitors. The first phase of construction will enhance the existing facilities, construct cottages, and maintain and improve the site to support infrastructure and accessibility requirements. Race Track, Stables and Grandstand â€“ The existing training track will be upgraded to allow for racing. Inner and outer rails will be added to the track, and the stable area will be expanded to bring the total number of stalls to 300. A grandstand will be added, with seating for up to 1,000 spectators. Cabins â€“ Four model cabins will be constructed in an area adjoining the track. Parcels will be leased and private party will build the cabins allowing county to generate lease revenue and tax revenue from improvement value on parcels. The county will pre-approve units to standardize aesthetics and for assessment purposes. Arena and Warm-Up Area â€“ The fairgroundâ€™s multipurpose arena will be extended to increase covered area by 17,250 square feet. Visibility and security of entry portals will be improved, and necessarily repairs and enhancements will be made to enhance visitor safety and comfort, as well as compliance to required codes and ADA regulations. A new 50,000-square-foot warm-up area will adjoin the expanded arena. Stage â€“ A 1,000-square-foot, roofed open-air stage will be constructed. Lawn, landscaping and lighting improvements will provide improved aesthetics while accommodating a greater range of concerts and performances. Public Dining Area â€“ Two 1,500-square-foot, covered structures will be built for outdoor dining or picnicking. Additionally, a structure for food-preparation will be built with attached (?) restroom facilities and showers. Infrastructure â€“ Necessary improvements will be made to water, sewer, electric and road infrastructure to allow for the increase in expected visitors. Three earthen storm water ponds will be	Hancock	Yes		Yes	No	No	No	Yes	No	No		$ 18,600,000.00	$ 6,000,000.00	
	Infrastructure	5875	2/22/2019	The Lower Pearl River Watershed Environmental Education and Native Plant Restoration Center at the Crosby Arboretum in Picayune	Location: Picayune, Mississippi Environmental Education and Tourism: The primary objectives of this project are 1) to construct the Lower Pearl River Watershed Environmental Education and Native Plant Restoration Center at the Crosby Arboretum in Picayune, Mississippi and, 2) to increase tourism and access to the Crosby Arboretum, located adjacent to the I-59 Mississippi Welcome Center. The host site for the proposed Environmental Education Center is the nationally renowned and award winning public garden, the Crosby Arboretum, which is offers a 65 acre native plant conservatory and trail system that highlights sustainable management of habitat types that are key to a healthy Pearl River watershed. The Environmental Education Center will provide a peaceful and educational attraction that will appeal to travelers and locals where they can stop in to explore and learn about the primary native habitats and ecosystems found along the Lower Pearl River Watershed. This new state-of-the-art, sustainably-constructed (LEED) Environmental Education Center will feature hands-on exhibits that address the main issues impacting the resiliency, stream health, and biodiversity of the Pearl River watershedâ€™s habitats. The Center and its exhibits will educate visitors on the benefits of sustainable habitat management and the benefits to a healthy Pearl River watershed and downstream coastal water quality. One of the proposed interior exhibits will be dedicated to interpreting the impact of the 2010 Deepwater Horizon oil spill and its impact to the lower Pearl River. These indoor exhibits, along with the restored outdoor exhibits and trails of the Crosby Arboretum, will provide for a dynamic and unforgettable visitor experience. Additionally, the Environmental Education Centerâ€™s training classrooms and conference rooms (including distance learning capabilities) will allow for teaching of audiences of all ages and for a greater impact and reach of educational programs and events currently offered at the Crosby Arboretum, which in 2017 included 44 programs and events benefiting 2,828 participants. The potential tourism and educational impact of the Environmental Education Center can leverage on the fact that the Crosby Arboretum is part of Mississippi State University, which provides access to specialized faculty and an abundance of educational resources for educational programming addressing coastal region issues such as environmental resiliency, habitat restoration and conservation, ecotourism and heritage tourism promotion and marketing, to name only a few. These educational events are offered to not only the public but also to K-12 students, garden and naturalist clubs, among others. The Crosby Arboretum is also home to a Mississippi landmark structure, the Pinecote Pavilion, designed by renowned architect E. Fay Jones, a student of Frank Lloyd Wright (Figure 2). This pavilion draws tourists from around the world and will continue to play a key role in the environmental and cultural education/stewardship programs of Crosby Arboretum. The Environmental Education Center will include a gift shop featuring nature-themed items and a Pinecote Art Gallery that will display the work of selected regional artists throughout the year. In addition, to support the research function of Crosby Arboretum and Lower Pearl River Watershed Environmental Education Center, dormitories will be constructed to house interns and student researchers who are visiting the facility to learn and conduct research. In order to support increased tourism access and opportunities for tourism expansion in Pearl River County, a partnership is being proposed between the adjacent I-59 Mississippi Welcome Center and the Crosby Arboretum. This project also proposes the construction of a road and/or walking path from the I-59 Mississippi Welcome Center and a parking area accessible only from the I-59 Mississippi Welcome Center to support the increase in visitation to the Environmental Education Center and Crosby Arboretum that will result from the connection between the I-59 Mississippi Welcome Center and the Arboretum. The proposal also requests funding to cover the expanded operation of the Crosby Arboretum and the proposed Environmental Education Center for ten years thus allowing access without a fee and increasing tourism. Additionally, an interpretive kiosk will be constructed in or adjacent to the Welcome Center to direct the tourists to the Education Center and other parts of Picayune and Pearl River County. This partnership with an interstate welcome center is nothing new. It is similar to the connection between the Infinity Science Center with the I-10 Mississippi Welcome Center in Hancock County and the partnership between the I-10 Welcome Center and the Mississippi Sandhill Crane/Grand Bay National Wildlife Refugeâ€™s Nature Trail. Native Plant Restoration: Since opening in 1986, the Crosby Arboretum has been called the PREMIER NATIVE PLANT CONSERVATORY in the Southeast, and has been the recipient of numerous top awards and honors. When the Crosby Arboretum Master Plan received an Honor Award from the American Society of Landscape Architects in 1991, the highest honor given in its field, the jury called	Pearl River	Yes	100	Yes	Yes	No	No	Yes	No	No		$ 9,700,000.00	$ -	
	Infrastructure	5777	4/10/2018	Sustain American shrimp processing industry with strategic investments	The U.S. Shrimp processing industry is located in the five Gulf States region. While processors are shrinking in number, Mississippi's six processors have increased their share of the domestic shrimp processing market, processing approximately 30 million pounds of shrimp each year compared to Mississippi's 6 million pound annual catch, a crucial part of the Blue Economy, both economically and environmentally. Processors are the crucial first link in the supply chain that delivers fishermen's harvests to the U.S. market through retail distribution, food suppliers and restaurants. Shrimp processed in Mississippi have a $100 million value when exported from Mississippi into the supply chain, a significant value-added industry, with significant economic impact on the state of Mississippi. Mississippi processors provide 2,300 jobs to the state of Mississippi, directly and indirectly. Jobs directly attributed to processing hit a post-Katrina high in 2015, more than 1600 â€“ even in light of direct processing jobs in Gulf states shrinking from 14,000 to 11,000 in the same time period. And, while the number of Mississippi processing jobs has fluctuated since 2006 due to natural and man-made catastrophes, it has bucked the national trends, growing when the U.S. number of processing jobs was in decline. Mississippi's ability to grow this industry's output, and economic impact in a stagnant / shrinking national industry demonstrates that with strategic investment in innovation, growth has occurred and can continue in the future. For more than a decade, Americans have consumed more shrimp than any other type of seafood, and the amount of shrimp that Americans are consuming continues to rise. In fact, in 2017, Americans ate an average of 4.4 pounds of shrimp per person, compared to 4.1 pounds in 2009. And 4.1 pounds of shrimp per person is nearly twice the per-capita consumption in 1990. Wild shrimp harvesting and processing are heritage industries of the Mississippi Gulf Coast, inextricably tied to our past, but that can be preserved and sustained for the future with the proper strategic investments. Mississippi's six processors have demonstrated resilience and innovation in the face of challenges. To capitalize on this opportunity, the industry and individual businesses within it must achieve the premium product positioning. Competition within the U.S. shrimp markets with foreign producers is expected to continue as aquaculture producers utilize more direct transportation routes and find ways to reduce production and transportation costs. The aquaculture industry also has the ability to grow products to meet expected consumer preferences and deliver those products to markets in a uniform manner. Additionally, all of the wild caught and imported shrimp combined cannot meet the growing consumer demand. Foreign governments recognize this, and they have invested in significantly larger and more aggressive subsidies and marketing campaigns backed by multi-national corporations and orchestrated by national marketing boards. Because of this, there is an acute need for help to â€œreverse the slideâ€ of an American industry that is rooted in Mississippi's cultural heritage. Having been one of the industries most directly impacted by natural and man-made disasters, processors are in need of a partner to sustain their long-term investment in the future. With new funding, we seek to disrupt the market with innovative new strategies and tactics while continuing to fund traditional marketing out of the processors' pockets. ASPA proposes to pick up where the good work of the 2002 Seafood Marketing amendment, GoCoast 2020 and the RESTORE act efforts have left off; taking a leadership role redoubling efforts to market	Harrison,Jackson	Yes		Yes	No	Yes	Yes	No	Yes	No		$ 8,400,000.00	$ 8,400,000.00	
New	Infrastructure	5875	4/8/2019	The Lower Pearl River Watershed Environmental Education and Native Plant Restoration Center at the Crosby Arboretum in Picayune	The Lower Pearl River Watershed Environmental Education Center and Completing the Unbuilt Arboretum Location: Picayune, Mississippi Environmental Education and Tourism: The primary objectives of this project are 1) to construct the Lower Pearl River Watershed Environmental Education Center at the Crosby Arboretum in Picayune, Mississippi following the designs of E. Fay Jones, and 2) to increase tourism and access to the Crosby Arboretum, located adjacent to the I-59 Mississippi Welcome Center. The host site for the proposed Environmental Education Center is the nationally renowned and award winning public garden, the Crosby Arboretum, which is offers a 65 acre native plant conservatory and trail system that highlights sustainable management of habitat types that are key to a healthy Pearl River watershed. The Environmental Education Center will provide a peaceful and educational attraction that will appeal to travelers and locals where they can stop in to explore and learn about the primary native habitats and ecosystems found along the Lower Pearl River Watershed. This new state-of-the-art, sustainably-constructed Environmental Education Center will feature hands-on exhibits that address the main issues impacting the resiliency, stream health, and biodiversity of the Pearl River watershed's habitats. The Center and its exhibits will educate visitors on the benefits of sustainable habitat management and the benefits to a healthy Pearl River watershed and downstream coastal water quality. One of the proposed interior exhibits will be dedicated to interpreting the impact of the 2010 Deepwater Horizon oil spill and its impact to the lower Pearl River. These indoor exhibits, along with the restored outdoor exhibits and trails of the Crosby Arboretum, will provide for a dynamic and unforgettable visitor experience. Additionally, the Environmental Education Center's training classrooms and conference rooms (including distance learning capabilities) will allow for teaching of audiences of all ages and for a greater impact and reach of educational programs and events currently offered at the Crosby Arboretum, which in 2017 included 44 programs and events benefiting 2,828 participants. The potential tourism and educational impact of the Environmental Education Center can leverage on the fact that the Crosby Arboretum is part of Mississippi State University, which provides access to specialized faculty and an abundance of educational resources for educational programming addressing coastal region issues such as environmental resiliency, habitat restoration and conservation, ecotourism and heritage tourism promotion and marketing, to name only a few. These educational events are offered to not only the public but also to K-12 students, garden and naturalist clubs, among others. The Crosby Arboretum is also home to a Mississippi landmark structure, the Pinecote Pavilion, designed by renowned architect E. Fay Jones, a student of Frank Lloyd Wright (Figure 2). This pavilion draws tourists from around the world and will continue to play a key role in the environmental and cultural education/stewardship programs of Crosby Arboretum. The Environmental Education Center will include a gift shop featuring nature-themed items and a Pinecote Art Gallery that will display the work of selected regional artists throughout the year. In addition, to support the research function of Crosby Arboretum and Lower Pearl River Watershed Environmental Education Center, dormitories will be constructed to house interns and student researchers who are visiting the facility to learn and conduct research. In order to support increased tourism access and opportunities for tourism expansion in Pearl River County, a partnership is being proposed between the adjacent I-59 Mississippi Welcome Center and the Crosby Arboretum. 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It is similar to the connection between the Infinity Science Center with the I-10 Mississippi Welcome Center in Hancock County and the partnership between the I-10 Welcome Center and the Mississippi Sandhill Crane/Grand Bay National Wildlife Refuge's Nature Trail.	Pearl River	Yes	100	Yes	Yes	No	No	Yes	No	No		$ 9,700,000.00	$ -	
New	Infrastructure	5876	4/16/2019	Unmanned Aircraft Systems (UAS) for Disaster Relief and Response	Mississippi's first responders have a substantial need for real-time, prioritized and on-demand aerial imagery and other airborne capabilities to support natural disasters such as oil spills, hurricanes, floods and fires. Airborne imagery provides up-to-the-minute information to support critical decisions on the allocation of response personnel, equipment and capabilities to save lives in the immediate aftermath of a disaster situation. Unmanned Aircraft Systems (UAS) are capable of providing high-quality, prioritized and persistent aerial imagery for sustained periods. Today's UAS technologies can provide: • Up to 12 hours of uninterrupted, high-resolution imagery or communications relay capability in a single mission; • On-demand prioritization and re-allocation of capabilities at the direction of the on-scene commander; • Delivery of medical supplies and support to areas that are inaccessible to first responders; • Relief from aircrew limitations due to the ability to rotate crews over the duration of a single flight; and • Reduced operating costs per flight hour when compared to many manned aircraft. The routine and normalized employment of UAS to support disaster response and relief efforts provides an exponential increase in Mississippi's capability to restore services, limit damage to critical infrastructure, and to save lives.	George,Harrison,Washington,Orleans,Perry,Forrest,Pearl River,Jackson,St Tammany,Stone,Hancock,Mobile	Yes	72	Yes	Yes	Yes	Yes	Yes	Yes	No		$ 3,250,000.00	$ -	

New	Infrastructure	S878	4/17/2019	Biloxi Upstream and Downstream Storm Water Education and Community-Engaged Green Infrastructure	The people that live, work and visit the Biloxi peninsula are all within a few hundred yards of the Biloxi Back Bay or the Mississippi Sound and their actions have immediate impacts on the environment because all the stormwater runs into marine water either directly or by way of one of several bayous leading to the Back Bay. In the past few years most of the streets and the storm drainage systems on the peninsula have been or are being replaced, a situation that is positive as far as moving stormwater out of streets but will increase the stormwater impact on the bayous and back bay with more and faster moving storm water. What is more, the construction work itself has impacted the natural waterways due to increased silt running into the bayous from unpaved roads. The time for the Biloxi peninsula is right for a comprehensive community-engaged stormwater management campaign that improves and creates both upstream and downstream green infrastructure. Upstream, the project will improve the quality and quantity of water that enters the storm drainage system with four related activities: 1.Environmental education with Biloxi Public School students 2.Stormwater education to residents of the Biloxi peninsula 3.Low-impact development training and design resources for developers and city staff 4.A property owners small-grant program to do on-site and neighborhood-scale green infrastructure projects. Downstream, the project will improve the stormwater quality and quantity that enters the marine environment with two related activities: 1.Restoration and improvements of natural waterways that connect storm drainage to the Back Bay, especially Keegan Bayou and Bayou Auguste, which have been impacted most by the road construction work. 2.Coordination and leveraging of on-going and planned projects to bring green infrastructure planning and funds to install and maintain landscape areas Environmental education with Biloxi Public School students. For the past seven years GCCDS has developed and implemented educational outreach programs with Biloxi Junior High School, East Hancock Elementary, St. Martin High School, and with middle school students in the Gulfport School District. During the summer of 2017, GCCDS received funding through the National Marine Sanctuary Foundation in partnership with NOAA to further modify the curriculum for a summer program with the Boys and Girls Club of Hancock County. Measures of success: Over 400 students and teachers reached through direct programming with several hundred more potentially reached through exhibitions of work to parents, local leadership and the larger community. Outcome: Change of behavior for students, their families and larger community to reduce trash and pollution entering storm water drainage system. Stormwater education to residents of the Biloxi peninsula. The project will build upon the City of Biloxi's ongoing stormwater management resident outreach as well as with community workshops in conjunction with the property owner small grant program. Measure of success: outreach to all Biloxi residents through B-Mail and other media, at least 10 community workshops. Outcome: Change of behavior for residents to make improvements on their property to reduce run off and to reduce trash and pollution entering the stormwater drainage system. Low-impact development training and design resources. GCCDS will work with the City of Biloxi to develop training and explore possible incentives to promote low-impact development. Measure of success: Low impact development training material tailored to the Biloxi peninsula. Outcome: Economic growth with improved development Property owners small grant program to do green infrastructure projects. Around 20% of the proposed funds will have a direct impact on citizen's quality of life by making upstream stormwater improvements in the community. At least 75 small grants between $2500 and $5000 will be awarded to property owners on the Biloxi peninsula who apply for assistance to do green infrastructure projects on their property or on property along the streets in partnership with the city and with other property owners in their neighborhood. With the completion of the road and stormwater infrastructure construction such projects will be a welcome compensation for enduring the inconvenience of several years of road construction and will have multiple benefits: first, the projects will	Harrison	Yes	60	Yes	Yes	No	No	No	Yes	Yes		$ 2,080,000.00	$ -	
New	Infrastructure	S879	4/17/2019	KHSA Assault Landing Strip	This 4000' X 60' concrete Assault Landing Strip (ALS) will be constructed adjacent to the Airport's runway and provides needed training to local and transient US Military forces. The ALS supports Keesler Air Force Base's 403rd Tactical Airlift Wing, 815th Tactical Airlift Squadron and 53rd Hurricane Hunters' training missions. This specific designed asset will support transient C-130 airwings and joint warfighting training & readiness training. This project supports Naval Special Warfare (Special Boat Team 22 (SBT22), Naval Small Craft Instruction & Technical Training School (NAVSCIATTS), and WARCOM) at NASA's John C. Stennis Space Center, the U.S. National Guard's Combat Readiness Training Center (CRTC) at Gulfport-Biloxi International Airport (GPT)and the State's Camp Shelby. This project will support, Mississippi State University's ASSURE Center for Unmanned Aerial Systems (UAS, Vertical Take-offs & Landing Platforms (Both CV-22 & helicopters) and horizontally launched spacecraft as the Hancock County Port & Harbor Commission seeks Mississippi's first and only Federal Aviation Administration (FAA) Space Port License.	Hancock	Yes	100	Yes	No	No	No	Yes	Yes	No		$ 7,627,318.00	$ 766,500.00	
New	Infrastructure	S881	4/17/2019	Harbor Expansion Parking Area	Along the beachfront, adjacent to the Gulfport harbor, across from the upcoming Aquarium attraction, and with access to downtown's food and beverage, gaming, and lodging, the area around Gulfport's Jones Park / Barksdale Pavilion has become the City's hub for tourism. With the expansion of recreational activities and tourism in this area, the City of Gulfport has an immediate need for additional parking. Complimenting an adjacent lot, the proposed expansion of parking along the eastern edge of Jones Park will promote workforce development by providing additional areas for workers to park, will provide visitors access to tourism, eco-tourism, and recreational activities, provide additional public access for residents and visitors to the beach and fishing opportunities, and provide access to the educational benefits associated with the new aquarium. Ultimately this parking area will ensure inadequate parking will not stifle Gulfport's booming economic development. This additional parking will complement the proposed expansion of the Gulfport Harbor. It is proposed at the southeast corner of 20th Avenue and U.S. Highway 90 and will be asphalt-paved and striped to match adjacent areas. Any end cap islands will be constructed with curb and gutter and landscaping commiserate with the area will be added.	Harrison	Yes	75	Yes	Yes	Yes	No	Yes	Yes	No		$ 2,000,000.00	$ -	
New	Infrastructure	S882	4/17/2019	On-Site Animal Holding and Facility Operations Building	Development of on-site facilities at Mississippi Aquarium to house ambassador animal collection that the aquarium uses for educational outreach both at the aquarium and at schools throughout the state. The facility will also enlarge our on-site animal holding and treatment capacity to care for more animals on site and provide space for maintenance shops to handle rebuilding of pumps and equipment to increase life expectancy. Small office space for the maintenance team and aquatic team will also be included. This space will provide opportunities to partner with Mississippi higher educational institutions such as USM Educational Program, USM Marine Research Center, MSU Veterinary Program, MGCCC Veterinary Technician Training Program, as well as creating opportunities at the high school level. This building would go on the footprint of the Masonic Lodge Building.	Harrison	Yes		Yes	Yes	No	No	Yes	Yes	No		$ 1,750,000.00	$ -	
New	Infrastructure	S883	4/17/2019	Conservation Awareness Campaign (through interpretive signage and exhibits)	Development and installation of dynamic graphics throughout Mississippi Aquarium's campus that will highlight critical content that supports the conservation of Mississippi's most precious water systems. Utilizing a variety of media including digital monitors, informational signage, interactive displays, and live interpreters, the aquarium will provide these world-class visuals to teach guests about a variety of species in our waterways, bayous, and the Gulf to better understand why the knowledge they are gaining is so important.	Harrison	Yes		Yes	Yes	No	No	No	No	No		$ 1,000,000.00	$ -	
New	Infrastructure	S884	4/17/2019	Marine Science Dietal Command Center	Construct an exhibit linking the USM Gulf Coast Research Laboratory and its fleet of vessels with visitors to the Aquarium through live and pre-produced video and interactivity by highlighting USM's research projects and scientists. Pre-produced programming would run on the screens at the Mississippi Aquarium on a regular basis including (1) Stories about scientists and how they became engaged in studying the Gulf; (2) featured research on aquaculture, marine ecology and oceanography; (3) highlights of the USM Gulf Coast Research Laboratory and related marine conservation and research resources in the region. Interpretive graphics, and large screen data sets and maps would provide context for understanding the role of specific research projects and needs in relation to challenges and opportunities in the Gulf of Mexico.	Harrison	Yes		Yes	Yes	No	No	Yes	No	No		$ 150,000.00	$ -	
New	Infrastructure	S885	5/2/2019	Development of	The ARC will build the body of knowledge around the growing One Health movement, a collaborative effort of multiple health science professionals â€“ veterinary medicine, human medicine, environmental, wildlife and public health â€“ to attain optimal health for people, animals, wildlife, plants and our environment. By exploring the connection between health and the environment, this interdisciplinary approach can help protect present and future generations. Over the last three decades, approximately 75% of new emerging infectious diseases have been zoonotic, meaning the diseases have been transmitted from animals to humans. Research that studies the link between human, animal and environmental health is critical to our future, yet much of the work in this area has been focused on terrestrial species. By exploring the connection between health and the environment, The ARC can help protect present and future generations. Given the centrality of water to human life, and the great diversity of species and habitats our ocean supports, there is an urgent need for research focused on aquatic ecosystems. Not only will this research lead to a greater understanding of the public health risks of contaminated seafood, beaches and water, but it could also lead to new treatments and medicines that are marine based. This space will provide opportunities to partner with Mississippi's higher educational institutions such as USM Educational Program, USM Marine Research Center, MSU Veterinary Program, MGCCC Veterinary Technician Training Program, as well as creating opportunities at the high school level.	Harrison	Yes		Yes	Yes	No	No	Yes	Yes	No		$ 2,500,000.00	$ -	
New	Infrastructure	S886	5/14/2019	Mississippi Aquarium Mobile Marine Unit (MMU)	The MMU will provide a hands-on education for both children and families alike throughout the State. Teachers and educators from grades K to 12 will have the ability to use the MMU at their schools and present a variety of lessons. These lessons can range from basic biology and anatomy, to animal care and building aquatic system all while threading in a message of costal conservation and preservation. As the MMU moves throughout the community, new relationships will be made in supporting the aquariums coastal conservation messaging to promote the health and well being of the community. The MMU enhances an important conversation about aquatic life, animal conservation, and sustainable lifestyles everywhere it rolls. The MMU will connect educators through association with the aquarium and will create a network of people passionate about the conservation and sustainability in the State of Mississippi. This request entails the build out of the MMU (a 31 ft Airstream Trailer that will be modified to look like a submarine), the vehicle to pull the MMU, and staffing of the MMU for the 4 years of operation. surrounding regions.	Harrison	Yes		Yes	Yes	No	No	Yes	No	No		$ 450,000.00	$ -	
New	Infrastructure	S887	5/20/2019	Inside Explorer Technological Programs	The Inside Explorer software utilized in educational programs will generate public awareness about the internal systems of native animals. Teaching our community about the different functions of living things gives the community a unique perspective on what they need to survive. Just like humans, living things have internal systems such as skeletal, muscular, circulatory and more. Knowing these intimate details provides a better understanding on what we can and should do to support a healthy environment and a sustainable Gulf.	Harrison	Yes		Yes	Yes	No	No	Yes	No	No		$ 270,000.00	$ -	
New	Infrastructure	S889	5/28/2019	I-10 Corridor Project - Hwy 63 to Hwy 613 Connector	Project Background The Mississippi Gulf Coast has experienced heightened growth along the Interstate 10 corridor over the last several decades. Locations of increased growth potential with convenient access are becoming scarce and the possible stagnation of that growth may be a result. Communities which are capable of providing transportation networks to facilitate growth enhance the economic viability of the area and the entire Mississippi Gulf Coast Region. To that end, this project proposes to tie three high traffic corridors together while providing areas for development to stimulate economic growth. Project Benefit and Need Interstate 10, the primary east-west corridor in the City of Moss Point, carries over 48,000 vehicles per day (according to 2015 traffic count data provided by MDOT). Highway 63 carries in excess of 22,000 vehicles per day while Highway 613 carries over 17,000 vehicles per day. This area has experienced growth over the years but discontinuity in the transportation network connecting these corridors has stifled that growth. The I-10 Corridor Project proposes to facilitate additional growth in this area by constructing 1.1 miles of roadway improvements that would connect Highway 63 to Highway 613 via a frontage road while also providing enhanced connectivity with improvements along existing roadways. These improvements include widening existing roadways and improving intersections for enhanced traffic safety while providing increased accessibility to the already existing developments. Unique Project Advantages As with all economic development projects, location is of utmost concern. In addition to the project's unique positioning between two relatively close north-south corridors adjacent to a high traffic east-west corridor, the I-10 Corridor Project takes advantage of the fact that the project area is located at least twenty miles from the nearest developed areas to either the east or the west. The economic growth derived from this project would not be primarily competing against either of those markets and as such, there is a distinct growth potential along the I-10 Corridor in this area which exists in no other populated area of the Mississippi Gulf Coast. Project Scope The I-10 Corridor Project involves the construction of approximately 0.8 miles of new roadway along with the improvement and widening of approximately 0.3 miles of existing roadway. The total project cost is anticipated to be $6.8 million. This total project cost includes the necessary environmental documentation and remediation, surveying, engineering design, right-of-way acquisition, and construction. All proposed work will conform to federal procurement guidelines and state procedures.	Jackson	Yes	6000000	Yes	No	No	No	Yes	No	No		$ 6,800,000.00	$ -	

New	Infrastructure	5891	11/28/2020	Special Needs Sports, Leisure, and Evacuation Complex	Justification for building and maintaining a recreational sports and leisure complex and multipurpose activity center for youths and adults with special needs. The problem: Of all the local cities/municipalities in the six southern-most counties of Mississippi, Biloxi is the only one that most visibly provides a variety of city-sponsored recreation and leisure activities for individuals with special needs and their families. Yet even these activities are scattered throughout the year. Recreational sports and leisure activities for youths and adults along the coast are mostly paid for and provided by organizations such as MS Gulf Coast Buddy Sports (Pass Christian), The Dream Program (Ocean Springs), South MS Special Needs Organization (SNO) (Jackson County), Coastal Civitan (Diamondhead), Ainsley's Angels (Harrison County). MS Coast Special Needs Soccer Association (D'Iberville), South MS Down Syndrome Society (Harrison County), The Disability Connection (Harrison County), and USM Institute of Disability Studies (Long Beach) These organizations operate independently and acquire funding independently. These organizations raise money to provide recreational and leisure activities for individuals with special needs and their families, free of charge or for a minimal fee. The expectations: For all cities along the MS Gulf Coast to provide a variety of year-round, on-going recreational and leisure activities for the youths and adults with special needs in their local communities at a minimal cost or for free. The reality of the matter: Most cities do not budget funds to provide recreation and leisure activities specifically for youths and adults with special needs, either through inclusive use or a separate program or activity. Usually, activities are provided by an organization in conjunction with the city or independently by the sponsoring organization. There is also few if any, after-school programs specifically designed to address the leisure needs of individuals with special needs. While the YMCA, Boys & Girls Clubs, and after-school programs provided by churches and schools are available and located throughout the local area, these programs are not set up, equipped, nor staffed to provide activities to groups of individuals with special needs. As well, entities such as Millcreek, South MS Regional Center, St. Francis Community Services, and the MS Department of Vocational Rehabilitation, provide Day Habilitation, Home and Community Based Waiver Services, Sheltered Employment, and other employment and habilitation activities during the day, these programs often do not extend into the late afternoon/evenings or on Saturdays. Regularly scheduled afternoon and evening programs for youths and adults with special needs is lacking and is desperately need here along the MS Coast. In addition, the MS Gulf Coast, as part of its Hospitality, One Coast, Coastal Mississippi push needs to provide special needs opportunities to out of town visitors that have family members with special needs. The solution: MS Gulf Coast Buddy Sports, Inc. desires to offer a variety of year-round, on-going recreational sports and other leisure activities to youths and adults with special needs at a centralized location. These opportunities will be available Monday through Friday during daytime and evening hours and on Saturday. Opportunities will be open to all individuals with special needs that are able to attend. All services and activities will be offered free of charge or for a minimal fee, preferably free of charge. Other non-profit organizations providing activities for individuals with special needs will also be allowed to schedule use of the facility when available. A special amenity will be a drop-in program. The drop-in program will allow non-frequent users to have a place for their family members to go during a time of unexpected need. The drop-in program will also be a huge advantage to families that have special needs members that are visiting here on the MS Gulf Coast. It is well-noted that many families do not eo on vacations or visit areas that do not	Harrison	Yes		Yes	No	No	No	Yes	No	No		$ 6,500,000.00	$ 30,000.00	
New	Infrastructure	5892	7/31/2019	Hancock County Utility Authority - Kiln / Delisle Phase 3	This project is Phase 3 of the area East of the Hancock County Arena. It will be to install a sewer collection system with grinder pumps and lift stations in the designated area to connect approximately 80 homes and discontinue the use of septic tanks. These tanks are close to creeks, streams and bayous that empty out through Rotton Bayou into the Bay of St. Louis and eventually into the Gulf of Mexico. Rotten Bayou is on the EPA list of impaired waterways. The wastewater from this area will then be transported to the Northern Regional Wastewater Treatment Plant for proper treatment.	Hancock	Yes		70 Yes	No	Yes	No	Yes	No	Yes		$ 2,529,550.00	$ -	
New	Infrastructure	5896	10/7/2019	STORM SURGE BARRIERS FOR BAY ST. LOUIS & BILOXI BAY	I HAVE A NEW CONCEPT FOR THE DESIGN AND CONSTRUCTION OF HURRICANE STORM SURGE BARRIERS, BARRIERS THAT ARE SPECIFICALLY DESIGNED FOR OUR UNIQUE BAY MOUTHS. I HAVE THE APPROVAL OF THE CONCEPTS BY CLARK STANAGE, WHO IS THE LEAD WATER CONTROL ENGINEER FOR THE WEST COAST US ARMY CORPS OF ENGINEERS, AND HAS BEEN SO FOR THE PAST 30 YEARS. HIS HOME PHONE # IS (916) 487-5215. MY BARRIERS ARE A SERIES OF ISLANDS ACROSS THE BAY MOUTHS. SEPARATING THE ISLANDS ARE CONCRETE CULVERTS, WITH FLAT BOTTOMS FLUSH WITH THE BAY FLOORS. THEY HAVE VERTICAL SIDES, NO TOPS. HINGED TO THE SIDES OF THE CULVERTS ARE STORM SURGE BARRIER GATES, similar in concept to cattle gates across a road. THESE GATES ARE NEVER CLOSED, EXCEPT DURING A HURRICANE OR A HIGH-FLOODING TIDE. AS A STORM SURGE APPROACHES OUR BAYS, AND THE SS WATER LEVEL GETS 9" HIGHER THAN A HIGH TIDE, THE GATES START TO FLOAT, AND THE INCOMING WATER CLOSES THEM. TO A VEE, NOT A WALL. A VEE SIMILAR TO THE BOW OF A SHIP, WHICH WILL BREAK UP THE SMASHING WAVES. THE STORM SURGE HIGH WATER HOLDS THE GATES CLOSED, THEY ARE NOT LOCKED CLOSED. WHEN THE SS GOES DOWN, THE HIGHER WATER INSIDE THE BAYS BLOWS THE GATES BACK OPEN. OTHER DETAILS PROVIDE FOR SHIPPING LANES, AND RAILROAD BRIDGES. I AM CURRENTLY WORKING WITH GULF COAST PRESTRESS FOR THE CONCRETE CULVERTS, AND TALKING TO ENGINEERING COMPANIES FOR THEIR ASSISTANCE. FURTHER PLANS AND LOCATION DRAWINGS ARE AVAILABLE ON REQUEST.	HARRISON, JACKSON, HANCOCK	Yes		Yes	Yes	Yes	Yes	Yes	Yes	No	COMPLETE PROTECTION FROM STORM SURGE	$ 100.00	$ -	
New	Infrastructure	5897	1/24/2020	Walter Anderson Museum of Art Creative Complex	The Walter Anderson Museum of Art requests $1,554,000 for Phases 2-4 of the Creative Complex, a campus expansion for coastal discovery and innovation, public access, and quality of life empowered by immersion in the natural world. The Creative Complex, a combined 15,000 square feet of interior and exterior spaces and public gardens, will be a center of education and recreation where visitors make connections to 21st century landscapes and applications, including those in science and technology, aquaculture and foodways, tourism, environmental stewardship, and restoration. The purpose of the project is to cultivate lifelong curiosity and connection to place through the convergences of culture, economy, education, and the environment. As American author Wendell Berry writes, â€œNeither nature nor people alone can produce human sustenance, but only the two together, culturally wedded.â€ Art, as a force for meaning-making and cultural resonance, is critical to the story of the Gulf Coast's resiliency. Walter Anderson's art contributes to the region's public education systems, tourism and community development, and conservation efforts. His studies of flora, fauna, and landscapes â€“ and his history of exploring the barrier island wilderness â€“ provide points of ignition for recreational and research-based programs that connect communities to their estuarine landscapes, as well as to the urgent need to study and protect them. WAMA's partners in science and restoration, including The University of Southern Mississippi Marine Education Center and the Grand Bay National Estuarine Research Reserve, are looking to art to communicate about complex systems. â€œOur goal is conservation, but conservation is complicated,â€ says Dr. Ayesha Gray of the Grand Bay NERR. â€œConnecting nature, art and science is part of the heritage of the Gulf Coast and that legacy is exemplified by Walter Anderson's work,â€ says Kelly Lucas, Ph.D., Interim Associate Vice President for Research of Coastal Operations and Director of the Thad Cochran Marine Aquaculture Center at The University of Mississippi. â€œ[Walter] Anderson is THE artist of the Gulf of Mexico,â€ writes Jack E. Davis in his Pulitzer Prize-winning environmental history, 'The Gulf: The Making of an American Sea.' Anderson's journeys to the federally-designated wilderness of Horn Island from the 1940s through 1960s exposed him to its biodiversity and its scientific and geographical importance. He depicted its hurricanes, its animal and plant life, its eroding sands, and its unadulterated brilliance. â€œ... His lines are vivid, limber, and alive,â€ continues Davis. â€œThey are the lines of the Gulf of Mexico and its wildlife. They transpired from his search for wholeness in nature, a â€˜significant form' that he sought to discover not merely from the visual form but from the biological, by touching, feeling, listening, and even tasting.â€ This art history sets the stage for programs and excursions, both on land and water, that merge recreation, observation, and creative communication with geographical study, microplastics sampling, beach restoration, oceanography, and environmental science. Programs at the completed Creative Complex will focus on five areas: Nature and Conservation; Science and Technology; Industry and Business; Culture and Community; and Art and Creativity. Partners include the University of Southern Mississippi Marine Education Center its School of Ocean Science and Engineering at John C. Stennis Space Center, the Grand Bay National Estuarine Research Reserve, the Sandhill Crane National Wildlife Refuge, the Pascagoula River Audubon Center, Chevron, Mississippi Power, and Ingalls Shipbuilding, as well as a host of regional and local tourism entities	Jackson	Yes		70 Yes	Yes	No	Yes	Yes	Yes	No		$ 2,500,000.00	$ 900,000.00	
New	Infrastructure	5900	4/30/2020	TYR Resolution	Transitional housing for veterans to assist in stabilizing their return to being a productive citizen. Purchase property to house up to 6 veterans coming out from programs within the Biloxi Gulf Coast Veterans Health Care System (VA hospital). Whether they are coming out of the PTSD, Alcohol or Drug rehabilitation they need a place for temporary housing until HUD/VASH can get them long term housing - rather than rushing them into a drug trafficking location or a similar non-healthy recovery location. Currently, several go back out to homelessness and return to being a problem to society. This facility would provide them 24 hour management, temporary shelter in a clean environment, provide food and counseling on site, as well as retail experience working on site; thereby, starting a working resume. A coffee shop would be built on this property to provide a job for these veterans transitioning without them having to worry about transportation or safety in walking to and from work as well as provide continued income for sustainability for this program. This stage is estimated to cost $1.5 Million and provide the state of Mississippi valuable productive tax paying citizens, provide the city a property that has sit vacant for 10 years to be used, property taxes paid and rid of rats and vermin - along with business growth, homelessness resolution, crime reduction and self sustaining citizens. (1 full time employee and 3 part time employees)	Harrison	Yes		35 Yes	No	No	Yes	No	Yes	No		$ 1,500,000.00	$ 27,000.00	Land Acquisition
New	Infrastructure	5903	4/30/2020	ISC Sustainability and Restoration Initiative	The project will expand upon projects from 2015 NRDA funding received by INFINITY Science Center that would introduce the importance of sustainability and renewable energy as valuable aspects of restoration and future protection of wetland ecosystems. Electricity that is non-solar requires the use of fossil fuels and the expansive use of fossil fuels created the demand that led to the BP disaster. Reducing the use of fossil fuels for electricity decreases the demand for fossil-fueled sources of electricity thereby reducing the overall risk of further disasters. This project includes the addition of solar panels with battery backup for INFINITY Science Center with an educational component inside the building to increase public learning and awareness about the importance of sustainability and renewable energy in ongoing wetland protection. The project will also ensure that our electric needs, purchased through INFINITY's Initial NRDA award, are solar-powered rather than powered by electricity that is from non-renewable fossil fuel sources. The project aligns with NRDA and Restore Funding purpose and guidelines. INFINITY plans to lead by example along the Gulf Coast of Mississippi through the implementation of non-fossil fueled solar energy use thereby encouraging others along the coast to adopt renewable energy practices and sources. INFINITY is highly visible along eastbound I-10 Passing travelers will see the solar panels and our sign will encourage these travelers to go to our website to learn more about renewable energy and why INFINITY chose to lead along the coast with solar renewable energy. The program aligns with the main strategic goals of INFINITY Science Center for financial sustainability to ensure continued programming and to lead in environmental education and stewardship of our wetlands.	Hancock	Yes		50 Yes	Yes	No	No	Yes	No	No		$ 2,000,000.00	$ -	
New	Infrastructure	5947	11/25/2020	PAWS (Pets and Wildlife) Exploratorium	HSSM is seeking funds to construct a new facility on their property, which will serve as an education and community event location. Set in a nature-inspired landscape, the PAWS Exploratorium will provide an aesthetically pleasing venue at the juncture of 28th Street and Highway 49 and we will also get with the Gulf Coast Restoration Initiative to create a nature trail in conjunction with the new facility. This new area will focus on education and conservancy of all animals while also focusing on the human component of humanity-which is already at the center core of HSSM's mission and ingrained culture related to animal welfare and humanity. This facility will provide an additional mission based attraction for families to visit while being complimentary to and not competitive with surrounding aquatic organizations. The facility will feature live engaging exhibits with animals such as turtles, snakes, opossums, raccoons, etc., enhanced interactive educational opportunities, children's activities, a small Re-Tail store, various nature trails for bird watching and a pollinator path. The Exploratorium will also be open and available to other animal welfare organizations, such as Wild at Heart Rescue and Audubon MS and can be a destination for several local summer camps such as the City of Gulfport Summer Camps and Lynn Meadows Vet Camp. The facility will utilize existing HSSM land and will enhance current programs while also serving as a centrally located site for partner organizations. This new facility will perpetually support HSSM's lifesaving efforts and strive to educate the importance of animal welfare, preservation, conservation and humanitarianism. We will seek guidance from top architect consulters that have worked on tourist engaging projects in order to create an engaging and interactive experience for all attendees. The requested funds would support design and construction plus year 1 operations and encourage ongoing fundraising. HSSM plans to sustain PAWS by funneling Club Paw summer camp registration fees back into the program and by requesting parent/teacher organizations to provide a small fee for students and charge additional adult fees for each tour/education session as well as special event rental fees. Because of PAWS HWY 49 location-a major tourist access road- and its proximity to the Aquarium, we plan to partner with the Aquarium and possibly the Institute for Marine Mammal Studies to offer joint tourism tickets. In addition, we will use our extensive individual & corporate donor network as we have an established fundraising platform for our mission based initiative. We will also share trained HSSM staff with the new facility on an as-needed basis. We currently partner with local community colleges such as MGCCC for workforce training and internships. PAWS could potentially raise additional funds by hosting a snack bar that sells only local products from Pop Brothers, Karen's Cookies and other local businesses as well.	Harrison	Yes		90 Yes	Yes	No	Yes	Yes	Yes	No		$ 1,123,500.00	$ 224,700.00	
New	Infrastructure	5956	12/3/2020	Convert Highway 90 to a Raised Highway in Portions of Jackson County	On the eastern end of Jackson county, portions of Highway 90 act as a levy restricting the natural flow of water from nearby rivers such as the Pascagoula. Much of this area, from the intersection of Highway 90 ad Highway 63 all the way to the Mississippi/Alabama state line, is surrounded by marsh, wetlands and estuaries which drain into the Mississippi Sound. Currently, adjacent rivers are forced to drain through the handful of bridges, mainly short in length, thereby reducing the marshlands natural ability to filter this river water of the nutrient loading which happens upstream and which can be detrimental to the marine ecosystem in the Mississippi Sound and beyond. By converting Highway 90 to a raised highway, similar in construction to the Mobile Bay Causeway, the watershed would revert closer to it's origins and in doing so contribute to increased water quality and potentially more productive nursery grounds for many of the commercially and recreationally targeted species fish, as well as shrimp, crabs and oysters. This same concept of raising the highway could also lend itself to the portion of Highway 90 which spans the East and West legs of the Pascagoula River (on the boundary of Pascagoula and Gautier). My only caveat is that before undertaking such a project, one would need to ensure that raising the eastern most portion of Highway 90 in Jackson county would not cause undue harm, via flooding, to families which reside south of the highway in that area.	Jackson	Yes		No	No	Yes	No	No	No	No		$ -	$ -	
New	Infrastructure	5957	12/3/2020	Waste Water Treatment Changes	This project focuses on the water treatment plants on the Lower Pascagoula River in Gautier and Pascagoula. Both plants are antquated and in need major improvements and/or relocated to a more desirable location. The MDMR tests the water outside the mouths of both the West and East Pascagoula Rivers and the water contains E.coli bacteria which exceed the limits for healthy oyster production. This project would be a benefit to the health of the ecosystem as well as to the citizens of the great state of MS that use these waters for recreational activities.	Jackson	Yes		Yes	No	Yes	Yes	Yes	No	No		$ -	$ -	
New	Infrastructure	5958	12/3/2020	Water Facilities Plan - System Upgrades	Scope of work includes the development of a Facilities Plan for the DWSD's water system to address the deficiencies identified in the Water Distribution System. Based on study, Southeast Water Main Phase project to upgrade water mains in Southeast area of Diamondhead, MS (Hilo Street area). Being engineered by Sevmour Engineering (attached contract copy) and have MSDH Permit. Map included. Estimated construction of water main upgrades in this area of $1.5M.	Hancock	Yes		100 No	No	No	No	No	No	No		$ 1,500,000.00	$ -	
New	Infrastructure	5959	12/3/2020	Water Facilities Plan - Water Mains	Scope of work includes the development of a Facilities Plan for the DWSD's water system to address the deficiencies identified in the Water Distribution System. Study found need for additional water tower, water mains, main loops. Estimated cost of $6M.	Hancock	Yes		100 No	No	No	No	No	No	No		$ 6,000,000.00	$ -	

New	Infrastructure	5960	12/3/2020	Water Main System Upgrades - Phase I & II	Scope of work includes the development of a Facilities Plan for the DWSD's water system to address the deficiencies identified in the Water Distribution System. Study found multiple areas of water mains requiring upgrades/replacements including new mains, new water loops, to upgrade 50+ year old system. Project will be Phased with the estimated cost of Phase I & II being $12M. Maps attached.	Hancock	Yes	100	No	No	No	No	No	No	No		$ 12,000,000.00	$ -	
New	Infrastructure	5961	12/7/2020	Basin 13 Improvements	Re-lining of clay sewer pipe in Basin 13 due to 50+ year old aging pipes that are deteriorating and must be upgraded.	Hancock	Yes	100	No	No	No	No	No	No	No		$ 275,000.00	$ -	
New	Infrastructure	5962	12/7/2020	Basin 17 Improvements	Re-lining of clay sewer pipe in Basin 17 to 50+ year old aging sewer pipes that are deteriorating and must be upgraded.	Hancock	Yes	100	No	No	No	No	No	No	No		$ 500,000.00	$ -	
New	Infrastructure	5963	12/7/2020	Lift Station #16 - Force Main	Replacement of entire force main from Lift Station #16 (approximately 1,900LF).	Hancock	Yes	100	No	No	No	No	No	No	No		$ 300,000.00	$ -	
New	Infrastructure	5969	12/7/2020	Sewer Model Project	Development of a sewer model for the DWSD's sewer system, which will include the following tasks: • Review and verify available information • Perform flow monitoring and rainfall monitoring • Estimate base wastewater flow, groundwater infiltration and rainfall dependent I/I • Develop model and perform analyses of sewer system • Prepare report	Hancock	Yes	100	No	No	No	No	No	No	No		$ 300,000.00	$ -	
New	Infrastructure	5981	2/5/2021	Port of Pascagoula 22 Acre Open Storage and Parking Expansion	The Jackson County Port Authority is proposing the expansion of the aggregate parking area at the Port of Pascagoula's South Terminal in the Pascagoula River Harbor and drainage improvements at the terminal to support the improvements. The project would consist of the installation of approximately 3,000 linear foot of new concrete drainage pipe of sizes varying from 24 inches to 48 inches and new drainage inlets; construction of a new 20' vinyl sheet pile wall to allow the parking improvements at an elevation comparable to the existing parking areas onsite; installation of approximately 105,100 square yards (approx. 22 acres) of parking expansion consisting of 24 inches of sand base, 24 inches of aggregate pavement, and 2 layers of structural geogrid to handle heavy haul loading at the site; installation of new riprap shoreline protection and drainage outfall protection; approximately 2,300 linear feet of chain link fence expansion, and seeding disturbed areas. The parking area expansion will include expansion of the existing aggregate paved areas to support heavy haul loads for equipment and offloaded cargo at the terminal, and would increase the available space for storage and staging of offloaded cargo at the site to almost 250% of the current available space. The project will support significant terminal expansion possibilities in the future. The parking area expansion and terminal improvements project provides a significant long term impact to the commercial life span of the facility. The parking, drainage, and other terminal improvements at the South Terminal would consist of several components. The estimated cost of the project is anticipated to be approximately $12.4 million dollars. The property is under full control of the Jackson County Port Authority. The cost estimate is current as of November 2020.	Jackson	Yes	100	Yes	No	No	No	No	No	No		$ 12,410,000.00	$ -	
New	Infrastructure	5982	2/11/2021	Southern Bulkhead Extension at the Port of Pascagoula South Terminal	The Jackson County Port Authority is proposing the extension of the sheet pile bulkhead of the Port of Pascagoula's South Terminal in the Pascagoula River Harbor to the south. The project would consist of the installation of 800 linear feet of 90 foot long sheet piles and associated tie backs; approximately 4,000 cubic yards of select fill material behind the new sheet pile bulkhead; providing a new concrete top cap along the dock edge; and the installation of a cathodic protection system to protect the bulkhead from corrosion. The extension of the sheet piling bulkhead will support deeper dredging alongside the terminal and facilitate development along the shoreline in areas that do not presently have a bulkhead. The project will support significant terminal expansion possibilities in the future. The bulkhead will provide an extended terminal interface at this location. The increased bulkhead length would increase the available space for ships to moor at the terminal to more than 200% of the current available space. The extension of the sheet pile bulkhead provides a significant long term impact to the commercial life span of the facility. The southern extension of the sheet pile bulkhead of the South Terminal would consist of several components. The estimated cost of the project is anticipated to be approximately $7.37 million dollars. The property is under full control of the Jackson County Port Authority. The cost estimate is current as of November 2020.	Jackson	Yes	100	Yes	No	No	No	No	No	Yes		$ 7,370,000.00	$ -	
New	Infrastructure	5983	6/3/2021	Port of Pascagoula South Terminal Extension of Bulkhead North to Terminal A	The Jackson County Port Authority is proposing the extension of the sheet pile bulkhead of the Port of Pascagoula's South Terminal in the Pascagoula River Harbor to the north. The project would consist of the installation of 960 linear feet of 90 foot long sheet piles and associated tie backs; approximately 6,000 cubic yards of select fill material behind the new sheet pile bulkhead; providing a new concrete top cap along the dock edge; and the installation of a cathodic protection system to protect the bulkhead from corrosion. The extension of the sheet piling bulkhead will support deeper dredging alongside the terminal and facilitate development along the shoreline in areas that do not presently have a bulkhead. The project will support significant terminal expansion possibilities in the future. The bulkhead will provide an extended terminal interface at this location. The increased bulkhead length would increase the available space for ships to moor at the terminal to almost 250% of the current available space. The extension of the sheet pile bulkhead provides a significant long term impact to the commercial life span of the facility. The northern extension of the sheet pile bulkhead of the South Terminal would consist of several components. The estimated cost of the project is anticipated to be approximately $8.94 million dollars. The property is under full control of the Jackson County Port Authority. The cost estimate is current as of November 2020.	Jackson	Yes	100	Yes	No	No	No	No	No	Yes		$ 8,940,000.00	$ -	
New	Infrastructure	5984	6/4/2021	Port of Pascagoula Deep Water Access Improvements	The Jackson County Port Authority is proposing the replacement and rehabilitation of the sheet pile bulkhead of the Port of Pascagoula's South Terminal in the Pascagoula River Harbor and expansion of the concrete wharf adjacent to the bulkhead. The project would consist of the installation of 1,200 linear feet of 90 foot long sheet piles and associated tie backs; installation of approximately 1,725 new timber pilings and an approximately 43,000 square foot concrete foundation slab adjacent to the existing concrete slab; installation of approximately ten thousand cubic yards of sand and flowable fill between the existing sheet pile bulkhead and the new sheet pile bulkhead, and above the concrete foundation slab; construction of a new approximately 200,000 square foot concrete wharf adjacent to the new bulkhead; the installation of a new fender system for the vessels to moor to while at the berth; and the installation of a cathodic protection system to protect the bulkhead from corrosion. The existing sheet pile bulkhead is over fifty years old and requires substantial rehabilitation. The bulkhead is the key terminal interface at this location. The rehabilitation of the existing bulkhead will include installation of longer sheet pilings and the existing dock being elevated approximately 18 inches to match adjacent dock elevations. The longer sheet pilings will support deeper dredging alongside the terminal. The project will support significant terminal expansion possibilities in the future. The increased bulkhead length would effectively double the available space for ships to moor at the terminal, and the larger wharf will increase the available space for staging and offloading operations to 500% of the current capacity. The replacement and rehabilitation and extension of the sheet pile bulkhead and wharf improvements at the South Terminal would consist of several components. The estimated cost of the project is anticipated to be approximately $24.2 million dollars. The property is under full control of the Jackson County Port Authority. The cost estimate is current as of November 2020. The Port of Pascagoula is a deep draft commercial harbor that has been the center of trade since the early 19th century. It is the largest port in the State of Mississippi. Five other counties are adjacent to Jackson County from the Alabama state line to the Louisiana state line. These counties have historically realized economic benefit and will be affected by any further development and use of the Port. The facilities of the port are centrally and strategically located on federal ship channels that extend to the Gulf of Mexico. The federal ship channel is maintained by the U.S. Army Corps of Engineers to an authorized depth of -42 feet. The Port is located approximately nine miles south of Interstate 10 providing additional benefits to shipping firms that require relatively easy and uncongested access to the U.S. highway systems. Primary exports and imports moving through the Port of Pascagoula include forest and paper products, general cargo, project cargo, machinery, petrochemicals, crude oil, and construction aggregate. For the last decade, the Pascagoula River Harbor has averaged more than 100,000 tons of cargo per year. The Port's transportation infrastructure provides cost effective ways to transport cargo to its intended destination. Port of Pascagoula rail service connections are the CSX and Mississippi Export Railroad which connects to the Canadian National Railroad. The South Terminal is the site of the former Louis Dreyfus Corporation grain elevator. The grain elevator facility would have been best described as the single biggest impact player in the port, outside of the Chevron refinery, with regard to cargo volume throughput. It was the largest cargo terminal in the Pascagoula River Harbor and accounted for some of the largest ships calling that harbor. Upon completion of the project, the 55-acre marine terminal with truck and rail access could easily have that distinction again in the near future. When constructed in the 1950's, the bulkhead sheet piling lengths were directly proportional to the depths of the water near and adjacent to the facility. However, the authorized water depths have been deepened over the last several decades. That trend is expected to continue in the future to afford larger vessels the ability of carrying more cargo in the utilization of the federal ship channels. To accommodate the projected deeper vessel operations, engineering studies have shown that modifications to this bulkhead would have to be performed. From an infrastructure improvement perspective, the project cost effectively provides the best return on investment relative to expenditures of available resources. The replacement, rehabilitation and extension of the sheet pile bulkhead provides the greatest long-term impact to the commercial life span of the facility.	Jackson	Yes	100	Yes	No	No	No	No	No	Yes		$ 24,220,000.00	$ -	
New	Infrastructure	5989	6/4/2021	NASA Wastewater Connection to HCUA	This project consists of connecting to a force main that NASA has constructed and continuing to run that force main from the North gate of NASA Eastward to the entrance of HCUA's Northern Regional Wastewater Treatment Plant. It will consist of 5 lift stations and 7 miles of pipe. This will allow for NASA officials to shut down both the lagoons permanently and also eliminate the outfall line into the Pearl River.	Hancock	Yes	100	Yes	No	Yes	No	No	No	Yes		$ 10,250,000.00	$ 2,000,000.00	
New	Infrastructure	5990	6/17/2021	Water System Rehabilitation and Replacement Project	Install 50,000 LF of new 12" and smaller water distribution system including valves, fittings and fire hydrants.	Jackson	Yes	100	Yes	No	No	Yes	Yes	No	No		$ 6,500,000.00	$ 650,000.00	

PROJECT CATEGORIZED INCORRECTLY IN PORTAL (ORANGE CELLS)

	Go Coast	PROJECT ID	PROPOSAL DATE	PROJECT NAME	DESCRIPTION	LOC_COUNTY	INFRASTRUCTURE COMPONENT	INFRASTRUCTURE_BUDGET_PCT	ACT_ECONOMIC_DEVELOPMENT	RESEARCH AND EDUCATION	SEAFOOD	SMALL BUSINESS	TOURISM	WORKFORCE DEVELOPMENT	ECO RESTORATION	ACT_OTHER	ESTIMATED_COST	FUNDING_AVAILABLE	COMMENTS
	Infrastructure	88	10/29/2013	Mississippi Habitat Stewards Program	Summary: Mississippi Wildlife Federation requests consideration of funding to continue growth and success of Mississippi Habitat Stewards Program along our Gulf Coast, assuring a team of trained volunteers to provide services to natural area managers, especially those related to public use, access and interpretation. Habitat Stewards also provide an engaged citizenry to support greater public support of natural areas management and restoration. Background: In July 2010, in response to the Deep Water Horizon explosion and the anticipated arrival of oil along Mississippiâ€™s shoreline, the National and Mississippi Wildlife Federations launched a volunteer surveillance network. This network of volunteers across the coast was established to monitor sections of shoreline and document their findings. By late summer, it became evident that damages from the BP oil spill would be dramatically different from those experienced after the Exxon Valdez disaster. However, many of the volunteers were still anxious to provide meaningful efforts on behalf of the coastal wildlife and their habitats. With this request in mind and with a clear understanding of the needs of natural lands managers on the Coast, Mississippi Wildlife Federation received grants from Shell Oil and BP in 2011 to develop a one-of-a-kind program for volunteers to be trained in coastal habitats and management of natural areas, named Mississippi Habitat Stewards. After completing the training, mentors introduce the new Habitat Stewards to natural lands managers to match volunteers with certain skills and partners with corresponding needs. The success rate of the program depends on the continued mentoring and landowner needs assessments by Mississippi Wildlife Federation. Currently, 38 students have completed the 24 hour training program. From 2011-2013, Mississippi Habitat Stewards have completed over 4,100 hours of volunteer service for natural land management tasks at many partner locations across the coast including: â€¢Mississippi Coastal Preserves (managed by Department of Marine Resources) â€¢Conservation parks owned and managed by Land Trust for the Mississippi Coastal Plain â€¢Mississippi Sandhill Crane National Wildlife Refuge â€¢Grand Bay National Wildlife Refuges â€¢Walking Trails at USM Marine Education Centerâ€™s Cedar Point site â€¢Trails at Shepherd State Park Wildlife Tourism, Natural Resource Management & Coastal Restoration: Because much of the work of the Mississippi Habitat Stewards is related to public use issues on natural lands in south Mississippi, there is a distinct overlap for ecotourism markets. Habitat Stewards are keeping natural area locations clean, safe and interpreted for all visitors, including eco-tourists. Mississippi Wildlife Federationâ€™s request for the Mississippi Habitat Stewards Program provides important capacity to continue the success of the program as well as filling a much needed void for volunteerism on the Mississippi Coast	George, Harrison, Jackson, St. Tammany, Stone, Hancock, Pearl River, Mobile	Yes		Yes	Yes	No	No	Yes	No	Yes		$ 1,175,855.00	$ 600,000.00	
	Infrastructure	94	1/1/1900	Bayou Grand Shoreline Stabilization	The subject property is one of the last remaining contiguous tracts of land along the Mississippi's Gulf Coast of it's size. Since the oil spill in 2010, nearby residents have noticed a big decrease in vegetation, marine life, wildlife and other resources predominant throughout the property before the spill. The loss of marsh land has been proven to magnify erosion by a significant amount. The land is well positioned to become a large scale multi-use development that could provide much needed amenities to the area including boat ramps, boardwalks, piers, bike paths and other economic drivers. At the same time, our intention is to keep a large portion of the land in it's natural state and not disrupt the natural ecosystem of birds, wildlife and vegetation. The current height requirements for building on the land range from 16-18 foot above sea level. Given these minimum height requirements, most options for the land are not feasible due to capital required to abide by these mandates. Ideally, we would like to form public/private partnerships in which everyone benefits from the reshaping of the land through infrastructure improvements (water, roads, etc.) and shoreline and marsh restoration. If these costs are not substantiated, it would be in the best interests for the allocation be set aside to purchase the land for government use. With it's close proximity to Gulf Islands National Seashore, the property would be ideal for a multitude of uses including public access, recreation, outreach, research & education and economic development.	Jackson	Yes	20	Yes	No	Yes	No	Yes	Yes	Yes		$ 7,350,000.00	$ -	
	Infrastructure	95	10/31/2013	Point Clear Island restoration/preservation and coastal access project	The Point Clear Island project is a former DMR approved mitigation site for a casino project which was never built. As the owner of the island and adjacent mainland lot I have sought partners from the City of Gautier, Land Trust and Conservation Fund to acquire and implement the restoration and construct tne pile supported island walkways and Graveline Bayou overlook. Land acquisition and construction is estimated to be less than $490,000. It would be good to name the project the Jean Baptiste Boudreaux de Graveline Island walk in honor of one of the earliest coast settlers.	Jackson	Yes	62	No	Yes	No	No	Yes	No	Yes		$ 490,000.00	$ -	
	Infrastructure	97	10/31/2013	Cedar Lake Acquisition	Approximately 14 waterfront acres with a potential interpretive center could be acquired. The property is located at Cedar Lake adjacent to the Tchoutacabouffa River. Approximately 2 acres are on Cedar Lake Island with the remainder on the mainland. The property connects with approximately 45 acres of preserved Land Trust property.	Harrison	Yes	20	No	Yes	No	No	Yes	No	Yes		$ 890,000.00	$ -	

	Infrastructure	1158	7/8/2013	Tchoutacabouffa Nature Area/Blueway & Greeway	(ORIGINAL ID#12019) 2) The Tchouticabouffa River Blueway/Greenway is an exciting project that addresses the unique riverine resources that start in the upper reaches of Harrison County and drains some 75 square miles of watershed that eventually enters Back Bay and then the open waters of the Ms Sound. The City has acquired CIAP and Tidelands funds to make limited investments in procuring sensitive lands for conservation purposes. The Tchoutacabouffa River watershed has been studied by the MDEQ as part of the Coastal Independent Streams Basin. At present, the City and the Land Trust for the Ms Coastal Plain have partnered to expend CIAP funds to purchase stream side properties in association with the proposed Riverside Park tract, just north of Lamey Bridge Road. Now is the time to acquire available properties along various parts of the river for conservation and public access purposes. BP funds of $3.5 M are requested to purchase property yet developed to further protect the water quality of this waterway leading to the fragile fisheries nursery downstream	Harrison	Yes	10	No	Yes	No	No	No	No	Yes		$ 3,500,000.00	$ 400,000.00	
	Infrastructure	1238	9/21/2011	Habitat Restoration and WQ Management in the Mallini Bayou System	(ORIGINAL ID#11158) The Mallini Bayou System consists of 5.71 miles of 12 inter-connected channels located on the eastern side of Bay St. Louis immediately west of the City of Pass Christian, MS. Harrison County proposes to improve and mange the water quality in the Mallini Bayou System of channels for the purpose of eliminating stagnation and hypoxia; reducing nutrient concentrations and coliform counts; and aiding compliance with the TMDL. The NRDA project involves the installation of a pipeline to pump high-quality bay water into Bayou Boisdore during ebb tide periods; remove obstructions; and dredge channels to the original permitted design depth. The pump station will be located about 5,750 ft from the north inlet of Mallini Bayou and about 5,505 ft from the south inlet at Anchor Basin; pumped bay water will flow equal distances north and south. Aeration devices are to be positioned in key channel intersections to facilitate water circulation. The goals are to prevent fish kills and improve larval survival rates so the Mallini Bayou System is restored to a functional estuary and contributes to the NRDA restoration efforts for the greater Gulf of Mexico ecosystem. Gannett Fleming, a global engineering company with over 95 years of experience, has been selected as the design-build firm for this project. Project tasks will include hydrodynamic modeling to the Mallini Bayou System, geotechnical analysis of the pipeline pathway, property acquisition, design engineering, permitting, contracting, construction oversight and commissioning/start-up. The company will operate the installed facilities for 20-years and provide environmental monitoring and reporting for verification of environmental offset credits during the anticipated Deepwater Horizon Spill 20-year loss period of the deep sea floor habitat. Following completion of design engineering an operating reserve account is to be established by NRDA and managed by Harrison County Government.	Harrison	Yes		No	Yes	No	No	No	No	Yes		$ 20,000,000.00	$ -	
	Infrastructure	1239	9/26/2011	Jackson County Restoration/Creation and Maintenance of Nearshore Tidal Marsh Island	(ORIGINAL ID#11187) To restore and maintain eroded nearshore saltmarsh islands within the submerged West Pascagoula River Delta by creating new island habitat with naturally occurring sediments dredged from area navigation channels; to create a long-term dredged material disposal site; and to create a nearshore storm buffer to protect the inhabited mainland areas near Gautier.	Jackson	Yes		No	No	No	No	No	No	Yes		$ 2,775,000.00	$ -	
	Infrastructure	1240	9/26/2011	Water Quality, Flood Minimization, Access, Shoreline Protection and Sediment Removal in Various Bayous	(ORIGINAL ID#11186) This project would consist of flood minimization, removal and disposal of obstructions, improve water quality, stabilize shoreline, sediment removal, increase access to natural resources, improve storm water runoff, reduce flooding and improve fisheries, marine and wildlife habitats. The bayous and watersheds areas involved with proposed costs are: Communy Ave/Bayou Yazoo Watershed ($88,000.00) Pascagoula Upper Bayou Casotte Drainage Area ($808,000.00) Pascagoula 11th Street/Parsley Street Watershed ($972,514.00) Pascagoula Inner Harbor/Lake Yazoo ($2,894,000.00) Pascagoula Bayou Chicot Watershed Area ($825,000.00) Pascagoula Canty Street Bayou ($1,260,000.00) Pascagoula Point Clear Watershed ($1,549,000.00) Gautier Hickory Hills Watershed ($1,458,000.00) Gautier Glenn Heath/Holly Heath Watershed ($92,000.00) Gautier Rolling Meadows Watershed ($160,000.00) Gautier De La Pointe/Frenchmans Dc ($91,330.00) Gautier Bayou Pierre/Italian Isle Watershed ($1,031,000.00) Gautier	Jackson	Yes		No	No	Yes	No	Yes	No	No		$ 3,396,087.00	$ -	
	Infrastructure	1251	11/26/2012	Ecological Restoration/Enhancement and Community Flood Reduction in Franklin Creek Watershed in Jackson County, Mississippi	(ORIGINAL ID#11856) The Jackson County Board of Supervisors is pleased to present this proposal to request Natural Resource Damage Assessment (NRDA) funding for hydrologic modeling, hydrologic improvements, coastal habitat restoration/enhancement, assessment of an endangered species habitat, and flood reduction in select communities located in Jackson County, Mississippi. This proposal contains a proposed scope of work, scheduling, and preliminary budgetary estimates to satisfactorily achieve the goals of this watershed project. BACKGROUND The proposed project area is located along the Mississippi and Alabama border in the Gulf Coast in Jackson County, Mississippi within the Franklin Creek watershed located south of Highway 90. The CSX railroad spans through the middle of the project area and the Grand Bay National Wildlife Refuge and Grand Bay National Estuarine Research Reserve are located adjacent to the project area to the Southwest. In the latter part of the 19th century, the CSX railroad was constructed in this area resulting in the redirection of natural flood waters to the north and west to an area bounded by Highway 90 and the CSX railroad. A preliminary project and hydrologic evaluation conducted in 2004 identified that an upland ridge located to the west of Franklin Creek and abutting the CSX railroad to the south is prohibiting floodwaters from sheet flowing through the Grand Bay Savannah and marsh. Rather than floodwaters naturally flowing through the marsh, the water is directed to the area bounded by Highway 90 and the CSX railroad resulting in continuous flooding of the Pecan Grove Community in Jackson County, Mississippi. PROPOSED SCOPE OF WORK The following proposed scope of work has been generated to conduct hydrologic modeling, hydrologic improvements, coastal habitat restoration/enhancement, and flood reduction in local communities located in Jackson County, Mississippi. The ultimate result will be to reconnect natural hydrologic patterns to the Grand Bay Savannah and marsh lands, restore/enhance the wetland habitat, and reduce flooding of the nearby Pecan Grove Community. It is the belief of the Board of Supervisors that improvements to the ecological health of the coastal marshlands and coastal waters (including oyster beds) will result in this project once fully implemented. Task #1: Gopher Tortoise Survey Eco-Systems, Inc. conducted field surveys for the review area on August 22, 2012 and followed the USFWS ?Standard Operating Procedure for Gopher Tortoise Burrow Surveys? (November, 2009) guidance document. Pedestrian transects were traversed throughout the review area to determine the presence of gopher tortoises, burrows, sign, etc. Transect width was determined in the field based on the visibility provided by the vegetation present. Sighted burrows were flagged and GPS located. A 600-foot radius around each sighted burrow was thoroughly traversed to identify burrows in within this identified range. No gopher tortoise individuals were sighted during field reconnaissance; however, burrows were observed within the review area and classified as old, inactive or active. It should be noted, all burrows were identified in Mobile County, Alabama and for more information, the Eco-Systems? report should be reviewed entitled ?Gopher Tortoise Survey Report and Identification of Anticipated Permits for the Proposed Hydrologic Modification Site for Watershed Restoration in Mobile County, Alabama and Jackson County, Mississippi? dated September 13, 2012. Based on the findings of the survey, the proposed hydrologic restoration project could have the potential to affect the gopher tortoise colony identified and surveyed. When the project construction plans are further refined, a biological assessment and affect determination should be prepared. If impacts to the gopher tortoise colony are identified as a potential result of the proposed project, consultation with the USFWS should be conduc ted. Special provisions before and during any proposed land disturbing activities should be made to protect any gopher tortoise individuals and burrows. Prior to any construction activities, all construction workers should be educated on gopher tortoise identification, as well as establishing a minimum 25 foot radius buffer around each identified burrow. If any gopher tortoises are sited during construction, all activities will cease and USFWS will be immediately consulted. Task #2: Environmental Assessment A thorough environmental assessment of the project area to determine the presence of jurisdictional waters of the United States along with any other environmental factors that may be of concern will be conducted and a summary report with associated figures and maps will be prepared. Task #3: Permitting and Review Process The Jackson County Board of Supervisors anticipates multiple permits to be required during the course of this project. Permits that may be required are detailed below: CWA Section 404 Wetland Permitting and Mitigation: Based on the preliminary project concept, permitting will be required through the U.S. Army Corps of Engineers, with consent and federal consistency determination issued from the Mississippi Department of Marine Resources since the project location is in the coastal zone. Section 404 of the Clean Water Act requires the protection and preservation of wetland resources. A Section 404 Wetlands Permit is required for dredge and fill operations that may	Jackson	Yes		No	No	No	No	No	No	Yes		$ 3,760,000.00	$ -	
	Infrastructure	1255	12/3/2013	Gulf Observing Aerial Program	A diverse constellation of airships, airplanes, and UAVs should be put in place to provide long endurance observation of the Gulf. The primary purpose of the aerial fleet will be to closely monitor the offshore drilling community to immediately detect any oil spills, washed ashore oil deposits, or environmental damage to sea life, coastal marshes, etc. Additional functions of the aerial observing system would include maintaining cellular communications service during and after hurricanes, helping find disabled boats, tracking contraband vessels and airplanes, and other functions/capabilities of benefit to the public. MAC proposes to assemble a team of subcontractors that will provide the aerial platforms, provide maintenance and mission support, and operate from the Stennis International Airport, in Hancock County, Mississippi. MAC is proposing a "Mississippi Centric" team that will include the Mississippi Divisions of Lockheed Martin, Stark Aerospace, Northrop Grumman, Aurora Aerospace, Nvision, Optech, and others. MAC will prepare the overall plan, have constructed one of the world's largest hangars, procure the necessary aerial platforms and ground support equipment, and operate the system for the first seven years, at which time the MDEQ will call for proposals for an operational contractor for the second seven year period.	Hancock, Harrison, Jackson	Yes		Yes	Yes	No	No	No	Yes	No		$ 360,000,000.00	$ -	
	Infrastructure	1570	1/1/1900	Giving Gulf Wetlands a Future	(ORIGINAL ID#58) Use of purchases and conservation easements to protect low coastal uplands surrounding the Gulf of Mexico. A planning horizon of 50 years should guide this protection.	n/a	Yes		No	No	No	No	No	No	Yes		$ -	$ -	
	Infrastructure	1575	6/22/2011	Acquisition of Private Coastal Lands for Preservation	(ORIGINAL ID#219) Land acquisition will be made of biologically, and ecologically significant lands in any of the three coastal counties in Mississippi (Hancock, Jackson, and Harrison). Properties will be transferred to the Mississippi Coastal Preserve system where it will be managed by the Department of Marine Resources for the use and enjoyment of the citizens of and visitors to the state of Mississippi. Such uses include bird watching, kayaking, recreational fishing and hiking. The Mississippi Coastal Preserves System manages over 83,000 acres of coastal lands in perpetuity. The island contains a large interior slash pine forest, estuarine and intertidal wetlands, and beach habitat. Gulf wide coastal island habitats are in decline due to erosion, channelization and geological changes in sand source availability. as nesting areas for diamondback terrapins. Placing additional properties into the Coastal Preserve System will afford the property protection from development, incompatible visitor uses and make it available for recreational opportunities to visitors and local residents. Wetland habitats provide nursery grounds for commercially and recreationally important fish, filter water, provide habitat for amphibians, reptiles, birds, mammals and invertebrates while providing a wide variety of recreational opportunities for people. Coastal wetlands protect the mainland from tropical storms, slowing down storm surge energy and absorbing water. Maritime forests provide stop over habitat for migratory passerines, nesting trees for osprey, and are potential nest sites for bald eagles. Coastal beach habitats are loafing, foraging and nesting areas for migratory and residential shorebirds including: least terns, plovers, red knots, black skimmers, American oyster catchers, and herons. Additionally, beaches provide habitat for a variety of invertebrates and could potentially be used as nesting areas for diamondback terrapins. Commercial fishing, sport fishing, kayaking, wildlif e observation, and other nature-based activities are extremely important in southern Mississippi. Restoration of coastal habitats will enhance all of these activities. The proposed efforts will produce a number of immediate jobs while enhancing water-based employment in the long-term.	Hancock, Harrison, Jackson	Yes		No	No	No	No	Yes	No	Yes		$ 5,000,000.00	$ -	
	Infrastructure	1576	6/22/2011	Living Shorelines - Wetlands Restoration Projects, Mississippi Gulf Coast	(ORIGINAL ID#230) Loss of coastal marsh from shoreline erosion is a major problem across the entire Gulf coast. In Mississippi, estuarine marshes are considered to be imperiled. In certain areas in Coastal Mississippi, it is possible to document through aerial photography, the loss of up to 1500 linear feet. Three areas of rapidly eroding wetlands shorelines, totaling 2.25 miles, were selected for this work, based on either public ownership of lands, or willing private landowners. In each area, demonstrated shoreline erosion has sometimes exceeded 250 linear feet, over 50 years. Oyster based living shorelines structures will be placed along selected wetlands. This project will create oyster based living shoreline structures along eroding marsh shorelines in Harrison and Jackson counties. These structures will prevent further erosion and should accrete sediments, leading to recreation of lost marsh habitat. In addition, the living shoreline structures themselves will create marine habitat. There are no structures of this type in use in Mississippi; however, they are in widespread use in Louisiana, Alabama and Texas. In each case significant shoreline protection has been achieved, and accretion of new marsh has sometimes resulted. Other sources of funding are being sought but have not yet been located. It is hoped that successful completion of these pilot projects will stimulate interest in further wetlands restoration. By protecting and restoring coastal marsh, one of the most important habitats on earth, this project will protect and restore habitat for marine fish and invertebrates and migratory and resident seabirds. These species include most of the important commercially fished species, including shrimp, crabs, and spotted seatrout, red drum, and bull minnows. State and federally listed species in the area include Gulf sturgeon and some species of sea turtles, but they are unlikely to use this habitat. In addition to the positive effects on coastal marshes, the living shor elines structures themselves also provide habitat for oysters, mussels, and other marine fish and invertebrates.	Hancock, Harrison, Jackson	Yes		No	No	No	No	No	No	Yes		$ 2,250,000.00	$ -	
	Infrastructure	1581	7/7/2011	Acquisition of lands for restoration, protection, and management	(ORIGINAL ID#501) Healthy marshlands protect us from future storms and floods and open coastal landscapes provide critical ecosystem services on which so many other things depend: clean water and clean air as well as a home for wildlife and vital resting refueling places for migrating species. Land Trust for the Mississippi Coastal Plain (LTMCP) proposes to acquire lands of ecological significance for restoration and protection in the three coastal counties including Jackson, Harrison, and Hancock. LTMCP also proposes to provide long-term management of the lands to restore and improve the area's hydrology, wildlife habitat, natural function, and water quality. The restored lands will be conserved in perpetuity in accordance with Land Trust Alliance standards. 520+/- acres have been identified in the following counties: Harrison County = 45 acres of marine estuarine wetlands and freshwater wetlands habitat $350,000 Jackson County = 375 acres of riverine, marine estuarine wetlands and uplands habitat $4,574,000 Hancock County = 100 acres of riverine and marine estuarine wetlands habitat $500,000	Hancock, Harrison, Jackson	Yes		No	No	No	No	No	No	Yes		$ 5,424,000.00	$ -	
	Infrastructure	1590	8/16/2011	Proposed Emergency Seagrass Restoration	(ORIGINAL ID#842) Per descriptive information in documents entitled "A Concise Environmental Assessment (EA) for Emergency Restoration of Seagrass Impacts from the Deepwater Horizon Oil Spill Response", the following ideas can address and deal with the "Overview of OPA - Emergency Restoration Requirements" (para. 2.3.1 - Items # (3) and (5). I am suggesting that Aquatic Weed Harvester equipment be considered to methodically remove aquatic weeds & vegetation (i.e. - seagrass) that has been impacted by the oil spill and continues to contain oil residues. This process is not to "dig out" the weeds, but to harvest those weeds that continue to maintain oil residues...essentially, HARVESTING those designated weeds without impacting their root systems, thus allowing them to continue to thrive and grow, but without the oil residues on the newly growing vegetation. Aquatic weed harvesting is a known technology and can be accomplished at a reasonable cost. Item 3.2.1 - Description of Proposed Action. The Aquatic Weed Harvesters are basically shallow draft (under 12 inches), twin-pontoon (catamaran type) boats are propelled by twin hydraulically driven/reversible/variable speed paddle wheels. The weeds to be harvested are cut by reciprocating sickle knives (they can cut up to 12 ft wide and to variable depths of 6 ft.), and the weeds then land on and come up open mesh wide conveyors, then load into the vessels storage areas, where they can be further accumulated via storage bed conveyors. Once fully loaded, the Harvester can back up to shore areas, where they can be matched up & aligned w/ conveyorized Shore Conveyors that move the harvested weeds to dump trucks, etc. for off site removal. The entire operation will "avoid causing the same kind of damage to teh seagrasses that response boats caused" Item 3.2.2 Site Identification and Characterization This item indicates "depth contours of less than one meter depth" certainly wil hin the operating capability of the Weed Harvesters. The operator's elevated position enable a clear sight of the areas to be harvested, thus virtually eliminating the likelihood of injury to the seagrass beds...i.e. this is a very methodical operation. Considering that areas to be harvested are tidal, the Harvesters pontoons can be outfitted w/ hydraulically powered cleats to enable the vessel to operate during periods of very shallow tide.	Hancock, Harrison, Jackson	Yes		No	No	No	No	No	No	Yes		$ 500,000.00	$ -	
	Infrastructure	1591	8/18/2011	Wolf River Restoration Project	(ORIGINAL ID#849) The purpose of the Wolf River Restoration Project (WRRP)is to facilitate fish, wildlife, and plant habitat protection, restoration, and enhancement, primarily for Federal trust resources including migratory birds, endangered and threatened species, coastal wetlands and marshes, and aquatic resources, floodplains, and riparian areas along the Wolf River in Hancockand Harrison Counties in Mississippi.The core of the WRRP is lands totaling approximately13,969 acres or approximately 28.5 miles of Wolf River Frontage. Residential and commercial development in Hancock and Harrison Counties has seen a tenfold increase over the past two decades. Consequently, much of the lands found within the Wolf River Watershed have been or are under immediate threat of conversion.By purchasing, restoring and preserving this critical drainage and riparian buffer, the Wolf River will continue to provide important freshwater flow into the important tidal marshes of the Bay of St. Louis and the Mississippi Sound.	Harrison	Yes		No	Yes	No	No	No	No	Yes		$ 42,000,000.00	$ 1,750,000.00	

	Infrastructure	1603	4/21/2011	BioRestore?	(ORIGINAL ID#2106) BioRestore? will contribute to help mitigating marine resource status quo. BioRestore? is a process based on the Capture and Culture of Post-larvae (PCC) marine animals. The idea is to effectively rescue a small proportion of post-larval fish before predation, then rear and release them to boost marine ecosystem recovery. Restocking can thus be achieved for a wide range of coastal fish species, and pre-release juveniles are conditioned to survive in the wild before restocking. We feed them on live food, and a patented halfway house is created placed in the nursery where the fish can become familiar with them. Pieces of the halfway house are then released in the same area as the fish, thus reducing stress and encouraging the juveniles to settle at that location. BioRestore? is a 3-step all inclusive marine restoration process in full accordance with the maritime status quo and the regulatory context. It simultaneously aims to monitor biodiversity losses, to mitigate impacts and help rebuild stock of local species. This process is being used in the Mediterannean sea.	n/a	Yes		No	No	Yes	No	No	No	No	Yes		$ 300,000.00	$ -	
	Infrastructure	1615	12/9/2011	Increase the pace, quality and permanence of voluntary land and water conservation through the Partnership for Gulf Coast Land Conservation	(ORIGINAL ID#11546) The Partnership for Gulf Coast Land Conservation project The Partnership for Gulf Coast Land Conservation (PGCLC) is a new coalition of local, regional state and national land conservation organizations devoted to advancing land and water conservation in the Gulf of Mexico region. This initiative is organized under the auspices of the non-profit Land Trust Alliance (Alliance) and is patterned after other successful land trust coalitions across the country. Today our membership consists of 25 national, regional and local land trusts operating in the Gulf States. The Partnership's mission is to work together across the five Gulf of Mexico states to increase the pace, quality and permanence of voluntary land and water conservation in the coastal region. Land trusts are community-based non-profit organizations that work with landowners to permanently conserve forests, rivers, farms, ranches and other natural areas critical to a sustainable environment and healthy, thriving communities. Through this project, the Partnership proposes to: 1. Increase the effectiveness and efficiency of land trusts in the Gulf Region. 2. Develop and promote a public policy agenda which will reduce the barriers to private sector conservation efforts and increase funding for acquisition and restoration. 3. Develop collaborative projects that will enable the land trust community and supporters to implement landscape scale conservation measures in the region. Collaborative projects may be built around water quality, critical habitat, or other criteria. 4. Participate in landscape-scale conservation planning in collaboration with other conservation partners (resource agencies and other non-government organizations) that prioritizes habitat for endangered and threatened species, improvements to water quality, connectivity to other protected lands, trust resources and important cultural and recreational features. 5. Participate in and coordinate our efforts with other ong oing conservation planning and implementation activities through entities such as the Gulf of Mexico Alliance and the Gulf of Mexico Foundation and others.	n/a	Yes		No	Yes	No	No	No	No	Yes		$ 1,000,000.00	$ -	
	Infrastructure	1623	7/2/2012	Enhancing Remnant Wetlands to Decrease the Impacts to Coastal Degradation	(ORIGINAL ID#11717) The TNC-MS Chapter's Freshwater Program proposes to implement controlled drainage practices on remnant oxbow wetlands in the Mississippi Delta. While serving as a drainage catchment, installation of an innovative surface controlled drainage strategy, low-grade weir, in the systems outflow channel would create a series of in-stream wetlands with in the systems channel. These in-stream wetlands will aide in altering flow velocities of runoff entering these remnant systems and provide the very important service of first flush capture of nonpoint source pollutants that would have eventually exited the system. These pollutants are derived from the agricultural production in the region that is ubiquitous in its use of inorganic fertilizers to increase crop yields, which in turn, often result in the delivery of high nutrient loads from the landscape to adjacent receiving waters. It is these nutrient loads, mainly nitrate-N, associated with these watersheds that are rooted deeply in the causes of coastal ecosystem degradation and eutrophication. This is no more prevalent than in the hypoxic zone off of the Mississippi coast in the Gulf of Mexico. Several thousand acres of remnant oxbow wetlands in the Mississippi Delta currently go unmanaged. These systems could significantly contribute to decreasing nitrate-N concentrations and loads reaching Mississippi's coastal ecosystem while also serving as a critical significant surface water source capable of providing sustainable irrigation supplies as well as needed in stream flows. Using remote sensing data through the Light Detection and Ranging (LIDAR) software we were able to determine precise water volumes associated with water elevation fluxes of several remnant oxbow wetland systems. Two of the systems alone would have a combined water storage capacity of 1,500,000,000 liters following implementation. Project sites would be modeled and replicated for future projects of its kind aimed at enhancing water quality and sec uring an additional sustainable water supply in the Delta's watersheds by using the landscape's natural features. The project is in the preliminary stages and although we have a strong consensus from the private landowners, the most important steps include securing funding for the project and potentially leveraging that funding with other interested partners. Project sites range from the northern to southern portions of the Mississippi Delta region and are dependent on funds allocated. Funds from the Restore Act would aide in enhancing critical wetland habitat to decrease the impacts to downstream water quality, with the added potential to provide data that would establish these remnant wetlands as an additional sustainable water supply that could be managed and is needed in this region's irrigation-dependent agricultural economy. The agriculture community has begun to embrace the notion of water resource conservation, but alternative strategies are actively being sought. Failure of the conservation community and associated partners in this region to engage in this process will represent a lost opportunity with wide ranging implications.	n/a	Yes		No	Yes	No	No	No	No	Yes		$ 1,000,000.00	$ -	
	Infrastructure	1629	3/20/2013	Mississippi Watershed Structure Restoration Project	(ORIGINAL ID#11936) 1) BACKGROUND OF RC&D PROGRAM -The North Central Mississippi Resource Conservation & Development Council (NCRCD) covers 10 counties in North Mississippi. The NCRC&D is a 501 c3 non-profit organization made up of volunteers who identify needs in our communities and find solutions that work. Our Council's sponsors are the Board of Supervisors and Soil & Water Conservation Districts. 2) NATURAL RESOURCE DAMAGE- The NCRCD recognizes the need to fund a project to restore or rehab approximately 77 watershed structures that are near failing. Most structures will require new pipes installed, dirt work, and woody vegetation removed from these dams. These water control structures were built in the late 1950s-1960s by USDA, Soil Conservation Service along deep channels for erosion control purposes. Over the past 60 years they have trapped tons of nutrients and sediment. Not if, but when these structures fail, sediment and nutrients will pollute streams on down to the Gulf of Mexico. 3) EXECUTIVE SUMMARY- Goal is to restore or rehab 77 water control structures back to original designs in Mississippi watersheds that include: Little Tallahatchie, Coldwater, Horn Lake-Nonconnah, and Wolf River. The NCRCD is capable of administering this project. 4) ACTION PLAN -The NCRCD will be responsible for project coordination and seeing that the project is completed in a timely and efficient manner. The action plan includes the following: A) NCRCD and Watershed District or local sponsor will obtain easements B) USDA- Natural Resources Conservation Service will provide as-built plans (designs already completed) and will provide personnel to inspect the rehab of structures as matching funds for the project C)NCRCD will provide assistance in obtaining copies of as-built-plans, bid advertisements, bid packages, contracting, payments, and final reports D)NCRCD will provide sub-grants to local organizations and/or certified engineers if needed. SIBUDGET- A) 77 Water Control Structures Restored ($2 ,475,000) B) Project Coordination - Easements, Contracting, Misc. Engineering ($200,000) C) Travel($15,000) D)NCRCD- 4% Administrative Fee ($107,000) E)In-Kind Matching Funds USDA-NRCS($450,000) 6) EVALUATION OF PROJECT- A)Number structures restored B)Efficiency & timeliness of project completion C) Reduction of sediment and nutrients into the Gulf of Mexico.	Panola	Yes		No	Yes	No	No	No	No	Yes		$ 2,797,000.00	$ 450,000.00	
	Infrastructure	1634	4/30/2013	Flood Water Retardation Watershed Structure Rehabilitation	(ORIGINAL ID#11969) We have a need to renovate and bring back up to standards flood water retardation watershed structures. These dams were build in the 1960-1970 time period to reduce down stream flooding and control erosion. These structures are still functioning in that capasity but the metal trash racks are in need of replacement. These dams have and are still providing a great service in controled runoff of sediment, water and nutrients from towns and agricultural lands. Because of the rusting of the metal trash racks and some woody vegetaion on emergency spillways, the local watershed districts are in need of financial assistance to conduct this type of maintenance. These local watershed districts do carry out some annual maintenance but are not financially able to preform these type of overhauls. If these dams are not brought back up to current mandated standards, these dams would be breached allowing the 40-50 years of trapped sediment, nutrients and possible pesticides to be released into the down stream waterways. And the increased flood hazard would indanger many homes, businesses and highways, railroads, utility services, wetlands and agricultural lands. These watershed areas all drain to the Gulf of Mexico by way of the Tombigbee River. The areas above these dams have created wetlands that are important to local wildlife and migritory birds.	Prentiss, Lee, Alcorn, Tishomingo, Chickasaw, Calhoun, Webster	Yes	10	No	Yes	No	No	Yes	No	Yes		$ 400,000.00	$ 40,000.00	
	Infrastructure	1637	5/16/2013	Wetlands use as nutrient traps	(ORIGINAL ID#11977) This project would be use to reduce nutrients in stream waters by directing waters from grazing and croplands into created wetlands. This project would assisted interested landowners in the creation 1 to 15 ac. size wetlands with flash board riser type water control sturctures to regulate water levels and provide still water areas to settle nutrients and sediment from near by agricultural lands. Open areas would be planted to plants favored by water fowl and aquatic wildlife. Assistance would be provided for planning, engineering, construction and management of these areas as well as education for long term management long after this program ends.	Clay, Oktibbeha	Yes		Yes	Yes	No	No	Yes	No	Yes		$ 110,000.00	$ -	
	Infrastructure	1659	1/17/2014	Greenways	A strong pedestrian and bicycle network of paths between parks, natural amenities and community services will enhance access to nature, meeting space, fitness opportunities, sports venues, and child-friendly playgrounds. The Greenways project will connect other major projects (Historic Pathways, Lighthouse Park, Riverfront Redevelopment, Beach Promenade, Point Park, Spinnaker Point) with a safe, inviting pathway. Major elements of the project include property acquisition, development of natural buffer zones near waterways, restoration of previously disturbed channels and bayous, wetland and marsh enhancement, boardwalk and pathway construction, lighting, and signage for information and educational purposes.	Jackson	Yes	55	Yes	Yes	No	No	Yes	No	Yes		$ 33,822,868.50	$ -	
	Infrastructure	1660	1/17/2014	Brickyard Bayou Restoration and Enhancement	Brickyard Bayou, the largest single drainage basin in south Gulfport, flows northeast from 42nd Ave around 20th St all the way to Bernard Bayou, east of the airport. This transitional freshwater/estuary water body collects and treats much of Gulfport's storm water runoff and is a natural corridor and refuge for estuarine wildlife. Development and debris and sediment deposition has limited this drain ways natural flows causing, in particularly, the area west of 8th Ave (south of the airport and including Hwy 49) to be prone to flooding of local buildings and streets. This area is of primary economic importance as it is centered between the Port of Gulfport and the airport, the two major commercial centers of the City. This restoration project proposes new conservation easements be acquired along with the redesign of, general maintenance of, and debris removal within the bayou. Controlled vegetated stabilization practices will provide protection to this resource. These low impact modifications will help restore natural flows, thereby alleviating flooding of streets and buildings in this area. This will bolster community resilience and encourage economic development. Further, additional emphasis would be placed on opening up recreational activities to residents and encourage eco-tourism. These improvements could include additional access points for fishing and kayaks, a kayak rental facility, etc. Kayaking opportunities would be coordinated with the Heritage Trails Partnership of the Mississippi Gulf Coast's blueways program. Brickyard Bayou is already designated a "blueway".	Harrison	Yes		Yes	No	No	No	Yes	No	Yes		$ 8,000,000.00	$ -	
	Infrastructure	1680	1/22/2014	Land Acquisition - Forest Heights	Purchase approximately 600 acres at $20,000.00 a acre for a total cost of $12,000,000.00 The land is presently owned by Butch Ward which is located between Forest Heights Subdivision and I-10, west of the railroad track. It is mostly pine and savanna wetlands. It would be used as a permanent conservation easement, a mitigation bank, and not allow any development in this area.	Harrison	Yes		No	No	No	No	No	No	Yes		$ 12,000,000.00	$ -	
	Infrastructure	1682	1/24/2014	Land Acquisition adjacent to Harrison County Fairgrounds	Purchase additional land adjacent to the fair grounds to enhance tourism/economic development. The land would be used for a possible indoor facility, covered arena (so two or more events can be held at the same time), RV park, additional parking, running or obstacle course, and live stock holding pens. Property does not have infrastructure but would want to develop. Potentially 255 acres are available for purchase.	Harrison	Yes		Yes	No	No	No	Yes	No	No		$ 17,500.00	$ -	
	Infrastructure	1684	2/3/2014	Hancock County Living Marsh Shoreline Project	Mitchell Marine, Inc. will use a 12" hydraulic dredge to move material from a mining area 2000 feet off the shore to fil behind manmade berms. Approximately 130,000 yards of material will be moved over the planned berm area. Mitchell Marine is located in Biloxi MS. This coincide with Project # 1679 and 1681.	Hancock	Yes		Yes	Yes	No	No	No	Yes	Yes		$ 5,923,200.00	$ -	
	Infrastructure	1733	2/10/2014	Gulfport Urban Estuaries Enhancement	Turkey Creek Watershed covers approximately 11,000 acres in Gulfport, Long Beach, and Harrison County. The watershedâ€™s two (2) main waterbodies are in need of significant restoration and enhancement. Turkey Creek and Brickyard Bayou are approximately 14 miles and 5 miles long, respectively. Both waterbodies are slow-moving coastal streams/tidal creeks that flow into ecologically important, sheltered estuarine ecosystems connected to the Back Bay of Biloxi and the Gulf of Mexico. This project will restore and enhance these individual estuarine streams to provide an aquatic corridor that serves as a sheltered nursery and as a rearing area for multiple saltwater fish species including those with recreational and commercial value. In addition, recovering the ecological health of these small estuaries would allow them to provide a sheltered refuge for larger and more mature fish during natural or anthropogenic events such as storms, droughts, or oil spills. Enhancements to Turkey Creek will further offer an opportunity to actively organize and empower a local minority committee in designing, permitting, constructing and maintaining a socially acceptable restoration effort. Leah Manhanâ€™s 2013 film, â€œCome Hell or High Water: the Battle for Turkey Creek,â€ describes the history of Turkey Creek, and the detrimental effects of human activity, land development, and natural occurrences. In 2006, a report was prepared by the â€œLand Trust for the Mississippi Coastal Plainâ€ entitled â€œWatershed Implementation Plan for the Turkey Creek Watershedâ€ funding from the Environmental Protection Agency Region IV). This report, focusing on Turkey Creek, confirmed that Turkey Creek, like Brickyard Bayou and the entire Turkey Creek watershed, faces environmental degradation from: filing of wetlands, channelization, trash and debris, unregulated development and construction, uncontrolled stormwater increases, aquatic, terrestrial, and riparian habitat dilapidation, invasive species (particularly Chinese Tallow and cogongrass), and chemical contamination. Accordingly, Turkey Creek and Brickyard Bayou require similar restoration and enhancement efforts including, but not limited to: cleaning up debris and sediment, de-snagging and de-mucking, wetlands restoration, natural bank stabilization, and general enhancement. These activities would employ low-impact, EPA approved green infrastructure materials and techniques to the maximum extent possible supplemented by traditional best management engineering when necessary to maximize the Creeksâ€™ capacity to capture, temporarily store, and treat urban storm and flood waters. Emphasis will be placed on selective removal of invasive species and reestablishment of native vegetation, within the creek banks, thereby encouraging storm water filtration. Assessing, reengineering, and restoring the Forrest Heights Levee along Turkey Creek are also proposed as a component of this project to bolster local community resilience . Additionally, public access, public education, and public recreational activities would be developed with interconnected walking and bicycle trails and public greenways at each estuary in accordance with the Cityâ€™s Redevelopment Master Plan. Many of these greenways would be constructed on lands already acquired by the City of Gulfport that were known to have repetitive coastal flooding claims, with minimal land acquisition expected. Restrictive covenant/conservation easements would be placed on portions of the property to prevent future adverse impacts after restoration is complete. To assist with public education, interpretative signs and maps would be provided on these trails that also highlight the fishing, bird watching, kayaking, and other eco-tourism opportunities created by this project. Kayaking opportunities would be marketed and coordinated with the Heritage Trails Partnership of the Mississippi Gulf Coast's â€œblueways,â€ program; both Brickyard Bayou and Turkey Creek are already designated â€œblueways.â€	Harrison	Yes		No	Yes	No	No	Yes	No	Yes		$ 13,000,000.00	$ -	
	Infrastructure	1756	2/19/2014	Replace lights on oil rigs with ones birds are not attracted to (green)	http://www.ecologyandsociety.org/vol13/iss2/art47/ (Scientific article on green lights not attracting birds) American Bird Conservancy: https://www.abcbirds.org/newsandreports/stories/080319_oil.html	Gulf of Mexico	Yes		No	No	No	No	No	No	Yes		$ -	$ -	
	Infrastructure	1763	2/22/2014	Brick Bayou restoration project	Debris removal from the Brick Bayou streams which runs from the mouth of the escatawpa river into the Pascagoula river and run along side of the Hwy 613. The city would like to restore Brick Bayou because it runs through Saracenia Wetlands consisting of 35 acres of wetlands which runs from Hwy 613 to Hwy 63. The project would include a wetland delineation which would determine the amount of land that can be used for other purposes such as nature trails, sport complex, Police firing ranges and fire fighters training fields	Jackson	Yes	50	Yes	Yes	No	No	Yes	No	Yes		$ 300,000.00	$ -	

	Infrastructure	1768	3/19/2014	Weeks Bayou Restoration/Education Project	The MEC is requesting support for a coastal habitat restoration project at the mouth of Weeks Bayou in the City of Ocean Springs, MS. The disturbed property was the site of a private residential home constructed on filled coastal wetlands habitat. The wetlands were filled in 2003, with the home completed in early 2005. The home was lost in Hurricane Katrina in 2005 and has remained undeveloped for the past eight years. The City of Ocean Springs acquired title to the property with FEMA funds and has conveyed the property to the Land Trust for the Mississippi Coastal Plain to restore the property to its' natural state. The MEC is proposing the restoration work will be planned and implemented through a cooperative partnership between the MEC, the City of Ocean Springs, Land Trust for the Mississippi Coastal Plain, Ocean Springs School District (OSSD), and Mississippi State University's Gulf Coast Community Design Studio (GCCDS). The MEC, working with the GCCDS, will plan a way to restore the site that is likely to include removal of part of the retaining wall, re-grading the land to include some high land near road with natural slope and access to water for sampling. The site will be replanted with appropriate native wetland plants under the direction of GCRL's Coastal Ecology Group. A small observation deck and access to Weeks Bayou for water quality, fauna and flora sampling and monitoring will provide opportunities for MEC based educational and community outreach programs after completion. MEC educators will work with Ocean Springs Schools to coordinate a student based monitoring program for ~100 selected OSSD middle school students and 5 advising teachers. The monitoring may include data collection, water quality, elevation surveys on adjacent beach, sampling and analysis to assess restored slope function using benthic invertebrates or plant recolonization. All sampling activities are covered under the Saltwater Scientific Collection Permit that is issued to GCRL through the Mississippi Department of Marine Resources. The successful implementation of this restoration/education project will have short-term and long-term benefits.	Jackson	Yes	10	No	Yes	No	No	No	No	Yes		$ 158,855.00	$ -	
	Infrastructure	1812	4/25/2014	Economics and The Gulf Coastal States	The Objective is to collect economical data for the Gulf Coast fishermen, Anglers, processors, charter for hire and businesses that rely on our Nations marine resource to provide food and jobs for our Nation. This project will attempt to capture the true value of our Gulf of Mexico States marine resources and seafood to the Nation as a whole. Activities include the collection of economic data which will include mail out surveys, email surveys, phone calls to various users of our resources to validate the data collected from the mail out surveys. We will also meet face to face with many of our businesses. We will collect economic data from the products harvested throughout the entire seafood supply chain. We have never collect the true value to regional businesses benefitting from Gulf seafood. In most surveys they only show the x-vessel price. We will do a literature review to make sure we have included all value from the fish to the plate and all the jobs that depend on our Marine resource and all revenue that our nation receives. One example is Menhaden is used for making oil, fertilizer, dog and cat food. The oil is used as the primary ingredient in WD forty. This example is to show how the value chain comes into play and the many jobs that are created through the value chain. The outcome is to have a social and economical survey that will help capture the true value of the commercial seafood industry to the Nation as a whole. We will also provide the other businesses that depend on the seafood from the Gulf of Mexico to make their living. This data has never been collected before. If a Disaster should strike again we will have the true value and as an extra bonus of this proposal. Our science center will have the information and so will our fishery management councils that use this type of information in their management plans.	Hancock, Harrison, Jackson	Yes		Yes	Yes	Yes	No	No	No	No		$ 5,000,000.00	$ -	
	Infrastructure	1814	5/6/2014	Gulf Coast Reef Fish reproduction with Fish Management	This project will help reproduce the fish that were killed by the oil spill. The Gulf of Mexico has a management tool called ITQ. The commercial Industry holds quota shares of Reef fish that can be leased, fished or sold. I have contacted some of the shareholders that are willing to lease some of their quota shares so that the fish can remain in the water to reproduce for the future. This will benefit the resource by allowing the fish to stay in the water and reproduce for the future. This reproduction will help restore the resource that was made sick by the oil spill and died. This project will not only help restore but will help give back to both the recreational fishers and commercial fishers as well as the consumers of this resource by allowing the fish to remain in the water and reproduce. This is a project that will do exactly what BP said they would do and that is to restore the living marine resource to it condition before the oil spill. This project will hep keep our coastal communities that depend on our living marine resource as a source of income for their business 's strong.	Hancock, Harrison, Jackson	Yes		Yes	Yes	Yes	Yes	Yes	No	Yes		$ 8,000,000.00	$ -	
	Infrastructure	1815	10/16/2014	A Program to Assess and Treat Roadscape Sources of Aquatic Ecosystem Degradation in Coastal Mississippi, Alabama, and Louisiana: Phase I - Roadscape Assessments	The proposed five-year program would implement the specially designed Roadscape Watershed Recovery Program (RWRP) to assess, develop prescriptions, treat, monitor, and disseminate information for roadscape unpaved road crossing and borrow pit assets in the approximately 17,560-square-mile (11,238,400-acres) Pearl, Pascagoula, Mobile-Tombigbee, and Alabama River Basins within Mississippi, Alabama, and Louisiana (see Attachment Program Work Area Map). The primary resource areas addressed by the RWRP include water quality, aquatic habitats, rare and imperiled aquatic species, invasive species, and stormwater runoff. The RWRP was developed to provide roadscape maintenance and resource management end-users with ground-truthed information, methodologies and practices to improve decision making that result in the on-the-ground implementation of sustainable, long-term solutions. The program is divided into five phases that include assessments, prescriptions, treatments, monitoring, and information dissemination. Reductions in roadscape-induced sedimentation, culvert crossing biological barriers, and crossing zone invasive species would result in measurable water quality and aquatic habitat improvements in river basin watersheds and coastal ecosystems. Roadscape issues, impacts, the program process, costs, and anticipated benefits are discussed in the Attachment Proposal. Phase I assessments identify and characterize the location, features, conditions, maintenance regimes, previous projects, natural resources, and ecosystem impacts data for the work area unpaved road crossings, borrow pits, and crossing zone invasive species. The intensive data collection, analysis, and prioritization conducted in this phase establish the technical baseline for site treatment decision making, implementing sustainable practices, measuring improvements, and facilitating future requirements. The assessment process conducts a NEPA programmatic environmental assessment; integrates previous projects' lessons learned; builds baseline resource datasets; inventories county roadscape maintenance processes and resources; collects and analyzes site-specific field data; and scores, ranks, and prioritizes sites for treatment. It is assumed that during Program Years 1 and 2 field surveys would be conducted at an estimated 2,500 unpaved road crossings and 200 borrow pits. A discussion of Phase I is presented in the Attachment Proposal.	Hancock, Harrison, Jackson, 32 other additional counties	Yes		No	Yes	No	No	No	No	Yes		$ 2,343,000.00	$ -	
	Infrastructure	1816	10/16/2014	A Program to Assess and Treat Roadscape Sources of Aquatic Ecosystem Degradation in Coastal Mississippi, Alabama, and Louisiana: Phase II - Roadscape Prescriptions	The proposed five-year program would implement the specially designed Roadscape Watershed Recovery Program (RWRP) to assess, develop prescriptions, treat, monitor, and disseminate information for roadscape unpaved road crossing and borrow pit assets in the approximately 17,560 square-mile (11,238,400 acre) Pearl, Pascagoula, Mobile-Tombigbee, and Alabama River Basins within Mississippi, Alabama, and Louisiana (see Attachment Proposal). The primary resource areas addressed by the RWRP include water quality, aquatic habitats, rare and imperiled aquatic species, invasive species, and stormwater runoff. The RWRP was developed to provide roadscape maintenance and resource management end-users with ground-truthed information, methodologies and practices to improve decision making that result in the on-the-ground implementation of sustainable, long-term solutions. The program is divided into five phases that include assessments, prescriptions, treatments, monitoring, and information dissemination. Reductions in roadscape-induced sedimentation, culvert crossing biological barriers, and crossing zone invasive species would result in measurable water quality and aquatic habitat improvements in river basin watersheds and coastal ecosystems. Roadscape issues, impacts, the program process, costs, and anticipated benefits are discussed in the Attachment Proposal. Phase II employs the findings from Phase I to develop prescriptions for selected high-priority unpaved road crossing and borrow pit sites, and an overarching treatment plan for crossing zone invasive species. A high-priority site is one identified as having a high potential for environmental impact and a high comparative ranking among the sites assessed for treatment. This phase determines the types of changes that could take place at high-priority roadscape sites. The prescriptions phase is a pivotal interim step between site assessment and project treatment that provides planners, engineers, and practitioners with information critical to minimizing project failures, maximizing the effectiveness and treatment extent of available funds, and facilitating the implementation of sustainable, long-term solutions. Phase II can only be conducted after completion of Phase I components. For Program Years 2 through 5, approximately 80 crossing and 40 borrow pit site prescriptions would be developed. A discussion of Phase II is presented in the Attachment Proposal.	Hancock, Harrison, Jackson, 32 other additional counties	Yes		No	Yes	No	No	No	No	Yes		$ 995,000.00	$ -	
	Infrastructure	1818	10/16/2014	A Program to Assess and Treat Roadscape Sources of Aquatic Ecosystem Degradation in Coastal Mississippi, Alabama, and Louisiana: Phase IV - Roadscape Monitoring	The proposed five-year program would implement the specially designed Roadscape Watershed Recovery Program (RWRP) to assess, develop prescriptions, treat, monitor, and disseminate information for roadscape unpaved road crossing and borrow pit assets in the approximately 17,560 square-mile (11,238,400 acre) Pearl, Pascagoula, Mobile-Tombigbee, and Alabama River Basins within Mississippi, Alabama, and Louisiana (see Attachment Proposal). The primary resource areas addressed by the RWRP include water quality, aquatic habitats, rare and imperiled aquatic species, invasive species, and stormwater runoff. The RWRP was developed to provide roadscape maintenance and resource management end-users with ground-truthed information, methodologies and practices to improve decision making that result in the on-the-ground implementation of sustainable, long-term solutions. The program is divided into five phases that include assessments, prescriptions, treatments, monitoring, and information dissemination. Reductions in roadscape-induced sedimentation, culvert crossing biological barriers, and crossing zone invasive species would result in measurable water quality and aquatic habitat improvements in river basin watersheds and coastal ecosystems. Roadscape issues, impacts, the program process, costs, and anticipated benefits are discussed in the Attachment Proposal. Phase IV provides comprehensive monitoring of crossings, borrow pits, and affected waterway pre- and post-treatment to document conditions and identify changes. Collection methodologies and protocols for each monitoring activity have been developed to provide standards, procedures, criteria, and indicators for collecting information. For Program Years 3 through 5, crossing baseline monitoring would be conducted biannually at 200 selected high-priority sites, while pre- and post-project construction monitoring would be conducted at 15 sites, sediment delivery monitoring at 10 sites, and aquatic ecosystem monitoring at 15 project sites. Borrow pits monitoring would include biannual baseline monitoring at 40 high-priority pits and annual project and aquatic ecosystem monitoring at 10 project sites. An estimated 75 crossing zone invasive species sites would be inspected annually. A discussion of Phase IV is presented in the Attachment Proposal.	Hancock, Harrison, Jackson, 32 other additional counties	Yes		No	Yes	No	No	No	No	Yes		$ 346,000.00	$ -	
	Infrastructure	1819	10/16/2014	A Program to Assess and Treat Roadscape Sources of Aquatic Ecosystem Degradation in Coastal Mississippi, Alabama, and Louisiana: Phase V - Information Dissemination	The proposed five-year program would implement the specially designed Roadscape Watershed Recovery Program (RWRP) to assess, develop prescriptions, treat, monitor, and disseminate information for roadscape unpaved road crossing and borrow pit assets in the approximately 17,560 square-mile (11,238,400 acre) Pearl, Pascagoula, Mobile-Tombigbee, and Alabama River Basins within Mississippi, Alabama, and Louisiana (see Attachment Proposal). The primary resource areas addressed by the RWRP include water quality, aquatic habitats, rare and imperiled aquatic species, invasive species, and stormwater runoff. The RWRP was developed to provide roadscape maintenance and resource management end-users with ground-truthed information, methodologies and practices to improve decision making that result in the on-the-ground implementation of sustainable, long-term solutions. The program is divided into five phases that include assessments, prescriptions, treatments, monitoring, and information dissemination. Reductions in roadscape-induced sedimentation, culvert crossing biological barriers, and crossing zone invasive species would result in measurable water quality and aquatic habitat improvements in river basin watersheds and coastal ecosystems. Roadscape issues, impacts, the program process, costs, and anticipated benefits are discussed in the Attachment Proposal. Phase V provides the means to make the extensive amount of information developed by the program available to the public and to resource stewards responsible for implementing and/or maintaining roadscape treatment projects. The purpose is to: 1) increase citizen awareness of water resource benefits, impacts, and restoration activities and promote their active participation in watershed stewardship; 2) educate practitioners in roadscape asset maintenance and reclamation; and 3) promote partnerships among agencies, resource managers, and other organizations to address watershed-based restoration and conservation needs. The South Mississippi Watershed Recovery Initiative program website would be deployed in Program Year 1, the roadscape manual would be developed in Program Year 4, and two webinars per year would be conducted during Program Years 4 and 5 for the proposed five-year funding period. Phase V is not constrained to the completion of any previous phase and can operate as needed in concurrence with the other phases. A discussion of Phase V is presented in the Attachment Proposal.	Hancock, Harrison, Jackson, 32 other additional counties	Yes		No	Yes	No	No	No	No	Yes		$ 235,000.00	$ -	
	Infrastructure	1822	5/13/2014	Design and construction of a replacement for the R/V Tommy Munro	This document addresses the need for a mid-sized (110-120 ft) research vessel to replace the aging R/V Tommy Munro. The 98' R/V Tommy Munro was built in 1981 and has served USM and other Gulf academic, state, and federal users faithfully since then. However, the vessel no longer meets the needs of the expanded marine program at USM. We expect present users including ongoing survey programs such as SEAMAP to be retained on a new vessel. However, we note the dearth of vessels in this size category in the Gulf of Mexico. Other vessels of this size (e.g., the 116' R/V Pelican built in 1985, the 115' R/V Weatherbird built in 1982) are of the same vintage and offer similar constraints for use in modern at-sea research programs. Thus, we anticipate that a new vessel would attract considerably increased usage if properly designed. Included in this wider range of research are programs requiring quiet technology, such as acoustics, dynamic positioning for ROV deployment and precise benthic sampling, modern speed and winch control for trawl gear testing, modern electronic capabilities including acoustic transmission for net sensors and conducting cable for overboard sampling gear, etc. The vessel would position USM as a leading vessel operator in the Gulf of Mexico and provide considerably expanded capability in support of many RESTORE programs. A replacement vessel should have the following characteristics: a. Length: 110-120 ft b. Draft: ≥ ~10 ft c. Quiet technology (e.g., electric drive, etc.) to support acoustic research d. Trawl winches and hydrographic winches below deck/above deck to provide maximum free deck space aft e. Dynamic positioning f. Moon pool g. Auto-trawl system h. Capable of mounting a full range of net sensors i. Dry and wet laboratories j. Berthing for minimally 10 scientists plus crew k. State-of-the-art internal (e.g., laboratory to wheelhouse) and external (e.g., vessel-wide satellite connectivity) communications l. Rigged stern for trawl deployment. Rigged port and starboard for overboard deployment of research gear (e.g. CTD/rosette, box core, plankton nets) m. Conducting cable on hydrographic winch n. Maximum fuel efficiency o. Competitive day rate p. Shore-based infrastructure to support expanded gear storage and mobilization demand Annual Operation & Maintenance Cost (# years): GCRL manages its entire vessel fleet on a cost recovery basis. We anticipate usage, invoiced under a day-rate schedule plus fuel, to cover the costs of crew, at-sea use, equipment upgrade, and yearly maintenance. How will this leverage with other RESTORE priority areas or non-RESTORE funds?: GCRL expects the vessel being used by a variety of RESTORE and non-RESTORE programs, including the Southeast Area	Jackson	Yes	100	No	No	Yes	No	No	No	Yes		$ 20.00	$ -	

	Infrastructure	1834	5/14/2014	Mississippi Fisheries Oceanography, Monitoring and Assessment Program (MFOMAP)	Variability in the recruitment of marine fishes to adult populations is largely related to the variability encountered in vital rates (e.g., growth, mortality) during the egg and larval stages. An understanding of this natural variability (environmental "background noise") will allow us to assess and predict the impacts of large perturbations (e.g., oil spills, tropical storms and hurricanes, and climate variability) on the marine fisheries resources of Mississippi. The overall goal of the Mississippi Fisheries Oceanography, Monitoring and Assessment Program (MFOMAP) is to collect long-term baseline data to understand the nature of nearshore and coastal environmental factors as they relate to fisheries production. The core component of this program will be monthly surveys to target the early life stages of marine fishes (eggs, larvae and juveniles) and decapods (megalopae, zoea), along with their zooplankton predators (e.g., gelatinous zooplankton) and prey (e.g., copepods). In addition, the physical environment will be characterized through field-based sampling (e.g., salinity, temperature, nutrients, dissolved oxygen). This ecosystem-based, "physics-to-fish" approach will utilize advanced sampling techniques, including a multinet plankton-environmental sampler (e.g., MOCNESS or BIONESS) and an In Situ Ichthyoplankton Imaging System (ISIIS), to characterize the abundances, distributions, and seasonality of planktonic assemblages. Specific objectives for the MFOMAP will be to: 1) provide data and support for DMR science and management goals; 2) provide guidance for fisheries recovery and restoration efforts related to Deepwater Horizon; 3) establish a regional center of expertise for fisheries oceanography and plankton research; 4) provide research opportunities and training for our next generation of marine scientists and taxonomists; and 5) enhance awareness through continued community outreach and education. This program will provide a spatial and temporal expansion to the existing NMFS long-term plankton program (SEAMAP) that samples federal waters. The SEAMAP plankton database is the primary data source for the federal NRDA, and therefore a state complement would benefit Mississippi-specific assessments in the future. Location (City, County): Ocean Springs, Jackson County Infrastructure cost (# years): $645,750 total (10 years) Annual Operation & Maintenance Cost (# years): $1,410,000/year (10 years) How will this leverage with other RESTORE priority areas or non-RESTORE funds? : The project fulfills multiple RESTORE priorities by expanding fisheries monitoring, building local expertise, creating partnerships, implementing ecosystem-based management, and conserving commercial and recreational species (along with the jobs and industries they support). Information relevant to Economic Development (e.g., new construction, new employment opportunities, workforce development and training, etc.): The project is labor intensive, highly technical, and therefore provides an excellent opportunity to employ and train personnel at multiple education levels. Anticipated personnel include BS- and MS-level technicians (n=6), high school and undergraduate interns (n=2), graduate students (n=2), data management support (n=1), and PhD-level researchers (1 postdoctoral associate, 2 principal investigators). â€ƒ	Jackson	Yes	30	No	Yes	Yes	No	No	No	Yes	monitoring	$ 2,055,750.00	$ -	
	Infrastructure	1838	5/14/2014	GCRL/MEC educational vessels program replacing the R/V Hermes	The R/V Hermes was built in 1955 and has been a workhorse vessel for GCRL ever since. Its primary mission has been to support the field needs of the Marine Education Program. However, the R/V Hermes has limited capacity and growth of the MEC now requires additional vessel support to provide multiple programs daily field access. GCRL/MEC will seek $200,000 to purchase two pontoon boats, each of which will have the capacity to transport a class of 30 students with educators/chaperones to the barrier islands. GCRL/MEC is developing a long-term plan to provide field-based coastal science programs for all 5th, 8th, and 11th grade students in the coastal region. In order for each student to have an educational experience on the water, new educational vessels and increased carrying capacity will be needed. Location (City, County): Ocean Springs, Jackson County Infrastructure cost (# years): $200,000 Annual Operation & Maintenance Cost (# years): GCRL manages its entire vessel fleet on a cost recovery basis. We anticipate usage, invoiced under a day-rate schedule plus fuel, to cover the costs of crew, at-sea use, equipment upgrade, and yearly maintenance. How will this leverage with other RESTORE priority areas or non-RESTORE funds? These new vessels will allow the MEC to expand educational programs, funded by the RESTORE Act. In addition, the GCRL/MEC will be able to develop additional programs with these vessels serving a range of educational needs from teacher training to undergraduate education to educational modules for middle and high schools. This project could fit under any of the buckets under the RESTORE Act funding streams because the vessels will be used to further the educational goals of the Act. It is also meets an important goal of Mississippiâ€™s Go Coast 2020 plan under the Research and Education section: â€¢Outreach programs to increase public awareness and understanding concerning the ecological and economic importance of a healthy, sustainable Gulf of Mexicoâ€¦page 64). Information relevant to Economic Development (e.g., new construction, new employment opportunities, workforce development and training, etc.): An educated workforce capable of providing economic expansion consistent with the ecological realities of the Gulf coast begins with education of students and their teachers in a field-based hands-on curriculum. The MEC targets all age groups but focuses on middle school to undergraduates where intensive field exposure will be retained as learned understanding of the ecological resources of the Gulf coast and their husbandry. â€ƒ	Jackson	Yes	100	No	Yes	No	No	No	No	No		$ 200,000.00	$ -	Equipment development and purchase
	Infrastructure	1865	6/9/2014	Diamondhead Ecosystem Restoration, Stabilization and Sustainability Project - Bird Estuary and Nature Trail	By accessing an elevated boardwalk the estuary becomes a living laboratory, information stations educate and monitor bird populations, nest areas and health of various wetland plants and ultimately water quality. In conclusion this project stimulates public interest and support as well as education and participation in recreation information, seafood participation and water quality.	Hancock	Yes	80	Yes	Yes	Yes	No	Yes	Yes	Yes		$ 5,720,500.00	$ -	
	Infrastructure	1866	6/9/2014	Diamondhead Ecosystem Restoration, Stabilization and Sustainability Project - Marine Education and Recreation Restoration	This project consist of a marine education center, a 9 mile kayak route and a 1 mile hiking and biking trail that will provide marine education and restore nature recreation. Identifies cypress, tupelo gum, fresh water, brackish water, saline marsh, environment through education, information and monitoring stations at strategic locations along the 9 mile route. In conclusion this project stimulates public interest and support as well as education and participation in recreation information, seafood participation and water quality.	Hancock	Yes	40	Yes	Yes	Yes	No	Yes	Yes	Yes		$ 1,370,500.00	$ -	
	Infrastructure	1867	6/9/2014	Diamondhead Ecosystem Restoration, Stabilization and Sustainability Project	Stream restoration, sedimentation control, ditch bank restoration, habitat restoration, natural resource and monitoring conservation and recovery are the components of this project a byproduct that makes beneficial use of trapped sediment also allows public access. By accessing an elevated boardwalk the estuary becomes a living laboratory, information stations educate and monitor bird populations, nest areas and health of various wetland plans and ultimately water quality. By hardening the Bay of Saint Louis with oyster and clams water quality is improved, sea grasses will be reintroduced and erosion as seen in slides 4 and 5 should be reduced or eliminated and monitoring stations should show anticipated accretion. This project consist of multiple activities that stimulate public interest and support as well as education and participation in recreation restoration, seafood production and water quality. In conclusion, the project restores streams and drainage to its original state with the addition of sediment traps which makes beneficial use of urbanized run off. The project also has build in monitoring stations that benefit growth and the City supports and embraces this project..	Hancock	Yes	80	Yes	Yes	Yes	No	Yes	Yes	Yes		$ 9,519,500.00	$ -	
	Infrastructure	1872	6/12/2014	Jackson Marsh, Grand Bayou and the Adjacent Gulf: Headwater Hydrologic Restoration	This project will restore the natural hydrology of streams, bayous and drainages flowing into the Gulf through Jackson Marsh and Grand Bayou adjacent to Buccaneer State Park in Hancock County Mississippi. The Deepwater Horizon oil spill physically impacted the project areas shorelines and near coastal areas. Hydrologic restoration is a prerequisite for all twelve (12) of the programmatic alternatives listed in the NRDA Draft Phase III Early Restoration Plan and Draft Early Restoration Programmatic EIS (Dec. 2013). A watershed approach to hydrologic restoration will directly benefit impacted areas and terrestrial, amphibious and aquatic wildlife species by restoring ecosystem connectivity to create migratory corridors in conjunction with three proposed downstream restoration projects; 1) Restoration of Buccaneer State Park, 2) Grand Bayou Ecological Restoration (Project-1767), and 3) Buccaneer State Park Two-Tiered Restoration (Project-1813). This project has two coordinated approaches to restore natural hydrology in approximately 2,734 total acres. First a mainly structural approach will identify and implement cost effective methods to better incorporate stormwater (volume and timing) into Jackson Marsh/Grand Bayou from the approximately 1,498 acres of watershed covered by Wavelands stormwater infrastructure (Map 1). This would include redesigning and retrofitting some stormwater infrastructure to adapt Green infrastructure tools and techniques to the maximum extent practicable. A collaborative approach will be used to evaluate rehabilitating and expanding Idlewood Pond and possibly adding a new retention pond on City property in Jackson Marshs headwaters (Map 2). Secondly, trash removal, demucking and channel rehabilitation together with natural, low impact approaches will be used on the roughly 1,236 acres west of Jackson Marsh (432 acres) and Grand Bayou (34 acres) including the Mud Bayou watershed (770 acres) (Map 3). This project encompasses all watersheds draining into the Gulf behind the Living Shoreline proposed in Project 1813. Also, Project 1767 addresses restoration of Grand Bayou (175 acres), Jackson Marsh (130 acres) and a portion of Mud Bayou (30 acres). All project elements would be designed to restore flows to maximize ecosystem services and create riparian and aquatic wildlife migration corridors from upland to coastal habitats.	Hancock	Yes	20	No	No	No	No	No	No	Yes		$ 1,750,000.00	$ -	
	Infrastructure	1873	6/17/2014	Land Acquisition	Land Acquisition consists of 1,255 acres located in George County, Mississippi and Mobile County, Alabama. It has 1000 acres, more or less, with planted pines, 20 years old and not thinned. The balance is hardwood timber on both sides of the Escapataw River. No oil or gas minerals are available. Asking sum is $2,700 per acre subject to prior sale. Other tracts are also available in the area along the Mississippi Gulf Coast.	George, Mobile	Yes		No	No	No	No	No	No	No	Yes		$ 3,388,500.00	$ -	
	Infrastructure	1876	8/1/2014	The Economic Impact of Alternative Numeric Nutrient Criteria on Mississippi Communities	*Project Partner - Mississippi Farm Bureau Federation* Research Goal The overall goal of this research is to better understand how Alternative Numeric Nutrient Criteria (NNC) can impact Mississippi (MS) communities. We include agriculture, urban storm water, septic, municipal wastewater, industrial and state resource agencies as the affected sectors in these communities. For each sector, the cost of adapting to a newly proposed NNC will be estimated. For example, we propose to estimate the cost of such standards upon the agricultural sector including, but not limited to, row crops, specialty crops, poultry, and cattle. Total costs will then be aggregated across sectors and a regional and state level economic impact analyses will follow. The NNC to be examined in this study have been proposed by the MS Department of Environmental Quality (MDEQ) under the Environmental Protection Agency (EPA) directives. Where possible, we primarily follow the methodology for estimating costs per sector under uncertainty as described by the Florida Water Quality Coaliti on's 2010 study. Research Study Area The State of Mississippi (48,434 mi2) has nine major river basins with approximately 86,000 miles of streams draining directly into the Mississippi Sound and the Gulf of Mexico, the Mississippi River and the Tombigbee River (Figure 1).The basins of the Pearl and Pascagoula Rivers and the Coastal Streams represent 41% of the State's area and empty directly into the Gulf of Mexico off the coast of Mississippi (Figure 1). Livestock production is the most important agricultural activity in these areas. Nutrient and bacteria from animal wastes often get into the streams resulting in different water quality problems along the inland water bodies and the coastal waters. This entire area has been ranked nationwide in the top ten and top twenty areas in need of protecting water quality from manure nutrient contaminants (Kellogg, 2000). Mississippi State University Research Team James Barnes (PI) Assistant Extension Professor, Dept. of Agricultural Economics, Mississippi State University Matthew G. Interis (Co-PI) Assistant Professor, Dept. of Agricultural Economics, Mississippi State University [illegible] (Co-PI)	All MS Counties	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		$ 739,478.00	$ -	
	Infrastructure	2024	1/1/1900	High Hazard Area Risk Reduction Program (HARP)	Acquisition of fee title to 2000 properties from willing sellers for hurricane and storm damage risk reduction and ecological restoration and management.	Hancock, Harrison, Jackson	Yes		No	No	No	No	No	No	No	Yes	$ -	$ -	
	Infrastructure	2027	11/9/2011	Acquisitions/Restoration at Grand Bay Nat. Estuarine Research Reserve/Nat. Wildlife Refuge	The project consists of property acquisition and/or restoration. For property acquisition only, an understanding of potential restoration options would still be required to make acquisitions strategic. There are several key tracts of land at Grand Bay NERR/NWR that are still private inholdings. If restoration is pursued at Grand Bay, then it would be important for these areas to be in public ownership. Cost for acquisition is estimated to range between $3 million and $5 million. Cost for restoration is estimated to range between $10 million and $20 million.	Jackson	Yes		No	No	No	No	No	No	No	Yes	Yes	$ 25,000,000.00	$ -	
	Infrastructure	2032	11/9/2011	Gulf Islands National Seashore (GUIS): Petit Bois, Horn, Ship and Cat Islands	This project would restore a total 7,000 acres on the Gulf Islands National Seashore. Hurricane Katrina and other recent storms have overwashed all barrier islands in the Northern Gulf causing severe erosion, severely damaging or destroying facilities and resources, depositing massive amounts of debris, degrading habitats, and setting the stage for rampant infestations of noxious, invasive plant and animal species. The proposed project is based directly on a post-storm needs assessment prepared by GUIS science and management staff. It includes assessments of impacts to water resources at GUIS following Katrina; removing debris, and reconstructing buildings and docks on Cat Island; repairing/rehabilitating Davis Bayou Trails damaged by Katrina; determining changes to water quality/chemistry as a result of Katrina; restore Davis Bayou Grounds damaged by Katrina; removal of trees, brush and debris on Horn Island, East Ship Island, West Ship Island, Petit Bois Island Grounds and Horn Island West cross over trail; assessment of effects of Katrina on the flora and landscape of GUIS; assess effects on wildlife and T&E species; vegetative invasive species control, etc.	Hancock, Harrison, Jackson	Yes		No	No	No	No	Yes	No	Yes	Yes	$ 8,209,000.00	$ -	

	Infrastructure	2075	7/18/2014	MS Observing and Modeling Restoration Network (MSOMRN)	A COMPREHENSIVE AND INTEGRATED OBSERVATION, MONITORING, MAPPING, AND MODELING PLAN FOR MISSISSIPPI Sustained, multi-disciplinary ecosystem monitoring facilitates which provide an understanding of the state of the Gulf ecosystem and how its components change over time are critically needed. Results from monitoring efforts yield baseline data that can provide early warning of potential environmental variability, perturbations, and concerns. The information can be used to prioritize issues for adaptive coastal policy and management, assess damage due to natural and man-made disasters, inform restoration projects, and evaluate long-term trends. Furthermore, ecosystem monitoring information can yield the true value of ecosystem services to the Gulf which in turn can lead to resource management and regulatory decisions that consider the effects of those decisions based on a more complete set of economic factors. This information is critical to resource managers and decision-makers having regulatory, management, protection, and emergency responsibilities. Over the past three decades, the Gulf of Mexico and its coastal communities have been impacted by increasing anthropogenic influences, primarily as a result of human population growth, energy extraction, and coastal development. The impact of severe storms, such as tropical cyclones, has increased as sea level rises, land subsides, and storm buffering coastal wetlands are lost. Because the Gulf supports a broad variety of interests, any of these impacts can result in a wide range of environmental and economic concerns. A fully integrated and sustained observing system that includes ecosystem, oceanographic, and biological parameters would help minimize risk to people and coastal and offshore resources (during various operations (e.g., oil and gas exploration and extraction, maritime operations, recreational boating and fishing activities)) by providing early detection of potential problems and expediting mitigation when the need arises (e.g., identify important habitat and species, assess status of indicator species). Climatological databases or monthly averages are not sufficient for making certain ecological decisions. Present technology is available to provide â€œreal timeâ€ capability for this decision-making. The University of Southern Mississippiâ€™s Marine Science Department has taken the lead to develop a comprehensive and integrated observation, monitoring, mapping, and modeling plan for Mississippiâ€™s coastal areas. The integrate plan has been divided into eight cohesive sections to help explain the needs of Mississippi as it is related to the Marine Science processes affecting Mississippi waters. These eight sections areas are: 1. Physical, Chemical and Geological Drivers of Environmental Variations, 2. Modeling and Forecasting, 3. Living Marine Resources and Ecosystem Components, 4. Indicators of Stress, 5. Habitat Characterization, 6. Measurement Archival and Data Management, 7. Outreach, and 8. Synthesis and Management Products	Hancock, Harrison, Jackson, St. Tammany, Mobile	Yes	20	Yes	Yes	Yes	Yes	Yes	Yes	Yes		$ 47,000,000.00	$ -	
	Infrastructure	2076	7/23/2014	MS Living Marine Resources Restoration Network (MSLMRRN)	A COMPREHENSIVE AND INTEGRATED OBSERVATION, MONITORING, MAPPING, AND MODELING PLAN FOR MISSISSIPPI Sustained, multi-disciplinary ecosystem monitoring facilitates which provide an understanding of the state of the Gulf ecosystem and how its components change over time are critically needed. Results from monitoring efforts yield baseline data that can provide early warning of potential environmental variability, perturbations, and concerns. The information can be used to prioritize issues for adaptive coastal policy and management, assess damage due to natural and man-made disasters, inform restoration projects, and evaluate long-term trends. Furthermore, ecosystem monitoring information can yield the true value of ecosystem services to the Gulf which in turn can lead to resource management and regulatory decisions that consider the effects of those decisions based on a more complete set of economic factors. This information is critical to resource managers and decision-makers having regulatory, management, protection, and emergency responsibilities. Over the past three decades, the Gulf of Mexico and its coastal communities have been impacted by increasing anthropogenic influences, primarily as a result of human population growth, energy extraction, and coastal development. The impact of severe storms, such as tropical cyclones, has increased as sea level rises, land subsides, and storm buffering coastal wetlands are lost. Because the Gulf supports a broad variety of interests, any of these impacts can result in a wide range of environmental and economic concerns. A fully integrated and sustained observing system that includes ecosystem, oceanographic, and biological parameters would help minimize risk to people and coastal and offshore resources (during various operations (e.g., oil and gas exploration and extraction, maritime operations, recreational boating and fishing activities)) by providing early detection of potential problems and expediting mitigation when the need arises (e.g., identify important habitat and species, assess status of indicator species). Climatological databases or monthly averages are not sufficient for making certain ecological decisions. Present technology is available to provide â€œreal timeâ€ capability for this decision-making. The University of Southern Mississippiâ€™s Marine Science Department has taken the lead to develop a comprehensive and integrated observation, monitoring, mapping, and modeling plan for Mississippiâ€™s coastal areas. The integrate plan has been divided into eight cohesive sections to help explain the needs of Mississippi as it is related to the Marine Science processes affecting Mississippi waters. These eight sections areas are: 1. Physical, Chemical and Geological Drivers of Environmental Variations, 2. Modeling and Forecasting, 3. Living Marine Resources and Ecosystem Components, 4. Indicators of Stress, 5. Habitat Characterization, 6. Measurement Archival and Data Management, 7. Outreach, and 8. Synthesis and Management Products	Mobile, Hancock, St. Tammany, Jackson	Yes	20	Yes	Yes	Yes	Yes	Yes	Yes	Yes		$ 49,000,000.00	$ -	
	Infrastructure	2085	7/30/2014	MS Habitat Characterization Restoration Network (MSHCRN)	A COMPREHENSIVE AND INTEGRATED OBSERVATION, MONITORING, MAPPING, AND MODELING PLAN FOR MISSISSIPPI Sustained, multi-disciplinary ecosystem monitoring facilitates which provide an understanding of the state of the Gulf ecosystem and how its components change over time are critically needed. Results from monitoring efforts yield baseline data that can provide early warning of potential environmental variability, perturbations, and concerns. The information can be used to prioritize issues for adaptive coastal policy and management, assess damage due to natural and man-made disasters, inform restoration projects, and evaluate long-term trends. Furthermore, ecosystem monitoring information can yield the true value of ecosystem services to the Gulf which in turn can lead to resource management and regulatory decisions that consider the effects of those decisions based on a more complete set of economic factors. This information is critical to resource managers and decision-makers having regulatory, management, protection, and emergency responsibilities. Over the past three decades, the Gulf of Mexico and its coastal communities have been impacted by increasing anthropogenic influences, primarily as a result of human population growth, energy extraction, and coastal development. The impact of severe storms, such as tropical cyclones, has increased as sea level rises, land subsides, and storm buffering coastal wetlands are lost. Because the Gulf supports a broad variety of interests, any of these impacts can result in a wide range of environmental and economic concerns. A fully integrated and sustained observing system that includes ecosystem, oceanographic, and biological parameters would help minimize risk to people and coastal and offshore resources (during various operations (e.g., oil and gas exploration and extraction, maritime operations, recreational boating and fishing activities)) by providing early detection of potential problems and expediting mitigation when the need arises (e.g., identify important habitat and species, assess status of indicator species). Climatological databases or monthly averages are not sufficient for making certain ecological decisions. Present technology is available to provide â€œreal timeâ€ capability for this decision-making. The University of Southern Mississippiâ€™s Marine Science Department has taken the lead to develop a comprehensive and integrated observation, monitoring, mapping, and modeling plan for Mississippiâ€™s coastal areas. The integrate plan has been divided into eight cohesive sections to help explain the needs of Mississippi as it is related to the Marine Science processes affecting Mississippi waters. These eight sections areas are: 1. Physical, Chemical and Geological Drivers of Environmental Variations, 2. Modeling and Forecasting, 3. Living Marine Resources and Ecosystem Components, 4. Indicators of Stress, 5. Habitat Characterization, 6. Measurement Archival and Data Management, 7. Outreach, and 8. Synthesis and Management Products	Harrison, Jackson, Hancock, Mobile, St. Tammany	Yes	20	Yes	Yes	Yes	Yes	Yes	Yes	Yes		$ 19,000,000.00	$ -	
	Infrastructure	2086	7/30/2014	MS Indicators of Stress Restoration Network (MSISRN)	A COMPREHENSIVE AND INTEGRATED OBSERVATION, MONITORING, MAPPING, AND MODELING PLAN FOR MISSISSIPPI Sustained, multi-disciplinary ecosystem monitoring facilitates which provide an understanding of the state of the Gulf ecosystem and how its components change over time are critically needed. Results from monitoring efforts yield baseline data that can provide early warning of potential environmental variability, perturbations, and concerns. The information can be used to prioritize issues for adaptive coastal policy and management, assess damage due to natural and man-made disasters, inform restoration projects, and evaluate long-term trends. Furthermore, ecosystem monitoring information can yield the true value of ecosystem services to the Gulf which in turn can lead to resource management and regulatory decisions that consider the effects of those decisions based on a more complete set of economic factors. This information is critical to resource managers and decision-makers having regulatory, management, protection, and emergency responsibilities. Over the past three decades, the Gulf of Mexico and its coastal communities have been impacted by increasing anthropogenic influences, primarily as a result of human population growth, energy extraction, and coastal development. The impact of severe storms, such as tropical cyclones, has increased as sea level rises, land subsides, and storm buffering coastal wetlands are lost. Because the Gulf supports a broad variety of interests, any of these impacts can result in a wide range of environmental and economic concerns. A fully integrated and sustained observing system that includes ecosystem, oceanographic, and biological parameters would help minimize risk to people and coastal and offshore resources (during various operations (e.g., oil and gas exploration and extraction, maritime operations, recreational boating and fishing activities)) by providing early detection of potential problems and expediting mitigation when the need arises (e.g., identify important habitat and species, assess status of indicator species). Climatological databases or monthly averages are not sufficient for making certain ecological decisions. Present technology is available to provide â€œreal timeâ€ capability for this decision-making. The University of Southern Mississippiâ€™s Marine Science Department has taken the lead to develop a comprehensive and integrated observation, monitoring, mapping, and modeling plan for Mississippiâ€™s coastal areas. The integrate plan has been divided into eight cohesive sections to help explain the needs of Mississippi as it is related to the Marine Science processes affecting Mississippi waters. These eight sections areas are: 1. Physical, Chemical and Geological Drivers of Environmental Variations, 2. Modeling and Forecasting, 3. Living Marine Resources and Ecosystem Components, 4. Indicators of Stress, 5. Habitat Characterization, 6. Measurement Archival and Data Management, 7. Outreach, and 8. Synthesis and Management Products	Hancock, St. Tammany, Mobile, Jackson, Harrison	Yes	20	Yes	Yes	Yes	Yes	Yes	Yes	Yes		$ 7,000,000.00	$ -	
	Infrastructure	2104	4/1/2015	Conservation Demonstration Working Farm	Thanks to numerous conservation innovation practices, as stewards of the land we are doing a much better job than in the past. As urban sprawl and demands for our natural resources continues to increase, we need a forum to demonstrate these new conservation advances to the public. A working demonstration farm would not only benefit consumers of natural resources but also the producers of those resources and others. â€œThe Farmâ€ would be utilized in multiple ways to exhibit conservation practices. Farmers would be shown cutting edge farming practices that would benefit the environment while at the same time benefitting their bottom line. Students will take advantage of the facility to better understand the native habitats and the methods that are being used to handle the growing use of them today. Schools will be able to expose children to where the food and fiber that they consume daily comes from and what it takes to get those products to them. Researchers will continue to explore new mechanisms that will aid in conservation. State and County officials can use the site to better understand the pleas of those who they serve. These are just a few of the services that â€œThe Farmâ€ could be of use to the public in its understanding of conservation. The CMSWCP would like the opportunity to establish a â€œConservation Demonstration Farmâ€ The land would be acquired and the necessary infrastructure established. The locations would ideally consist of varied topography within a watershed basin close to a major waterways.	Harrison, Hancock, Jackson	Yes		Yes	Yes	No	Yes	Yes	Yes	Yes		$ 5,000,000.00	$ -	

	Infrastructure	2128	9/25/2014	Impact of Suspended Sediment, Water Circulation, and Waves on Marshes and Oyster Beds	We propose to deploy four moorings equipped with a downward looking RDI WorkHorse Sentinel ADCP to measure the currents, Reynold stresses, and suspended sediment concentration (SSC), a Valeport MIDAS DWR Directional Wave Recorder, and four Sondes YSI 6600EDS to measure various parameters such as temperature, dissolved oxygen, salinity, turbidity, and chlorophyll at different depths. The moorings will be deployed for two years. They are placed at four locations for one year and then moved to another four locations for the second year. Guidance for these choices of mooring locations will be gained through application of the SWAN wave prediction model. The moorings will be placed near oyster reefs and/or marshes, preferably in water depths of at least 2 m. We plan to deploy moorings at healthy reefs or marshes and at unhealthy reefs or eroding marshes. Whether we choose reefs or marshes may depend on recommendations from the RESTORE council. If our mooring locations overlap with the moorings that are part of the â€œMississippi Coastal Observing and Prediction Networkâ€ also submitted to the RESTORE council, we will consolidate instruments to reduce costs. To calibrate the SSC ADCP measurements, we will perform monthly surveys at each mooring. These cruises will also be used to maintain the moorings and replace the battery packs. We will measure conductivity and temperature with a lowered CTD and take water samples at various depths. The SSC in these water samples is measured using a filtration system. In addition we will collect bottom sediment cores during each survey to measure the grain size distribution and sediment properties in order to determine the critical shear stress needed for sediment resuspension. The currents recorded with the ADCP and the orbital velocities estimated from the wave heights will indicate how often these critical shear stresses are exceeded, and provide insight into the active governing processes. The sediment distribution, shear stress and moored time series gathered as part of this project will all be leveraged by the modeling efforts submitted separately to the RESTORE council as â€œThe influence of River Plumes, Hurricanes and Storm Fronts on the Hydrodynamics of the Mississippi Bightâ€ that suite of model-driven investigations, coastal erosion and oyster bed viability were not focal points, so within this proposal our ROMS model implementation for MS will be expanded to handle wetting and drying (Warner et al., 2013), as well as wind-wave coupling and the sediment transport capabilities of the ROMS-based Coupled-Ocean-Atmosphere-Wave-Sediment Transport (COAWST) model system (Warner et al., 2010). The comprehensive set of in situ measurements will provide a rich data set that reveals key mechanisms associated with sediment loading within the MS, which will inform the development and validation of this near-shore model. With validated erosion and suspended sediment distributions, the model will be positioned to provide insight into oyster bed viability, marsh and barrier island erosion assessment, as well as key water quality constituents that directly contribute to marine ecosystem function. Deliverables include geospatially referenced sediment core, critical shear stress, time series of collected data and maps that indicate which marsh coastlines are most threatened and what locations may be most viable for oyster reefs.	Harrison, Hancock	Yes		Yes	Yes	Yes	No	Yes	Yes	Yes		$ 1,640,000.00	$ -	
	Infrastructure	2129	9/26/2014	Quantifying Water Quality Using Remote Sensing for the Gulf of Mexico	Since this project is Gulf wide, was interested in being considered for Council funding; however, just implementing same proposal in MS waters would be a great benefit to DMR and DEQ's day to day operations. The proposed effort will address the RESTORE Council priority area â€œWater quality monitoring and improvement.â€ The project will focus on establishing a time series (2013 â€“ 2017) of satellite-based water quality products with improved spatial and temporal coverage. Water quality improvements to be achieved include detecting and monitoring: a) coastal river and land discharge points and impacts to estuarine systems; b) spread and dissipation of point source discharges; and c) tracking water quality changes from river discharge. The project will provide for the efficient and effective direction of public resources for the purposes of protecting public and environmental health. Present water quality monitoring programs are limited in the spatial and temporal coverage and cannot rapidly address if abnormal water conditions are occurring. By combining with daily satellite properties this will be remedied and enable rapid assessment of atypical water quality evident with enhanced spatial extent. Decision makers will be provided a capability to respond rapidly and send sampling collection and clean up actions. By continually satellite monitoring the impact of cleanup activities can be confirmed that water quality has returned to normal conditions. Outcome from this project will be improved water quality management in areas along the gulf coast. Decision makers in each stateâ€™s environmental quality agency will have access to an automated web based decision aid that uses real-time satellite data with automated algorithms based in Best Available Science to facilitate critical decisions based on timely and accurate information. Please see detail proposal with description, benefits, and tentative Partners-- Proposal is scalable from just MS waters to the entire Gulf of Mexico.	Harrison, Jackson, Hancock, St. Tammany, Mobile	Yes	20	Yes	Yes	Yes	No	Yes	Yes	Yes		$ 12,000,000.00	$ -	
	Infrastructure	2133	10/1/2014	Surface Currents and Wave Monitoring for the Gulf of Mexico	The U.S. Gulf Coast is vulnerable to a variety of risks, including oil/contaminant spills, harmful algal blooms (HABs) and Vibrio, hurricanes, coastal land loss, and navigation accidents. Near real-time information on coastal ocean surface currents, waves and winds are an important element of a coastal ocean observing system necessary for mitigating these risks and for protecting public health and safety, emergency response, the coastal economy and sustainable use of coastal resources. This environmental intelligence, which can be gained through a system of coastal High-Frequency Radar (HFR) stations, can, for example: (1) improve monitoring of restoration projects (sediment transport, water quality), (2) Help track spilled contaminants and Harmful Algal Blooms to protect public health, water quality, and critical habitats, (3) Help ensure safe commercial and recreational navigation, (4) Enhance search and rescue efforts, (5) Improve ocean and weather forecast models, including those for storm surge, (6) Enhance public beach safety through the forecasting rip currents, and (7) Enhance community preparedness for coastal land loss issues. This project meets the RESTORE Act Plan Comprehensive Plan priorities for habitats, water resources, living coastal and marine resources, natural processes and shorelines, and science-based decisions by developing a U.S. Gulf-coast wide network of High Frequency Radar stations to provide real-time monitoring of surface currents and waves in State waters. These stations are efficient, effective tools for meeting multiple public needs along the U.S. Gulf Coast. The proposal includes Project Management for the procurement, installation, and operation for these sites across the Gulf Coast. Also, includes Data Management for the design and integration to assure data meets all RESTORE-Act Policies and Procedures. Real-time distribution of these data to numerical models, and agency decision makers are included. An Outreach component is included to work with the Public and Agency Decision Makers, to assure the understanding and training is in place to integrate these user-friendly products in to day to day operations of each agency.	Hancock, St. Tammany, Mobile, Jackson, Harrison	Yes	20	Yes	Yes	Yes	No	Yes	Yes	Yes		$ 20,000,000.00	$ -	
	Infrastructure	2139	10/6/2015	Reduction in post hooking sea turtle mortality	This proposal will develop new technology to reduce sea turtle mortality by developing methods to remove fishing line without removing endangered sea turtles from the water. This new method will be designed for inshore fishing from piers and bridges. The Endangered Species Act can shut a fishery down after a certain number of takes accure. The device I have designed will not require a fisherman to haul the turtle up in the air to the pier surface inorder to cut the line from the hook.. We will collect data and film our interactions with the device and the line. I will call IMMS to come collect the turtle. After proof it works as it should then we will share our information.!We will then do outreach and education to encourage the use of this technique by our Coastal recreational fishermen. This new technique will address the problems that our recreational fishermen are having in removing their fishing line from the turtles that they are interacting with while fishing in state waters. There has been increase interaction with these endangered species and this new technique will help with their protection. We will then be able to expand the use of this new method to other areas to help address their interactions with these endangered sea turtles. This device could be used as a midigation tool for a section 10 permit for the states. The data shows that these sea turtles die from becoming entangled in the line that was cut from the pole and left on the hook. A turtle can survive a hook but not fishing line. It causes them to drown and get infections. The new device would slid down the line and cut the line off at the hook without harming the turtle. This is a win for the turtle, the fishermen and the economy because our piers were not closed and I will supply as many as possible free to the states, the stranding team and fishermen. When this new technique is proven successful. A full report of the study and success of the new gear will be provided to All Gulf Coastal states and NOAA. This project will include providing new gear to be given to Mississippi recreational fishermen as long as the supply of gear is available in this pilot.	Jackson, Hancock, Harrison	Yes	25	No	Yes	Yes	Yes	Yes	Yes	Yes		$ 500,000.00	$ -	
	Infrastructure	2140	1/1/2015	Sustainable Gulf Coast Oyster Restoration and Coastal Protection using Central Oyster Hatcheries and Gulf State Remote Setting Sites	In the face of poor spat sets, low harvests and declining oyster populations, a new approach is needed to restore oysters and the communities that depend on them. We propose a comprehensive long-term oyster restoration plan that restores habitat, improves water quality, revitalizes the economy of the Gulf oyster community, replenishes living coastal and marine resources and enhances community resiliency by revitalizing the Gulf oyster industry economy. This will be accomplished by massively expanding regional oyster hatchery production capacity, establishing remote setting bases in each of the five states, working with state resource agencies in oyster restoration and stock enhancement and actively engaging university-based scientists in monitoring and adaptive management. This project will enhance and restore oyster populations throughout the region, providing significant ecosystem services (e.g., carbon sequestration, nitrogen removal, habitat for living marine resources and cultural) and encourage community resilience through long-term sustainable economic growth and job creation. The region-wide project will: 1. Use existing oyster hatchery capacity while conducting a rigorous site assessment (6 mos.) for a bio-secure mega-hatchery with the capacity to provide > 50 billion oyster eyed larvae/year (comparable to the worldâ€™s largest oyster hatcheries), with spawns specific to each state within 18 mos.; 2. Build dockside remote setting facilities in each state, capable of producing > 10 billion spat on cultch; 3. Enhance up to 180,000 acres over 9 yrs. with 500,000 spat on cultch/acre, deployed by state resource agencies; 4. Monitor the success rate through rigorous university-based monitoring program in each state, to guide state-specific adaptive management; 5. Increase the resilience of the system by adding a second bio-secure mega-hatchery in year 4; and 6. Support a long-term comprehensive regional strategic plan, evaluated by university-based researchers and resource agencies, for the industry. For this project, siting and construction of the first hatchery and the dockside remote setting facilities will be accomplished within 18 mos. Larval production will be supported for 9 yrs., with monitoring to occur during this time, with 90 billion juvenile oysters added to up to 180,000 acres of public oyster beds through the region. In addition to the potential job creation and economic benefits of the enhancement of oyster populations, this project will also provide critical ecosystem services through improved water quality, increased biodiversity, creation of more diverse habitat and cultural services provided by productive oyster reefs worth up to $200 million to harvesters annually; comparable to the value of the ecosystem services provided by the project.	Gulf of Mexico	Yes	28	Yes	No	Yes	Yes	No	Yes	Yes		$ 132,000,000.00	$ -	
	Infrastructure	2154	10/24/2014	Projecting the Impacts of Restoration Activities in MS Coastal Waters	The overarching objective of this project is to advance our informational basis of physical-biogeochemical linkages in the Mississippi Sound (MS) and northern Mississippi Bight (MB) region through execution of a field effort consisting of research cruises and moorings that obtain measurements needed to inform a state of the art modeling approach. The observations will characterize bottom sediment type, seasonal variation in sediment, nutrient and dissolved oxygen distributions, resuspension and transport of sediments under influence of wind forcing and surface waves, and hydrodynamically driven material exchanges between the MS and MB. The model system, supported by this knowledge, will be a platform that allows resource managers and restoration scientists to project the impact of RESTORE activities, thus enabling better-planned restoration efforts that have a higher likelihood of sustained success. Numerous coastal restoration projects in the state of MS have been proposed to meet RESTORE program goals http://www.msrestoreteam.com/ppp/overviewmap.html. Some of these efforts aim to restore hydrology patterns, marshes and barrier islands with the intent of mitigating the issues noted above, among others. In order to fully remedy harm and reduce risk to the natural resources of the Mississippi Gulf Coast, comprehensive understanding of the MS is required. Without this understanding, well-intentioned RESTORE projects may realize short-lived success. The overarching goal of the combined observational and model synthesis approach we have proposed herein is to advance our informational basis through execution of a targeted field effort and integrate the acquired knowledge into a state of the art modeling approach that will enable better-planned restoration efforts, with higher likelihood of sustained success, as well as advance our understanding of current and future vulnerability. To attain the needed informational basis on waves, currents, sediment transport, and distributions of sediment, nutrients and dissolved oxygen, we propose to utilize moored instrument arrays and shipboard sampling to record the critical physical, geochemical and bio-optical measurements needed to characterize the processes and distributions of interest. These measurements will be used to inform and validate a model system that simulates the circulation, waves, sediment loadings and biogeochemistry of the MS and the hydrodynamic and material exchange with the MB. The resulting modeling system will be ideally suited as a tool for scenario exploration that provides assessments and insight into the viability of proposed restoration projects and resource management strategies. In particular, the model will provide temporally varying distributions of nutrients, dissolved oxygen, salinity and suspended sediment, all of which contribute to vitality of ecosystem function in the MS.	Hancock,St Tammany,Mobile Jackson,Harrison	Yes	15	Yes	Yes	Yes	No	Yes	No	Yes		$ 1,100,000.00	$ -	
	Infrastructure	2162	11/5/2014	Enhancing Community Resilience with Social Media	Social media constitutes an important new form of communication-based social capital that can have profound effects for individuals, communities, and organizations, including their capacity to respond to emergency situations. Leveraging the ongoing research conducted by the Social Science Research Center (for the purpose of the grant awarded by Coastal Storm Awareness Program - C-SAP, Connecticut, NOAA), with the overarching goal of validating the role of social media as a key communication tool between emergency management agencies and affected communities, researchers propose a real-time communication system (relying on the social network Twitter) to improve community resilience in the Mississippi Gulf Coast areas. The communication system would be an organic network of local governments, emergency management agencies, businesses and individuals/communities who choose to participate in the network. The system will also leverage the models developed for C-SAP research by implementing machine learning and geo-spatial analysis tools to monitor relevant social media messages during the occurrence of an adverse physical event (such as weather emergency). Administrative agencies such as local governments, emergency management, and community representatives can utilize the system to address concerns of the public and help disseminate important weather related information via the network. The communication system will also provide tools for identification of key influencers in the network to provide an effective medium for information coverage/dissemination. In addition to functioning as a public advisory mechanism during adverse events, the system can also act as a discussion platform between governing officials and their residents thereby promoting public discussion of key topics related to the betterment of communities and their individuals. Another application area of the system can be as an information source where, individuals pose questions to government officials or administrative authorities. Thus, the overall goal of the proposed system is to enhance the engagement of local communities and administrative authorities in order to promote locally driven solutions for planning, risk assessment and natural resource management within communities. The proposed system will be based on a web-based application platform for ease of access to any individual with access to internet and a computer/smart device.		Yes	5	No	Yes	No	Yes	Yes	No	No		$ 450,000.00	$ -	

	Infrastructure	2163	2/2/2015	Oyster Bayou Restoration Project at Beauvoir	The purpose of this project is to implement the recommendations of The Nature Conservancy (TNC) assessment of Oyster Bayou. The plan is to assess the conditions within the Oyster Bayou drainage basin and develop a list of drainage improvements that can be implemented by stakeholders to improve drainage and habitat conditions. Oyster Bayou is a small tributary to the Mississippi Sound that meanders through the 52 acres of historic grounds of Jefferson Davis' mansion know as Beauvoir. Oyster Bayou was once part of a relatively large drainage basin that extended west and north of Beauvoir and Beauvoir Road. The drainage basin has been extensively developed with little regard for comprehensive and coordinated stormwater management within the basin. As a result, there has been an increased volume of water that flows through the lower portions of Oyster Bayou causing minor flooding and erosion which has impacted the natural habitat along the bayou. The objectives of TNC's assessment are to 1) evaluate upstream drainage conditions that result in discharges if stormwater into Oyster Bayou; 2) work with Beauvoir representatives and other stakeholders to assess opportunities for additional stormwater treatment functions of Oyster Bayou; 3) assess water flow characteristics and methods to stabilize and enhance areas along the 2,250 linear feet of riparian habitat associated with the system; and 4) implement selected ecological restoration activities within the Oyster Bayou drainage basin. The goal of Beauvoir's project will be to implement upstream drainage features west of Beauvoir Road that contribute to the quality and quantity of stormwater that discharges to Oyster Bayou; improve assimilative capacity and stormwater treatment functions within the drainage basin which will lead to enhanced water quality benefits and improved aquatic and terrestrial habitats adjacent to Oyster Bayou; provide additional water quality benefits and improvements for this tributary to the Mississippi Sound; implement ecological restoration activities within Oyster Bayou drainage basin; and provide education and outreach activities. Further restoration actions for the stream and adjacent uplands are also part of this project including an assessment of the stream by a biohydrologist (since the flow/velocity is higher that would have been naturally due to much of the watershed being paved/channelized, increasing runoff), as well as, an assessment of current impediments to the flow of the stream (roads, etc.) and determine if a more â€œstream friendlyâ€design could be beneficial. The use of natural grade control structures (i.e., logs and tree stumps) to slow down water, which leads to erosion of the banks could be used to trap sediment coming downstream. Removal of non-native, invasive species such as Chinese tallow tree, privet hedge, etc. (these would be removed physically or killed by herbicide). Ornamental species that are not invasive, such as camellias and azaleas would remain as part of the grounds. Planting of native trees and shrubs such as cypress, sweet bay, black gum, etc., plus plantings of native grasses and forbs such as Juncus including plants important to wildlife. Woods mowing to open the shrub layer on the nature path, bird nesting boxes along the stream (bluebird, wren and duck) and osprey nesting platforms would be added. An extension of the nature path throughout the property is also part of this project. All of this would be done in regards to the historic nature including interpretive exhibits along the bayou that points to different animals/birds/plants one is likely to encounter would be added. Lastly, education and outreach upstream regarding trash that is being dumped into the parking lots, storm drains, etc. including a trash collection device that would be located just downstream of the coliseum. Oyster Bayou and its adjoining bayhead swamp comprise approximately half of the Beauvoir 52-acre estate in Biloxi, MS. Operated through a 501(c)(3) nonprofit organization, Beauvoir is one of two National Historic Landmarks in South Mississippi and is open to the public every day of the year except Thanksgiving and Christmas. The estate, the last home of Jefferson Davis, includes a House	Harrison	Yes		Yes	Yes	No	No	Yes	No	Yes		$ 1,000,000.00	$ -	
	Infrastructure	2167	11/7/2014	Biological Filtration: Using Sponges to Remediate Gulf of Mexico Coastal Contaminants	Coastal marine ecosystems are crucial environments of the Gulf of Mexico, and the Mississippi Sound, that include important commercial fishery species, as well as threatened and unique species. Recent natural and anthropogenic stressors (including multiple Category 3+ hurricanes, as well as the Deep Horizon oil spill) within these GoM ecosystems have resulted in significant damage and loss of these critical resources. Thus, the restoration of water quality along the Mississippi coastline is crucial for residents and stakeholders. We propose to deploy a system of biological filters around the periphery of important GoM habitats (e.g., seagrass beds) to clear contaminants from the water column and improve water quality. Specifically, we will attach marine sponges to multiple deployed cinder blocks, and divers will position these â€œupstreamâ€of identified habitats and/or between point source discharges and the habitat in question. Marine sponges are important filter-feeders with pumping rates in excess of 3L per h, and many contain extensive symbiotic microbial populations that have important roles in biogeochemical cycling (e.g., nitrification processes). Research by PIs Slattery and Gochfeld has demonstrated significant clarification of particulate organic carbon (POC) and microbial metabolism of dangerous nitrogen species into biologically-useful nitrogen. Moreover, we can seed sponges with specific microbes that are known to clear PAHs and other toxic metabolites. We will position sufficient biological filters (i.e., cinder-blocks w/ sponges) to clear the water near habitats of interest, and through resources in UMâ€™s Environmental Toxicology Research Program [ETRP], we will monitor changes in the water quality post-deployment. The data will be analyzed using appropriate time series statistics, as well as community profiling tools, and a final report will be provided to the appropriate resource managers to encourage and inform improvements in water quality remediation and habitat restoration, while outreach lectures will be provided to convey the results of the study and the implications for the regional stakeholders. The budget provided represents the aforementioned remediation for a single site only. This project can stand alone based on the efforts of a UM field collection team, as well as the laboratory efforts of the UM ETRP. However, value added mapping and/or tissue analyses options would be beneficial (see Restore Projects headed by Easson, Dierks, and Slattery, respectively). University of Mississippi: Marc Slattery, Deborah Gochfeld, John Rimoldi, & Kristine Willett		Yes	30	No	No	Yes	No	Yes	No	Yes		$ 311,763.00	$ -	
	Infrastructure	2169	11/7/2014	Gulf of Mexico Health Assessment: Instrumentation for Environmental Monitoring	Marine coastal communities of the Gulf of Mexico, and the Mississippi Sound, represent important commercial fishery grounds, as well as habitats that support threatened species and provide essential coastal protection and recreation opportunities. Recent natural and anthropogenic stressors (including multiple Category 3+ hurricanes, as well as the Deep Horizon oil spill) to the GoM have resulted in significant damage and loss of these critical ecosystems and the species they support. Thus, the management of these important ecosystems along the Mississippi coastline is crucial for residents and stakeholders. This requires cutting edge monitoring strategies that focus on measuring the concentrations of contaminants: 1) in local seawater and sediment, and 2) in species tissues. We propose to acquire two incredibly powerful monitoring instruments to enhance the existing University of Mississippi Environmental Toxicology Research Program [ETRP] resources. Specifically, we will upgrade our existing Gas Chromatography/Mass Spectrometer (GC/MS) to address contaminant concentrations in seawater and sediment at resolutions that are approximately an order of magnitude more sensitive than our current instrument. Likewise, we will also upgrade the ETRP Synapt proteomics mass spectrometer workstation to include a MALDI TOF interface to measure contaminants in tissues of affected species. While our current resources enable us to perform the studies proposed in other RESTORE proposals (PI: Slattery), these upgrades will provide state-of-the-art instrumentation for UM ETRP researchers, and will provide Mississippi resource managers access to sophisticated monitoring approaches that focus on the fate and transport of contaminants in the environment, as well as the stress responses of affected species in their entirety (i.e., the proteome). University of Mississippi: Marc Slattery, Deborah Gochfeld, John Rimoldi, & Kristine Willett		Yes	100	No	Yes	Yes	No	No	Yes	Yes		$ 400,000.00	$ -	
	Infrastructure	2176	11/11/2014	An Economic Impact Time-Series Model of the Wild Shrimp Fishery in Coastal Mississippi	Brief Title: An Economic Impact Time-Series Model of the Wild Shrimp Fishery in Coastal Mississippi Point of Contact, email and Phone #: Dr. Elizabeth LaFleur, Beth.LaFleur@usm.edu, 228.214.3438 and Dr. Gregory Bradley, Gregory.Bradley@usm.edu, 228.214.5402 Type of project: ____Infrastructure ____ Educational program __x__ Research program ____Workforce development _x__Economic development ____ Eco-Restoration __x__ Seafood ____ Other (Name): Brief description of activities: A series of man-made and natural disasters have impacted the wild shrimp fishery in coastal Mississippi, beginning with the impact of Hurricane Katrina and continuing through the disaster recovery processes associated with the Mississippi River flooding and opening of the Bonnet Carre spillway and the Deepwater Horizon Spill. The wild shrimp fishery is important to the history, culture and economy of Coastal Mississippi. The research project would estimate the economic impact of the fishery over a 20- year period, as data become available. Economic impact analysis will begin with the 2003 harvest and continue through 2023. The 2003 and 2004 years will provide important â€œpre-disaster benchmarksâ€ Monitoring and estimating the economic impact of this fishery (both on the coastal counties and the state of Mississippi) will add to the body of knowledge on the financial contribution of the fishery to these economies. Using established and conventional modeling software, a customized economic impact model will be built and maintained for the lower six counties in Mississippi to support the research agenda. Among the outcomes will include changes in economic growth due to the industry, and related changes in jobs and income. The College of Business will supply the business analytics to support the efforts of GCRL regarding the recovery and restoration of this fishery. Notably, this series of models will serve as a prelude to the development of an economic impact forecasting model based on expected commercial yield and other outcomes. Location (City, County): Long Beach, Harrison County Infrastructure cost (# years): $100,000 (1 year) Annual Operation & Maintenance Cost (# years): $ 50,000/year for 10 years How will this leverage with other RESTORE priority areas or non-RESTORE funds? The research project will leverage the RESTORE priority area of seafood, specifically the call for â€œeconomic impacts from commercial and recreational fishing along the Gulf watersâ€listed as one of â€œthe main areas the seafood industry is focused onâ€(GoCoast 2020 Final Report, January, 2013, p. 25). The research will also leverage the scientific inquiries to support, restore and grow the commercial fisheries projects proposed for RESTORE funding by the Gulf Coast Research Laboratory.	Harrison	Yes	16.7	Yes	Yes	Yes	No	No	Yes	No		$ 600,000.00	$ -	
	Infrastructure	2177	11/11/2014	An Economic Impact Time-Series Model of the Wild Crab Fishery in Coastal Mississippi	Brief Title: An Economic Impact Time-Series Model of the Wild Crab Fishery in Coastal Mississippi Point of Contact, email and Phone #: Dr. Elizabeth LaFleur, Beth.LaFleur@usm.edu, 228.214.3438 and Dr. Gregory Bradley, Gregory.Bradley@usm.edu, 228.214.5402 Type of project: ____Infrastructure ____ Educational program __x__ Research program ____Workforce development _x__Economic development ____ Eco-Restoration __x__ Seafood ____ Other (Name): Brief description of activities: A series of man-made and natural disasters have impacted the wild crab fishery in coastal Mississippi, beginning with the impact of Hurricane Katrina and continuing through the disaster recovery processes associated with the Mississippi River flooding and opening of the Bonnet Carre spillway and the Deepwater Horizon Spill. The wild crab fishery is important to the history, culture and economy of Coastal Mississippi. The research project would estimate the economic impact of the fishery over a 20-year period, as data become available. Economic impact analysis will begin with the 2003 harvest and continue through 2023. The 2003 and 2004 years will provide important â€œpre-disaster benchmarksâ€ Monitoring and estimating the economic impact of this fishery (both on the coastal counties and the state of Mississippi) will add to the body of knowledge on the financial contribution of the fishery to these economies. Using established and conventional modeling software, a customized economic impact model will be built and maintained for the lower six counties in Mississippi to support the research agenda. Among the outcomes will include changes in economic growth due to the industry, and related changes in jobs and income. The College of Business will supply the business analytics to support the efforts of GCRL regarding the recovery and restoration of this fishery. Notably, this series of models will serve as a prelude to the development of an economic impact forecasting model based on expected commercial yield and other outcomes. Location (City, County): Long Beach, Harrison County Infrastructure cost (# years): $100,000 (1 year) Annual Operation & Maintenance Cost (# years): $ 50,000/year for 10 years How will this leverage with other RESTORE priority areas or non-RESTORE funds? The research project will leverage the RESTORE priority area of seafood, specifically the call for â€œeconomic impacts from commercial and recreational fishing along the Gulf watersâ€listed as one of â€œthe main areas the seafood industry is focused onâ€(GoCoast 2020 Final Report, January, 2013, p. 25). The research will also leverage the scientific inquiries to support, restore and grow the commercial fisheries projects proposed for RESTORE funding by the Gulf Coast Research Laboratory.	Harrison	Yes	16.7	Yes	Yes	Yes	No	No	Yes	No		$ 600,000.00	$ -	

	Infrastructure	2178	11/11/2014	An Economic Impact Time-Series Model of the Oyster Fishery in Coastal Mississippi	Brief Title: An Economic Impact Time-Series Model of the Oyster Fishery in Coastal Mississippi Point of Contact, email and Phone #: Dr. Elizabeth LaFleur, Beth.LaFleur@usm.edu, 228.214.3438 and Dr. Gregory Bradley, Gregory.Bradley@usm.edu, 228.214.5402 Type of project: ____Infrastructure ____ Educational program __x__ Research program ____Workforce development _x__ Economic development ____ Eco-Restoration __x__ Seafood ____ Other (Name): Brief description of activities: A series of man-made and natural disasters have impacted the wild oyster fishery in coastal Mississippi, beginning with the impact of Hurricane Katrina and continuing through the disaster recovery processes associated with the Mississippi River flooding and opening of the Bonnet Carre spillway and the Deepwater Horizon Spill. The oyster fishery is important to the history, culture and economy of Coastal Mississippi. The research project would estimate the economic impact of the fishery over a 20-year period, as data become available. Economic impact analysis will begin with the 2003 harvest and continue through 2023. The 2003 and 2004 years will provide important â€œpre-disaster benchmarksâ€ Monitoring and estimating the economic impact of this fishery (both on the coastal counties and the state of Mississippi) will add to the body of knowledge on the financial contribution of the fishery to these economies. Using established and conventional modelling software, a customized economic impact model will be built and maintained for the lower six counties in Mississippi to support the research agenda. Among the outcomes will include changes in economic growth due to the industry, and related changes in jobs and income. The College of Business will supply the business analytics to support the efforts of GCRL regarding the recovery and restoration of this fishery. Notably, this series of models will serve as a prelude to the development of an economic impact forecasting model based on expected commercial yield and other outcomes. Location (City, County): Long Beach, Harrison County Infrastructure cost (# years): $100,000 (1 year) Annual Operation & Maintenance Cost (# years): $ 50,000/year for 10 years How will this leverage with other RESTORE priority areas or non-RESTORE funds? The research project will leverage the RESTORE priority area of seafood, specifically the call for â€œeconomic impacts from commercial and recreational fishing along the Gulf waters†listed as one of â€œthe main areas the seafood industry is focused onâ€ GoCoast 2020 Final Report, January, 2013, p. 25). The research will also leverage the scientific inquiries to support, restore and grow the commercial fisheries projects proposed for RESTORE funding by the Gulf Coast Research Laboratory.	Harrison	Yes	16.7	Yes	Yes	Yes	No	No	Yes	No		$ 600,000.00	$ -	
	Infrastructure	2183	11/11/2014	RETINA: A K-6 STEM (Science, Technology, Engineering, and Mathematics) Program for Mississippi	Restoration and monitoring projects in Mississippi Sound require STEM (Science, Technology, Engineering, and Mathematics)-trained personnel and a community that appreciates the benefits of a healthy ecosystem; however, there is a deficiency in both that could stunt the growth, continuity and quality of proposed restoration projects. To address these deficiencies and to position Mississippi for the future we need to develop a child's capacity to develop theory-based learning, which is inherent and can be fostered by promoting curiosity and by exposing them to a spectrum of experiences. Such experiences play a vital role in achieving proficiency in science understanding, but unfortunately, a myriad of budgetary and socioeconomic reasons limits opportunities for youth, leaving many economically disadvantaged students trailing in STEM fields (NRC, 2007). To meet these challenges The RETINA Program provides schools with a cost-effective and administratively beneficial way to broaden the scope of student exposure through its STEM curriculum. The RETINA Program is a 50-minute per day program that lasts 5 days. The Program blends formal classroom instructional activities with hands-on, skill development in a team-based setting conducted by the teacher and guided by national science standards that are set for each grade (e.g., ecology and water quality). There are four different activities per grade that are presented during the first four days. Activities are chosen with the intention of integrating technology under the umbrella of a scientific process and are designed to provide consistency and a continuum of difficulty among the grades. The program focuses on interactive participation in the design and development of simple robotic and sensor systems, providing a range of challenges to engage all students through project-based learning and provide a medium for communicating interest, experience, and challenges on the fifth and final day of the program. The RETINA program has been designed, modified, and tested in several diverse schools in California and Vermont. It is now posed to expand. Because RETINA's hands-on activities require (1) components that may be prohibitively expensive in today's educational fiscal climate, (2) secure storage space, and (3) technology-savvy individuals to maintain systems, the RETINA Program is designed as a traveling program that gives many students access to the same resources. We propose to (1) supply two towed cargo vans with all of the materials necessary for teachers to conduct the educational modules, (2) provide educators with program materials (lesson plan, PowerPoint presentations, homework, instructional videos, and images) and STEM professional development sessions, (3) introduce the RETINA Program within school systems to engage students, and (4) organize a community service organization to provide technical and logistical support to maintain and refurbish modules and to transport cargo vans from school to school. Each van will be loaded with modules to accommodate 5 different classrooms per grade for each of the K-6 grades at a particular school. Given a week-long program, one cargo van can reach ~20 different schools per year (10,000 students). With the two vans proposed herein the cost per student reached per year is <$1, based on an initial cost of $570K (2-yr award). Future costs to maintain and transport systems can be as low as ~$10K for each cargo van per year (<$0.05 per student) and supported by a community organization. Additional vans and professional development can be added to reach each of the 447 elementary schools in Mississippi.	Pearl River,Washington,Hancock,Stone,St Tammany,Mobile,Jackson,Forrest,Perry,Harrison,George	Yes	20	Yes	Yes	No	No	No	Yes	Yes		$ 570,000.00	$ -	STEM Curriculum
	Infrastructure	2188	11/11/2014	Sub-bottom profile, sediment characteristics, and mapping of the shallow (<3m) water portion of Mississippi Sound aided though the use of autonomous surface boats	Critical to all four of the proposals that will be submitted by Mississippi to RESTORE is the need to know the water depth (bathymetry) and subsurface composition in Mississippi Sound (e.g., mud, sand, hard substrate). More than half of Mississippi Sound is <3m deep, restricting navigation to small, low draft vessels and severely limiting the swath width of multi-beam sonars that are typically used to map the seafloor. Even shallower are the many sites that harbor eel-grass, submerged aquatic plants, and future sites for restoration projects. While airplane-based LiDAR has been used to map shallow coastal zones, this technology is limited when waters are not clear, is expensive to conduct, and does not provide a context for subsurface type and structure. We propose a solution to this problem that affords an expansive mapping program for these shallow water areas with the resolution necessary to track temporal changes in seafloor relief and to discern substrate structure and type. To compete such operations we propose to use a fleet of autonomous instrumented (e.g., single beam sonar, navigation and communication hardware) surface boats (kayaks) that is responsive to a manned boat (e.g., Boston Whaler) with a multi-beam system and a sub-bottom chirp sonar. This automation exists (e.g., Mahacek et al., 2009; Kitts and Mas, 2009) and has been expanded upon for gradient following (e.g., Adamek et al., 2013). Multi-robot systems offer many advantages over a single system, including redundancy, coverage and flexibility. One of the key technical considerations is coordinating individual units. We have designed and fabricated a new low-cost autonomous surface vessel (ASV) that is capable of autonomous navigation using the cluster space control technique. These ASVs are monitored by a centralized controller, implemented via a sea-based computer that wirelessly receives ASV data and relays drive commands that are monitored by humans. Humans can intervene to adjust spacing based on visual cues and bathymetric data that are relayed from the ASVs. Thus, our cluster space control approach allows one to get the best quality data in an unknown/varying seafloor terrain. Furthermore, the manned presence provides a measure of quality control for the multi-beam system and chirp sub-bottom sonar on the command vessel. We propose to fabricate 8 autonomous systems boats that will respond to a master computer on a command ship. Specifically we will use a Boston Whaler with pole mounted multi-beam and sub-bottom profiler sonars to tow the fleet of ASVs to the sites of interest. There the ASVs will be initiated and follow in formation behind the command boat. We will use Mokai â€œjet-poweredâ€ kayaks at a speed of 10 knots (they can go 20 knots for 8-10 hours) and lease a Boston Whaler for the command vessel. With side-by-side ASV operation with 10 meter spacing and at 10 knots, we will be able to cover 1.5 km2/hr or 14 km2/day (3,300 acres). This will provide a bathymetric map with centimeter resolution, characterize sediment type, and provide an indication of subsurface stratigraphy. Each kayak will cost ~$19K to purchase, instrument, and integrate with the aid of a graduate student, engineering technical support, and a small operational team. These kayaks will be integrated into the command structure during Year 1. For Year 2 we propose 20 days of operation in Mississippi Sound to cover (~75,000 acres or 117 square miles). The total cost of the preparing the vehicles in Year 1 and operating them in the field for 20 days in Year 2 is $650K, but will provide 117 square miles of data in a GIS format that can be revisited yearly at a much reduced cost to monitor changes in bedform to establish depositional and erosional rates within Mississippi Sound. Kitts, Christopher A., and Ignacio Mas. "Cluster space specification and control of mobile multirobot systems." Mechatronics, IEEE/ASME Transactions on 14.2 (2009): 207-218.	Jackson,Harrison	Yes	20	No	Yes	Yes	No	Yes	Yes	Yes		$ 650,000.00	$ -	Equipment development and purchase
	Infrastructure	2189	11/12/2014	Development of a Statewide Engineering Innovation Program for Marine Science Applications in Support of Mississippi Sound Restoration Projects	The National Oceanic and Atmospheric Administration highlights the importance of the marine sector â€œOne of every six jobs in the United States is marine-related and over one-third of the U.S. Gross National Product originates in coastal areasâ€ However, the number of trained engineers from institutions of higher learning that have a understanding of the challenges associated with working within the marine sector are insufficient and don't meet community needs. For example, remotely operated vehicles (ROV) in 2015 are anticipated to have net revenues of $4B with an order of magnitude more spent on operations. Similarly, investment in AUVs is advancing with a projected increase in more than a thousand AUVs ($2.3B) by 2019 and the growth of sensors and navigational equipment doubled in the 2010-2011 period alone (Lee et al. 2012). We propose to make an investment in the education of engineers at the college level within the state of Mississippi, by exposing students to challenging engineering applications in the marine world, thereby opening the door to a plethora of potential careers. To accomplish this feat we will team up with Dr. Chris Kitts, Associate Dean of Research and Faculty Development, School of Engineering, Santa Clara University, who is funding by the Kern Family Foundation to develop a multi-institutional, cooperative, engineering program in which teams of students engineers and mentors design and fabricate instruments, platforms, and/or sensors. These products are integrated among the various university-based teams to complete a specified task that accomplishes a scientific goal. This successful and long-standing program incorporates a dozen universities in the Midwest, where the Kern Family Foundation wants to make a difference. Building upon this successful program, we propose to a similar program within the state of Mississippi to integrate each of the schools of higher learning with an engineering program. The National Institute for Undersea Science and Technology (NISUT), which is a partnership between the University of Mississippi and the University of Southern Mississippi, will take the lead in designing criteria for different sensors, vehicles, or platforms that will be developed at each of the participating universities. Student teams will design, fabricate and test their system in context of design criteria. This work will culminate with the teams meeting at the Gulf Coast Research Laboratory in Ocean Springs, MS. Each team will then participate in the mission to collect data for restoration projects. The cost for this program is $160K per year with half of the funds being spent on materials/travel/sensors for engineering teams and the remainder for coordination and science outcomes. Potential Year 1 projects could include, for example, the development of autonomous surface vessels for water collection, preservation, and sensing â€" the initial project will depend on the amount of money available and current restoration projects.	Hancock,Jackson	Yes		Yes	Yes	No	No	No	Yes	Yes		$ 160,000.00	$ -	Curriculum development
	Infrastructure	2197	11/13/2014	The impact of Louisiana restoration projects on the Mississippi Sound, and Estuary	Coastal Louisiana has experienced substantial wetland loss since the construction of Mississippi River levees in the late 1800s. This land loss is largely a result of marsh edge erosion and submergence of interior wetlands, combined with smaller contributions from direct land removal for canals, construction purposes, etc. One cause is the elimination of spring over-bank flooding which delivers sediment to the marshes. Other factors include: 1) a reduced sediment load in the Mississippi River; 2) landscape and hydrology alternations from man-made canals; 3) a high rate of regional subsidence due to sediment compaction, tectonic subsidence, subsurface withdrawal associated with oil/gas/groundwater extraction, and eustatic sea level rise; 4) wave and tidal erosion, which accelerate in importance as water bodies become larger; and 5) tropical cyclone events. In response, Louisiana has developed a 50-year Master Plan which includes a mix of sediment diversions to build new deltas, removing existing barriers on Mississippi River tributaries such as the Bayou Lamoque floodgate, sediment piping and dredging to recreate marshland, and levees/floodgates to protect urban areas from storm surge. This Master Plan will be funded through a variety of sources, including different Restore Act avenues. However, the impact on Mississippi has generally not been considered. We propose a monitoring and surge modeling program to assess these impacts. Freshwater flow from diversions could affect Mississippi's seafood industry and also alter the Mississippi Sound ecosystem. The high-nutrient content of Mississippi River water is known to create hypoxic zones in the Gulf of Mexico. In addition, these nutrients may also be impacting wetland root systems in organic soils, making them vulnerable to storm surge as suggested by the high-erosion rate near the Caernarvon diversion. Deliverables include: 1) salinity and water quality monitoring with weekly boating surveys; 2) ocean modeling sensitivity studies of diversion outflows and floodgate removals; 3) sensitivity modeling studies of storm surge from floodgates in the Rigolets and Chef Pass on Mississippi, which is part of the Master Plan.	Hancock,St Tammany,Mobile,Jackson,Harrison	Yes		No	No	Yes	No	Yes	No	Yes		$ 500,000.00	$ 500,000.00	
	Infrastructure	3213	11/14/2014	University and College Volunteers for Restoration Projects	Community Collaborations International will deploy teams of university and college volunteers from around the country to participate in a week of service devoted to giving a boost of youthful energy to community based organizations supporting children, families, and the environment on the Gulf Coast. Community Collaborations International began working in the Gulf Coast ten years ago recruiting and organizing teams of college volunteers to assist with Hurricane Katrina recovery efforts. Since then, we have returned every year building relationships and a continuum of sustained impact in the region. Volunteer teams will coordinate their efforts with organizations such as the South Mississippi Land Trust, Audubon Society, Horticulture for Humanity, Gautier Parks and Recreation Department, Mississippi Department of Marine Resources, Boys and Girls Clubs of the Gulf Coast, Gulf Islands National Seashore, Renew our Rivers, and many more. Based on prior year results, we expect 30 universities and colleges to participate resulting in between 400 and 600 volunteers primarily during the month of March. 400 volunteers each committing to a full week of service results in over 12,000 hours of much needed support for community organizations! These students have made a commitment to spend their spring break week focused on meeting the needs of Gulf Coast communities â€¦they work hard and get the job done.	Harrison	Yes		Yes	Yes	Yes	No	Yes	Yes	Yes		$ 410,000.00	$ 360,000.00	

	Infrastructure	3214	11/14/2014	St. Louis Bay and Tributaries, MS Comprehensive Restoration Program: Phase I	The Deepwater Horizon oil spill caused direct and significant harm to Mississippi's St. Louis Bay and the Mississippi Sound. St. Louis Bay and its tributaries offer an ideal ecosystem for a water quality and quantity restoration program to demonstrate a comprehensive, integrated approach to holistic restoration which could be transferrable Gulf-wide. Water quality assessments and monitoring provide a foundation for programmatic, science-based decision-making to coordinate, expand and integrate many ad hoc projects proposed by local stakeholders, or from various comprehensive plans. This effort will aggressively identify, engage and include local governmental, non-governmental and private stakeholders in a transparent process to identify, prioritize, permit and implement priority water quality and quantity projects while building new partnerships to leverage technical and financial resources during implementation and for long-term operation and maintenance. This program proposes a new collaboration between Mississippi State University (MSU), the U.S. Department of Agriculture's Natural Resources Conservation Service (NRCS), Jackson State University (JSU) and the Pickering Firm, Inc. (PFI) to address the Gulf Council's water quality and water resources goals and objectives. MSU and PFI have a longstanding Memorandum of Understanding which has been used repeatedly on complex projects that integrate research and implementation. The Gulf Council's five restoration goals are; 1) coastal, estuarine and marine habitats, 2) fresh, estuarine and marine water quality, 3) living coastal and marine resources, 4) enhance community resilience and 5) a restored and revitalized Gulf economy. Seven objectives support these goals; 1) restore, enhance and protect habitats, 2) restore, enhance and protect water resources, 3) protect and restore living coastal and marine resources, 4) restore and enhance natural processes and shorelines, 5) promote community resilience, 6) promote natural resource stewardship and environmental education, and 7) improve science-based decision-making. JSU, PFI, and NRCS provide MSU with the depth and breadth of technical and professional expertise to support this program. The program's geographic location and size encompassing the St. Louis Bay and tributaries was selected to meet the Council's four priority criteria. Specifically, this holistic approach is easily scalable to address all the Council's goals and objectives and transferable to be replicated throughout the Gulf region and; If it will significantly and measurably contribute to restoring and protecting the Gulf Coast Region's natural resources, ecosystems, fisheries, marine and wildlife by concentrating and coordinating individual projects; If it is large enough to substantially contribute to restoring and protecting the Gulf Coast ecosystem's natural resources, ecosystems, fisheries, marine and wildlife habitats, beaches, and coastal wetlands yet small enough quantity specific improvements; If it covers the St. Louis Bay and tributaries which Mississippi's GoCoast 2020 (2013) identified as a Coastal Bay and River Delta project site and also integrate and coordinate myriad projects from other federal or Mississippi agency plans; and If it provides a forum for local government and stakeholder participation and a mechanism to leverage their resources to restore the long-term resiliency of an area and resources physically impacted by the Deepwater Horizon oil spill (e.g., providing up-front cost share and long-term operation and maintenance for specific projects). MSU would implement and manage this program in partnership with JSU, NRCS and PFI. This approach ensures the application of science-based decision-making, strong community engagement and education expertise. The process is patterned after tested and proven watershed management approached and would start with extensive outreach and local engagement to create and organize a St. Louis Bay and Tributaries Restoration Council. The lead above would be to work with the Council, Mississippi Department of Environmental Quality (MDEQ) and Mississippi Department of Marine	Hancock,Stone,Pearl River,Forrest,Harrison	Yes	20	Yes	Yes	Yes	No	Yes	No	Yes		$ 14,968,000.00	$ -	
	Infrastructure	3222	11/15/2014	Gulf-wide Bird Monitoring Program	Birds are a conspicuous and remarkable natural resource of the Gulf of Mexico, where they within a diverse array of habitats across the region. Hundreds of species and millions of individual birds are supported by habitats in and around the Gulf. Unfortunately, these coastal habitats are increasingly stressed by a variety of human demands that are often at odds with the value of these habitats as breeding, nesting, feeding and resting areas for birds. Anthropogenic stressors along with more natural disturbances can reduce the quantity and quality of habitats in sensitive coastal ecosystems. Regrettably, the conservation community continues to struggle to design and implement a large-scale, coordinated bird monitoring strategy to inform and facilitate integrated restoration and management of the Gulf of Mexico ecosystem. Mississippi State University and the U.S. Fish and Wildlife Service, in cooperation with a group of partners, have been working to develop a structured framework to identify bird monitoring objectives and priorities. This proposed effort seeks to advance an avian monitoring program by developing and communicating objectives and priorities to facilitate the design and implementation of surveys to maximize learning and improve the efficacy of restoration and management activities.	Hancock,St Tammany,Mobile,Jackson,Harrison,George	Yes		No	Yes	No	No	Yes	No	Yes		$ 21,400,000.00	$ 50,000.00	
	Infrastructure	3223	11/15/2014	Understanding the Economic Linkages Between Coastal Restoration and Community Recovery from Damages Associated with the Deepwater Horizon Oil Spill	Background The Mississippi State University Center for Urban Rural Interface Studies (CURIS), holds a mission to provide a clearinghouse of information regarding community socio-economic profiles, changes in land use, community resiliency, economic and disaster preparedness, and economic impacts of natural and technological disasters. Founded in 2005 just prior to Hurricane Katrina, CURIS was funded by the U.S. Department of Commerce through a project titled "Mitigating Coastal Development Impacts in Rural Communities in the Northern Gulf of Mexico Region: Establishing the Center for Excellence in Coastal Resource Management." The Deepwater Horizon oil spill disrupted the Gulf's economy, damaged fisheries and critical habitats. In order to understand the magnitude of the Economic Impacts of Deepwater Horizon Oil Spill to the different economic sectors affected, multi-year baseline economic information about each sector was compiled from various secondary sources. Response to disaster fails for a number of reasons including lack of communication between adjacent communities, community officials, state, local and federal officials, relief organizations, and the public. Additionally, prior planning was inadequate. Research that helps communities integrate and strengthen responses will result in better preparation for both predicted and unforeseen disasters and provide necessary short-term responses for those events. In addition to continuing the regional work of the Center, we also propose to strengthen its programming by developing a tool to aid communities in planning for and responding to disasters, regardless of origin. The strategy will be called COAST Growth (Coordinated Organizational Assessment of Strategic Technology). We propose to use a Systems Analysis approach borrowed from engineering to examine how communities on the Mississippi Gulf Coast responded to Hurricane Katrina as a unit. Common processes or redundancies would be determined, and ways to integrate and strengthen processes would be developed. This data could then be used to develop a coordinated approach for other closely associated communities to use for disaster response. This could be used as a community planning, training and response tool. Results from this initiative will reduce money spent by state and local governments for infrastructure related to closely associated communities by targeting commonalities that can be exploited and differences that require closer attention. It also has the potential to mitigate damages from future disasters, regardless of origin, by providing information to aid in all levels of preparedness and response. Project Proposal This proposal will involve the following components – Research on the long-term economic impacts of the oil spill to coastal counties Research on economic recovery of the coastal counties Research on linkages between coastal restoration and economic recovery Community outreach involving the economic implications of coastal restoration projects This proposal is developed by the Mississippi State University, Center for Urban Rural Interface Studies <http://ruris.msstate.edu/>. The successful implementation of the proposed project will involve	Hancock,Jackson,Pearl River,Forrest,Perry,George,Stone,St Tammany,Mobile,Washington	Yes		Yes	Yes	Yes	Yes	Yes	Yes	No		$ 467,187.00	$ -	
	Infrastructure	3224	11/15/2014	Development of MSLandPlan, a Forest Landowner Outreach and Engagement Effort to Conserve and Protect Private Lands and Waters in Mississippi's Lower 6 Counties	INTRODUCTION The lower 6 counties in Mississippi contain 1.7 million acres of forestland, and forestland is the major land use of this region. The major watersheds in this region include the Pearl River in the west, the Pascagoula River in the east, and a series of coastal rivers and streams in between. This region supports a number threatened and endangered species in both aquatic and terrestrial environments, including the gopher tortoise and the Gulf Sturgeon. Most of the forestland in this region is owned by individuals or families, with the vast majority of landowners owning less than 500 acres. There are, on average, about 1,500 unique forest landowners per county that own 10 or more acres of forestland. The National Woodland Owners Survey revealed, again, that most private landowners have multiple objectives for their forestland. Forests as a legacy for future generations, enjoyment of scenery, and land as an investment were the top three objectives of Mississippi landowners. Landowners with larger acreages had a much greater interest in timber income than those with smaller acreages. Private landowners are essentially small businesses, but only 10% of landowners have a written management plan that helps them identify and meet their objectives. Forest management plans also recommend strategies that protect soil, water, and other valuable resources. Managing forestland without a written plan is like taking a trip without a road map. This proposed effort will develop MSLandPlan, a robust but user-friendly management plan software template available for use on both computers and mobile devices. We will educate landowners on the importance of a good management plan, and develop a plan for them. Significantly increasing the number of landowners with written management plans will help them make correct decisions for their land, preserve and improve water quality, increase income from the property, and enhance their enjoyment of the land. A key element in the planning process is the use of Best Management Practices (BMPs) which focus on reducing soil erosion and sedimentation. The Mississippi State University Extension Service and the MSU Department of Forestry will lead this effort, but will involve other partners involved in water quality and land management in the development of MSLandPlan software. The partners include, but are not limited to, the Mississippi Forestry Commission and the Mississippi Department of Environmental Quality. This proposed effort will complement a proposed environmental education effort at MSU's Crosby Arboretum. Personnel with these 2 projects will share resources and expertise to the mutual	Harrison	Yes		Yes	Yes	No	Yes	No	No	Yes		$ 591,000.00	$ -	
	Infrastructure	3226	11/15/2014	Autonomous boat for routine monitoring of water quality (nutrients, trace metals, microbial communities and physical measurements) in Mississippi Sound	The goal of ecological restoration is to provide a productive and sustainable ecosystem that results in the increase in biodiversity and nutrient retention. In near shore marshes, plant diversity and species differences lead to carbon sequestration, changes in water quality and nutrient retention. However, such wetlands are generally either nitrogen or phosphorous limited and the availability of these essential nutrients affects plant community type and species richness. Therefore, an essential step in the restoration of Mississippi Sound is to understand the temporal aspect of water quality before and during restoration projects. Water quality indexes have been based on measurements of DIN, DIP, chlorophyll a, water clarity, and dissolved oxygen; however, because no DIP sensors are available such measurements are made on discrete samples and the availability of sending people to sea. As a result there are limited temporal observations especially on hourly to daily time-scales and when weather is bad. In contrast, studies of submersed aquatic vegetation (SAV) typically focus on off-the-shelf sensors (temperature, salinity, pH, DO, turbidity, light attenuation), but lack critical information about nutrient concentrations. In a separate propose we presented the idea of using continuous fluid samplers in fixed (Eulerian) locations to monitor water quality using a system that couples standard sensor measurements with OsmoSampler systems that are specifically designed to preserve fluids for nutrients, trace metals, and microbial community structure. This provides the ultimate record at fixed points. However, for some monitoring needs there is the desire for a larger spatial coverage (or Lagrangian distribution) and the need for larger volume samples for additional measurements. To meet this need we propose to develop an autonomous surface boat that is instrumented with physical and chemical sensors and capable of collecting up to 48 (500 ml) samples that can be preserved autonomously in the field. Such automation exists for science-based surface craft missions (e.g., Mahacek et al., 2009; Kitts and Mas, 2009) and is well suited for operation within the shallow, but busy waters of Mississippi Sound. The benefits of an autonomous boat are many. The boat can be (1) launched and programed by one person, who can monitor the boat locally, with others monitoring results using a web interface from their offices scattered about the state, (2) limits liability by taking the human out of the element while allowing the human to monitor obstacle avoidance sensors and other tracking and sensor systems. We have designed and fabricated a new low-cost autonomous surface vessel (ASV) that is capable of autonomous navigation, implemented via a sea-based computer that wirelessly receives ASV data and relays drive commands that are monitored by humans. Humans can intervene to adjust operational parameters Specifically, we will use a Mokai "jet-powered" kayaks with a cruising speed of 20 knots. This kayak will include navigation, communication, obstacle avoidance, physical and chemical sensor, and sampling systems. The science package will include a single beam sonar, CTD, multi-spectral fluorometer, nitrate analyzer, dissolved oxygen and pH sensors, turbidity, and fluid sampling systems. The fluid sample will be a "McClean" style sampler that is capable of collecting 48 discrete samples that can be filtered in-line and immediately preserved if desired. A weekly mission will be undertaken. This mission will have a pre-programed path with location for discrete samples and appropriate fixing/filtering for individual samples. This affords a variety of samples to be collected for shore-based analyses; from nutrient to organic to trace metals to microbial community structure and function. Furthermore, the person on the beach or anyone monitoring the system can change the protocol in response to real time physical and chemical sensor data. These people can change sampling protocol, and deviate from the pre-programed plan in response to	Hancock,Jackson,Harrison	Yes	20	Yes	Yes	No	No	No	Yes	Yes		$ 530,000.00	$ -	Proposed Research Development

	Infrastructure	3231	11/16/2014	Regional Coastal Land Grant University and Extension Initiative: Disseminating RESTORE Council-facilitated Coastal Restoration and Protection Projects, Activities, Outputs and Outcomes through Annual State-wide Conferences, Gulf-wide Summits and Extension	Establishing a Regional Coastal Land Grant University Initiative: A Coordinated, Multi-state Approach to Integrated Engagement, Research, Technology Transfer, Education and Outreach. Objectives of this project concept are: 1.Establishing a structure and processes for regional collaboration among Gulf of Mexico land grant universities and their coastal Extension programs to foster a consistent Gulf-wide approach that leverages Extension activities and capabilities to support the engagement, technology transfer, education, outreach and extension priorities of the RESTORE Council's Comprehensive Plan. 2.Disseminating RESTORE Council-facilitated coastal restoration and protection projects, activities, outputs, and outcomes though annual state-wide conferences, Gulf-wide summits, and Extension Land Grant Universities. Land Grant Universities (LGUs) are uniquely positioned to assist each coastal state in a variety of ways â€" from conducting research ranging from basic discovery to on-the-ground applications of the science of soil conservation, water quality, habitat and ecosystem dynamics, human behavior, and other applications. LGUs in each coastal state have a wide range and depth of expertise in these areas, and are a highly trusted source of objective research-based information. Researchers, Extension specialists and educators put the science into practice by engaging and educating agricultural and business interests, local governments, and urban and urbanizing communities; conducting applied research; and understanding economic drivers that lead to decision making. In addition, faculty in LGUs regularly collaborate on multi-state research and extension education projects. Extension Service. The Smith-Lever Act of 1914 established the Cooperative Extension System, a publicly funded, informal educational system that links the U.S. Department of Agriculture, the land grant university system, and individual counties. Extension, as the off-campus educational arm of land grant universities, has a large footprint in each state with offices in all or most counties and trained staff to provide community education and outreach in multiple disciplines. Extension's overall purpose is education. Its unique interdisciplinary perspective enables the organization to make a real difference through the provision of research-based information, educational programs, and technology transfer focused on issues and needs of the citizenry of each state. Extension also hosts customer-friendly websites loaded with information sheets, publications, reports and other outreach materials designed for its stakeholders. Extension is organized regionally; however, the Extension structure on the Gulf coast is separated into two regions. Objective 1. Establishing processes for regional collaboration among Gulf of Mexico land grant universities and Extension programs. Objective 1 is a foundational component that establishes processes, through existing land grant university infrastructure, that leverages participating coastal Extension and other programs to provide a consistent, coordinated, multi-state approach that delivers effective engagement, research, technology transfer, education, outreach and extension to support implementation of the RESTORE Council's Comprehensive Plan. It is envisioned that the successful implementation of this objective will foster 1) the development of integrated, multi-state, Gulf-wide restoration and protection projects and activities that leverage the significant resources and capacity of coastal land grant universities and Extension, and 2) serve as the platform upon which to implement Objective 2 of this proposal (below). Objective 2. Disseminating RESTORE Council-facilitated coastal restoration and protection projects, activities, outputs, and outcomes though annual state-wide conferences, Gulf-wide summits, and Extension. This proposal component, with finite deliverables, builds upon Objective 1. Implementation of the RESTORE Council's Comprehensive Plan, with its overarching goals, is being supported by dozens of	Hancock, Harrison, Jackson	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes		$ -	$ -	
	Infrastructure	3237	11/17/2014	Job Training for Living Shorelines and Tidal Marsh Restoration.	Job Training for Living Shorelines and Tidal Marsh Restoration. A benefit of the RESTORE funds will be creating a stronger demand for skilled workers to install living shorelines and do work to restore tidal marshes. The skills for such green jobs combine construction and landscaping skills along with a sufficient knowledge of tidal ecology to be able to understand the end goals of a restoration project. The outdoor work environment is demanding and requires good work habits to be safe and productive. What is more, such projects are interesting to the general public and have the potential to encourage people to take better care of the environment. Therefore, the project installers often have opportunity to engage with people on site to explain the project. There is growing interest with private property owners to apply best practices to water front property and instead of rebuilding bulkheads to use more resilient and ecologically beneficial shoreline improvements. So the workers on site should understand the project and be able to explain the benefits of the project to curious site visitors. There will be a need for job training for living shorelines and tidal march restoration. The RESTORE funds for restoration projects can be leveraged to pay for such job training as a way to build capacity for future restoration projects. Many of the jobs created by such projects have pay comparable to building construction jobs and, like building construction, are job skills that are best gained by hands-on learning. The RESTORE funds will have a long-term impact on such emerging green jobs if training programs are part of the community benefits. Partnership The proposal is submitted by the Gulf Coast Community Design Studio in partnership with Moore Community House's Women in Construction Program. The Gulf Coast Community Design Studio (GCCDS) was established on the Mississippi Gulf Coast in 2005 to work in communities impacted by Hurricane Katrina and has evolved from disaster recovery work to addressing long-term issues of affordable housing, healthy communities and resilient landscapes and infrastructure. The GCCDS is a research and professional service program of Mississippi State University College of Architecture, Art and Design. Located five hours from the main campus the GCCDS operates with a full-time staff of architects, landscape architects and planners and always works in close collaboration with multiple non-profit, municipal and professional partners. The work of the GCCDS includes: 1) community-based housing design, 2) storm water and tidal ecology, 3) flood resilient buildings and landscape, and 4) public-driven decision making. The GCCDS operates with around $600,000 annual grant and contract income with national funding partners including HUD, Department of Energy, Small Business Administration, the National Endowment for the Arts, and the Department of Homeland Security, along with many local and regional partners. For the past three years the design studio has been working in partnership with other Gulf Coast planning agencies with the support of HUD's Sustainable Communities Initiative to produce Plan For Opportunity, a regional plan for a more resilient and sustainable Gulf Coast. Recently, the GCCDS was part of one of ten national design teams selected by HUD to participate in Rebuild By Design, in which teams worked with communities in the North East impacted by Super Storm Sandy to design more resilient future cities.	Hancock, Harrison, Jackson	Yes		Yes	Yes	No	No	No	Yes	Yes		$ 90,000.00	$ -	Curriculum development
	Infrastructure	3239	11/17/2014	Inner-City Tidal Stream Restoration	Inner-City Tidal Stream Restoration Scope Much of the tidal habitat along the Mississippi Gulf Coast is distributed in small waterways that flow through inner-city neighborhoods. A healthy inner-city tidal stream has four critical functions: nursery habitat for marine life; flood-way for tidal storms; discharge and treatment for storm water; and convenient public access to natural environments. Unfortunately, most of the inner-city tidal streams are seriously impaired, have been modified and degraded over time and are not providing the ecological services that these four functions support. Many of them have been reduced to drainage channels, thus only functioning to discharge storm water â€" and often not doing that well. Restoring inner-city tidal streams to provide all four of the critical functions not only creates important tidal marsh habitat, it improves storm water management and flood mitigation, and if done with good community involvement, it increases environmental stewardship. Successful inner-city restoration projects show that bringing nature into neighborhoods helps people see the value of protecting natural environments not only close to home but in larger, wilder places away from our cities. Partnership The proposal is submitted by the Gulf Coast Community Design Studio. The Gulf Coast Community Design Studio (GCCDS) was established on the Mississippi Gulf Coast in 2005 to work in communities impacted by Hurricane Katrina and has evolved from disaster recovery work to addressing long-term issues of affordable housing, healthy communities and resilient landscapes and infrastructure. The GCCDS is a research and professional service program of Mississippi State University College of Architecture, Art and Design. Located five hours from the main campus the GCCDS operates with a full-time staff of architects, landscape architects and planners and always works in close collaboration with multiple non-profit, municipal and professional partners. The work of the GCCDS includes: 1) community-based housing design, 2) storm water and tidal ecology, 3) flood resilient buildings and landscape, and 4) public-driven decision making. The GCCDS operates with around $600,000 annual grant and contract income with national funding partners including HUD, Department of Energy, Small Business Administration, the National Endowment for the Arts, and the Department of Homeland Security, along with many local and regional partners. For the past three years the design studio has been working in partnership with other Gulf Coast planning agencies with the support of HUD's Sustainable Communities Initiative to produce Plan For Opportunity, a regional plan for a more resilient and sustainable Gulf Coast. Recently, the GCCDS was part of one of ten national design teams selected by HUD to participate in Rebuild By Design, in which teams worked with communities in the North East impacted by Super Storm Sandy to design more resilient future cities. Since 2010 the Gulf Coast Community Design Studio has been working in partnership with several other organizations to restore Bayou Auguste, an inner-city bayou that connects East Biloxi to the Back Bay. The GCCDS is the lead organization and brought together five partners to work together on the restoration project: The Land Trust for the Mississippi Coastal Plain, The City of Biloxi, Biloxi Public Schools, the Biloxi Housing Authority, and a local environmental science firm called Coastal Environmental Science & Engineering	Hancock, Harrison, Jackson	Yes		Yes	Yes	Yes	No	Yes	No	Yes		$ 90,000.00	$ -	
	Infrastructure	4278	12/29/2014	Restoring the Ditch	A partly channelized ditch supplies a large amount of runoff into the Mississippi Sound and causes persistent beach closures in a very popular beach area. Although there is a low forested area adjacent to the drainage way, it provides limited ecological service for improving water quality. The geometry of the ditch is straight and direct, and it has steep sides, contributing sediment from erosion of the banks, and reducing the potential for settling and filtration during rain events. The extent of this mini-watershed extends past Central Avenue and the railroad tracks. Initially, the water quality (and quantity) will be monitored to determine the problem: is it animal waste, sewer issues, or other bacterial sources? We will work with the City of Bay St Louis Public Works and REACH, a program of Mississippi State University, to set up a water sampling program. The proposed project will then address the specific problems identified. Actions may include: repair lift stations, enlarge drainage space, introduce settling areas for sediment, and replant stormwater drains to filter other undesirable contents. Water quality monitoring will also be performed after improvements to measure the changes. The outfall is located in proximity to MDEQ Hancock County Sampling Station 04 [EPA:MS356172], which is frequently listed as water Contact Advisory as a result of high bacterial pathogen indicator levels.	Hancock	Yes		Yes	Yes	Yes	No	Yes	No	Yes		$ 350,000.00	$ 20,000.00	
	Infrastructure	4279	12/29/2014	Vacation Lane Restoration	A low wetland area consisting of forested lots which led to the Mississippi Sound was damaged during Hurricane Katrina. This area now provides limited ecological service for improving water quality and frequent beach closures. Current development pressures are low, but little has been done to replant fragmented wetlands or remove impervious surfaces. Outfall is located in proximity to MDEQ Hancock County Sampling Station 03 [EPA:MS594393] which is often listed as water Contact Advisory as a result of probable high bacteria levels. Because of the habitat damage, the wetland area and the lack of a healthy forest have decreased the protective aspects for community resilience for this site, for both incoming and outgoing flows of water. The first step will be to monitor the water quality (and quantity), to determine the problem: is it animal waste, sewer issues, or other bacteria sources? We will work with the City of Waveland Public Works, and REACH, a program of Mississippi State University, to set up a water sampling program. The proposed project will take action to address specific problems identified through: repair of lift stations, enlarging drainage space, removing construction debris and abandoned slabs, introducing settling areas for sediment, and replanting stormwater drains to filter undesirable contents. Water quality monitoring will be performed after improvements to measure changes.	Hancock	Yes		No	Yes	Yes	No	Yes	No	Yes		$ 320,000.00	$ 20,000.00	

	Infrastructure	4298	1/8/2015	ONE COAST Scenic By-ways and Relocation Campaign	It is recommended that $2,019,250 in Restore Act Funds be utilized to launch a ONE COAST Scenic Byways and Relocation Campaign to drive tourism and real estate sales. A decade in the making, Beach Boulevard in Hancock County, is the only shoreline along the MS Gulf Coast that has received the designation as a Mississippi Scenic By-way. The vision for a scenic byway did not stop at the 13 miles of shoreline in Hancock County. The 30 miles in and around NASAâ€™s Stennis Space Center buffer zone, an untouched natural green space that can never be developed , is now part of the By-ways to Space. The buffer zone---a natural haven for birding, biking, fishing, camping and exploring---is not only a national asset for homeland security and defense, but also for the emerging new eco-tourism product of the Mississippi Gulf Coast. Work is underway now to connect the beach boulevard by-way to the rest of the Gulf Coast by naming Highway 90 in Harrison and Jackson counties as Scenic By-ways, to celebrate the 100th Year Anniversary of the Old Spanish Trail. During 2015, the by-way will extend into Harrison County up to Debuys Road. There is interest from Jackson County leaders to extend the by-way there and in Biloxi, segmentation may be required to carve out the Casino Districts. A Mississippi Scenic Byway designation can benefit a community in several interrelated ways: Resource protection; Community recognition as a source of pride; Economic development/tourism through visitor kiosks, vista spots to serve tourists; Community visioning to address roadway corridors and land use issues; Partnering by bringing individuals, land owners, the public and private sector to partner for betterment of the community; Access to federal and state grants, trusts, loans and assistance programs for safety improvements, facilities, improvements to access areas, protecting historical and cultural resources. The mission of the Mississippi Coastâ€™s two new scenic byways is to preserve, enhance, protect and promote the natural, historic and cultural tourism intrinsic values of 62 miles of scenic roadways for the enjoyment and education of the American public. The goal of the scenic by-ways programs is to introduce the Byways to Space and the Beach Boulevard Scenic Byways to the public by: â€¢Taking advantage of the INFINITY Science Center, a Mississippi Tier I tourist attraction that opened in mid April 2012 that has a focus on the science of land, sea, and outer space. â€¢Using the Byways to Space and the Beach Boulevard Scenic Byways, and the intrinsic resources along these byways, as an â€œoutside laboratoryâ€ where people can have a hands-on experience with what they have learned about inside the INFINITY Science Center. â€¢Providing electronic and static information to the public to plan their visit to the byways, to actually guide the public around the byways, and to provide visitor information at various locations on the many intrinsic resources located along the byways. â€¢Involving the public in the potential expansion of the byways to provide more of a seamless visitor experience. Promoting the cultural and heritage tourism of the area is the catalyst needed to increase visitation, new business income, tax revenue and jobs for the region, using the INFINITY Science Center as the mechanism to draw the estimated 300,000 annual visitors off the Interstate and into the communities surrounding the Center. Connecting the Scenic Byways to Space to the Beach Boulevard Byway will draw the visitors from the Interstate into the cities of Waveland and Bay St. Louis and ultimately across the Coast as a preferred tourism route, thereby generating tourism activity throughout the region. The second element of this proposal is to expand the Hancock County second home / retirement relocation campaign across the coast to include Harrison and Jackson counties to drive real estate sales.	Hancock,Harrison, Jackson	Yes	50	Yes	Yes	Yes	Yes	Yes	Yes	Yes		$ 2,019,250.00	$ -	
	Infrastructure	4310	1/27/2015	Jackson County Shoreline Protection Program	The purpose of this project is to qualitatively and quantitatively study the sand beaches and natural shorelines within Jackson County. Erosion of the beach and shorelines through natural accretion and storm activity requires continuous maintenance and replenishment efforts to sustain the coastline. The goals of the study are as follows: 1.Develop baseline data to accurately quantify and qualify the sand beach shorelines. 2.Develop numerical models to simulate beach and shoreline erosion for high and low frequency storm events. 3.Develop strategies to control erosion of the sand beaches. 4.Investigate â€œliving shorelineâ€ options and determine those that are the most suitable for this environment. 5.Develop a Management, Operations, and Maintenance Program for the sand beaches. 6.Develop and investigate an offshore dredging replenishment program. The Countyâ€™s beaches and shorelines face loss of sand and sediment. Stabilization of the beaches and shorelines will significantly reduce maintenance costs. A well-established coastline will provide protection during storm events and promotes tourism, while maintaining wildlife habitat.	Jackson	Yes		No	No	No	No	Yes	No	Yes		$ 500,000.00	$ -	
	Infrastructure	4343	7/24/2015	West Jackson County Constructed Wetlands Restoration Project	The West Jackson County Constructed Wetlands Treatment System was established in in 1990 to treat the centralized wastewater collected in western Jackson County, Mississippi. As wastewater passes through multiple cells of wetland vegetation, excess nutrients, heavy metals, and other environmentally harmful contaminants are removed from it prior to release into Costapia Bayou. In addition to wastewater treatment, the wetlands are a favored habitat for a variety of wildlife and serves as a complementary habitat to the adjacent MS Sandhill Crane National Wildlife Refuge. Due to the concentration of birds in these wetlands, we formed an agreement with the National Audubon Society to open the facility for avian observation and counting every Thursday. For the last several years, the wetland vegetation has been decimated by the invasive apple snail. Apple snails are a serious threat to freshwater wetlands and estuaries worldwide, with severe damage documented along the Gulf of Mexico coast. Consumption of wetland vegetation by the apple snail has led to drastic reductions in the wastewater treatment efficiency and wildlife habitat. The main objectives of this proposal are to restore the functionality and habitat provided by this treatment wetland through eradication of the apple snails and restoring of vegetation. The Jackson County Utility Authority has begun efforts to remove apple snails under monitoring by the MS Departments of Environmental Quality and Marine Resources. However, limited resources have hampered these efforts. We would like to expand upon these activities by researching and implementing the best methods for removing apple snails, followed by replanting of the wetland vegetation using peer-reviewed methods to maximize habitat and water treatment. Throughout all steps in this project, water quality, percent coverage of vegetation, and snail abundance will be quantified to determine the benefits of restoring this wetland. We will also implement outreach activities by using this site as a demonstration and education project that will be open to the public, for guided tours, on select days. The expected outcomes from this project are preservation and restoration of wetland habitat, increased wastewater treatment efficiency, improved water quality, significant contributions to knowledge base for the control of apple snails, and workforce development through hiring and training of new employees to address this problem and funding graduate research.	Jackson	Yes	62	Yes	Yes	No	Yes	No	Yes	Yes		$ 650,000.00	$ -	
	Infrastructure	5374	7/2/2015	West Harrison Water & Sewer District - Sewer Collection System	Project consists of installation of PVC sewer force mains, approximately 100,000 LF, fittings, valves and required pumping stations to provide sewer collection to currently un-served areas of Harrison Count. This project will connect to an existing sewer collection system, installed as part of the Gulf Region Program and provide much needed customer base to begin utilization of the Gulf Region S-12 Sewer Project. This system will also provide much needed relief and allow for future sewer connection projects to abandoned existing septic tanks, many of which are failing and causing environmental damage to the surrounding area.	Hancock,Harrison	Yes	90	Yes	No	No	No	Yes	No	No		$ 9,000,000.00	$ -	
	Infrastructure	5375	7/2/2015	West Harrison Water & Sewer District - Sewer Connection Project Phase I	Project consists of installation of associated small diameter, low pressure sewer force mains, gravity mains, grinder pumps and residential connections to provide sewer services to currently un-served areas, approximately 1,000 new customers. This project will connect to an existing sewer collection system installed as part of the Gulf Region Program and provide a much needed customer base to begin utilization of the Gulf Region S-12 Sewer Project. The residential connections would also allow the abandonment of existing septic tanks, many of which are failing.	Harrison	Yes	90	Yes	No	No	No	Yes	No	No		$ 5,000,000.00	$ -	
	Infrastructure	5376	7/2/2015	West Harrison Water & Sewer District - Sewer Connection Project Phase II	Project consists of installation of PVC sewer force mains, low pressure service lines, gravity main and residential connections to provide sanitary sewer service to approximately 1,000 new sewer customers. Phase II would consist of installing approximately 50,000 LF of PVC sewer mains and associated pump stations. This project will connect to an existing sewer collection system installed as part of the Gulf Region Program and provide a much needed customer base to begin utilization of the Gulf Region S-12 Project.	Harrison	Yes	90	Yes	No	No	No	Yes	No	No		$ 4,000,000.00	$ -	
	Infrastructure	5485	6/1/2016	Restore the Coastal Tree Canopy Strategies & Storm Preparedness and Mitigation	Restore the Tree Canopy will work with every city and county in the three coastal counties to identify perpetual public green spaces and enhance those spaces with trees varieties that are sustainable. This project can also work with previously approved RESTORE project to ensure that urban forestry is included in site development. The sites that we work with will be identified by either they city or approved restore project locations such as the conservation green ways or other projects approved. This project will help make-up for or mitigate the natural resources of trees that support habitats of all kinds including native birds, reptiles, and other species. Plus matched and enhance economic benefits. The project will include benefits for people and wildlife. The results will be a series of arborvitae creating a linear coastal green spaces for benefits such as eco-tourism recreation, clean air and water, storm water management, shade, increase property value and many other related benefits. Restore the Tree Canopy Strategies Habitat, Water Quality, Community Resilience Submitted by Donna Yowell, Executive Director of the Mississippi Urban Forest Council 601-672-0755 â€œRestore the Canopy Strategiesâ€ is a project that meets all five of the overarching framework goals of Restore the Gulf. This project will focus on collaborative and sustainable tree planting strategies and activities for local government, citizens, and NGOâ€™s. The project will include ways the community and individuals can actively participate, building knowledge, resilience, conservation activities, and ownership. Communities will learn the benefit of connectedness, to a healthy Gulf, based on actions within their own community. Stakeholder engagement and wide spread collaboration would be another focus. Trees have proven their natural capital to tourism and community economic enhancement, as well. Restore the Canopy is comprehensive in being a Mississippi coast wide project and will cover all three coastal counties with a recommendation to include the other 3 counties in the lower tier of Mississippi. The project will include all cities and counties officials plus local civic groups such as chambers, youth groups, and all other civic groups. This would be a landscape level restoration effort along coastal streams, targeted shore lines, and watersheds; implementing a strong green component and collaboration for involvement. *Initiate community based efforts to increase the awareness of the importance of coastal resources and the best management practices to support conservation and renewal of the valuable assets. *Restore water quality *Restore ecosystems.	George,Harrison,Jackson,Stone,HancocHarrison, Jakson and Hanocok,Pearl River,Mobile,St Tammany	Yes	80	Yes	Yes	No	Yes	Yes	Yes	Yes		$ 450,000.00	$ -	
	Infrastructure	5488	6/15/2016	Pearl River stream flow monitoring	The lower Pearl River system is a rich and diverse ecological system that is home to a variety of aquatic and terrestrial species, including several on the endangered species list such as the Gulf Sturgeon. The hydrologic system is a braided system of major and minor channels and it is heavily influenced by several man-made structures including a canal with two low-water sills and three lock systems on the west Pearl River, and a low-water weir on the east Pearl River, all of which have altered the natural flow characteristics of the system. Most of the flow comes from the Pearl River itself, which drains more than 6,700 square miles above Bogalusa, LA. Additional inflows from the East and West Hobolochitto Rivers in Mississippi and Bogue Chitto in Louisiana contribute some flows. Heavy precipitation events in the coastal region of these tributaries can be primary contributors to the flow in the region. In these instances, the hydrologic flow models generally used for forecasting are not nearly as accurate since they are developed with flows from the Pearl River being the major contributor. The transfer of ownership and possible removal of the canal, locks, and sills are the subject of ongoing discussions between federal, state, and local agencies. Some hydrologic and biologic data are currently being collected in the system, but none of those currently being collected integrates the cumulative streamflow of the system. Additionally, data are not currently being aggregated and housed in one central location to facilitate ease of access. Furthermore, little to no comprehensive background data, streamflow or water quality, exist to document changes to either flow patterns, suspended-sediment transport, or water quality of the area. The purpose of this project is to collect water level, velocity, and instantaneous discharge data and use these data to compute the flows from the Pearl River at U.S. Highway 90 in Hancock County, MS. Instrumentation will be installed on the bridges over the east and west Pearl River channels to collect stage and velocity data to compute the instantaneous discharge in the channels. Discrete stream flow measurements will be collected at the 5 bridges on the lower Pearl to determine the flow distribution between the channels. The computed discharge data will be filtered using a tidal filter to compute the daily flows in the river at the U.S. Highway 90 crossing. Additionally, stage and velocity data will be collected at the CSX Railroad bridge crossing at the mouth of the river to compute the flows through that channel to augment the collection of water quality data at that location. These data will allow the impact of the flows from the tidal fluctuations on the distribution of the headwater flows to be analyzed. The cost to obtain the equipment needed for the collection of time-series data at two locations, and add a velocity sensor at the third, is $75,000. Data will be collected for 5 years, at $70,000 per year, which will allow for the data to be used in statistical computations as needed. Additionally, and of significant importance, the installation of the monitoring equipment at the U.S. Highway 90 crossing is expected to significantly improve the ability to forecast flood events on the lower Pearl River.	St Tammany,Hancock,Orleans	Yes	20	No	Yes	Yes	No	No	No	Yes		$ 425,000.00	$ -	

	Infrastructure	5534	2/26/2017	Coastal Infrastructure and Monitoring for the MS Coast	The Mississippi coast is vulnerable to a variety of risks, including oil/contaminant spills, harmful algal blooms (HABs) and pathogens (Vibrio), threats to water quality, hurricanes, and navigation accidents. Near real-time information on coastal ocean surface currents, waves, water quality, and beach conditions are an important element of a coastal ocean observing system necessary for mitigating these risks and for protecting public health and safety, emergency response, the coastal economy and sustainable use of coastal resources. This environmental intelligence, which can be gained through a system of coastal High-Frequency Radar (HFR) stations, water level gauges, water quality stations, and beach monitoring stations, can achieve many objectives: (1) Improve monitoring of restoration projects (sediment transport, water quality), (2) Track spilled contaminants and Harmful Algal Blooms to protect public health, water quality, and critical habitats, (3) Ensure safe commercial and recreational navigation, (4) Enhance search and rescue efforts, (5) Improve ocean and weather forecast models, including those for storm surge, (6) Enhance public beach safety through the forecasting rip currents, and (7) Enhance community preparedness for coastal land loss issues. This project includes the following elements: a.Upgrades and maintenance to one existing and one additional High Frequency Radar station monitoring surface currents and waves along the MS Coast in near real-time= $400K (1 unit upgrade @ 105K and 295K for new unit) b.Three new real-time water level stations at Lower Pearl River, Upper Bay St. Louis, and Upper Biloxi Bay = $200K (3 units @$50K and $50K for 1 year O&M); c.Six near real-time Beach Conditions Reporting System stations at MS Beaches = $30K; d.New near real-time water quality monitoring stations along the MS Coast and in the Coastal Streams basin, as included on the MS 2016 Section 303(d) List of Impaired Water Bodies = $370K; e.Project management (rolled into costs above); and f.Data management and near real-time data distribution (rolled into costs above) This project meets the RESTORE Act Plan Comprehensive Plan priorities for habitats, water resources, living coastal and marine resources, natural processes and shorelines, and science-based decisions by developing the MS component of a U.S. Gulf-coast wide network of High Frequency Radar, water level, water quality, and beach monitoring stations to provide real-time monitoring of surface currents, waves, water levels, water quality, and beach conditions in State waters. These stations are efficient, effective tools for meeting multiple public needs along the U.S. Gulf Coast. The proposal includes Project Management for the procurement, installation, and operation for these sites along the MS coast. The proposal also includes Data Management for the design and integration to assure data meets all RESTORE-Act Policies and Procedures. Real-time distribution of these data to numerical models, and agency decision makers are included.	Harrison,Jackson, Hancock	Yes	30	Yes	No	No	No	No	No	No		$ 1,000,000.00	$ -	Monitoring
	Infrastructure	5540	6/1/2017	Tourism Marketing Strategies	This projectâ€™s scope would be to develop a tourism marketing strategy that would include the creation of an interactive website and attractive brochure/other marketing materials for placement at key locations to highlight the Cityâ€™s unique tourist attractions, lodging opportunities, retail areas, restaurants and other amenities. This informational packet would include a map showing directions to each location. It is anticipated that kiosks could be strategically placed that would aid tourists in finding their desired destinations and to inform of other points of interest. The City does not have a chamber of commerce to help with such items.	Jackson	Yes	25	Yes	Yes	No	Yes	Yes	Yes	Yes		$ 100,000.00	$ -	
	Infrastructure	5541	6/1/2017	Shepard State Park Recreational and Ecological Enhancement	The City of Gautier has assumed the daily operations and management of this 395-acre park, which is located south of U.S. 90 along Graveline Road. Currently, the park consists of eight miles of trails, with a mix of developed and primitive camp sites throughout. In addition, the park has disc golf and a premier outdoor archery range with 28 lanes. The City has increased the utilization of the park by the addition of these amenities and has hosted national archery tournaments, bringing tourists from all over the United States to participate, as well as state high school archery teams and Senior Olympics tournaments. SEC college archery has also expressed interest in using the facility for its conference championship. The facility is one of few within the state of Mississippi and is unique to the state due to its surroundings. The City is already home to the Mississippi Sandhill Crane National Wildlife Refuge and offers birding and wildlife eco-tours of its swamps and bayous, resulting in eco-tourism visitors from all 50 states and numerous other countries each year. The City seeks to add amenities and upgrades as set forth below to Shepard State Park to further enhance, capitalize on and increase the number of tourists for its eco-tourism attractions. The City plans to expand the recreational opportunities available at Shepard State Park to assist in developing this pristine park into one of the southâ€™s premier nature destinations. Expansion of the existing nature trails will be implemented to reach additional areas of the park. Shepard State Park is home to a variety of wildlife native to the coastal area, such as great white egrets, pelicans, eagles and osprey. Additionally, other woodland creatures reside in the area, including deer, wild rabbits, opossums, foxes, raccoons and more. In the surrounding bayous, visitors can see turtles, alligators, wild geese, and a wide variety of fish. Strategically placed resting areas and observation decks will be constructed for creating an environment for optimal opportunities to monitor the wildlife and bird watch, as the park is listed on the Mississippi Coastal Birding Trail. The existing road network throughout the park is in need of repairs. The City is proposing to complete such repairs, clear underbrush and remove invasive species of vegetation. Furthermore, new water and sewer lines will be placed to upgrade and expand sites within the park with such amenities to support additional restrooms, pavilions and playground areas. Power lines and park friendly lighting will be installed to delineate the appropriate pathways for visitors throughout. Due to the age of the park, many upgrades are needed, and this project would include walking trail upgrades, including new foot bridges in low-lying areas prone to flooding, trail clearing, a rehabilitated small boat launch and fishing pier, updated and repaired grills, fire pits and picnic tables at RV sites, an amenities building with laundry facilities and recreational game tables, educational plaques for the trails, fire pits, an outdoor classroom, a natural playground, traditional playground equipment, kayak launches, a lodge to accommodate guests and overnight studies in conjunction with the outdoor classroom, a new bathhouse and bathroom renovations. The City envisions that the lodge will be utilized by educational institutions, including the Mississippi Gulf Coast Community Collegeâ€™s Jackson County campus located within the City, and other educational institutions utilizing the premier archery range as part of their sports curriculum. Mississippi Wildlife Rescue has also expressed interest in utilizing Shepard State Park as a research and rehabilitation site. Additionally, the City has recently acquired a historic two-story log cabin, The Wilson House, and is relocating the house to the entrance of Shepard State Park to serve as a welcome center, visitorâ€™s center and general store for park visitors/campers. That project is currently underway. The park also has another large home on adjacent land that is in need of repair. The City has plans to upgrade this house for community meetings and small events. The City plans to leverage Tidelands, Recreational Trail Program and Land Trust for the Mississippi Coastal Plain funds and other available funding opportunities to complete some of the amenities in its long-term plan stated above. This project would promote long-term economic growth and increase economic development through eco-tourism and recreational opportunities that are unique to the coastal area. The City already has an established eco-tourism base, and these additions would encourage these tourists from all over the United States and other countries to stay and play in the Coastal region of our state, particularly in Gautier, Mississippi. Gautier is unique to have an almost 400-acre park within its City limits. The [illegible]	Jackson	Yes	50	Yes	Yes	Yes	Yes	Yes	Yes	Yes		$ 9,000,000.00	$ -	
	Infrastructure	5551	5/3/2017	Pollinator Health for Food, Wildlife and People- Public and Private Lands Environmental Education	Pollinator Health in Urban and Rural Communities Pollinator health is about our social and economic impacts and how all citizens can play a role in its success. Many times research on environmental projects do not have the opportunity to be applied on the ground in a variety of venues with nontraditional audiences. So, if research does impact citizens of all walks, it can result in a greater success rate for the mission and when data and knowledge is disseminated in a unique way it supports fulfilling its true potential or establish greater span of those impacted by the benefits. This project puts research, education, BMPs, technology and education in the hands of local citizens and community leaders that can make a difference on their properties, their community public lands and specialty crop farmers. Most local citizens do not have a clue how pollinator health impacts the quality and production of their food. The MUFC network provides a very hands-on opportunity to determine if citizens in these audiences can gain a better understanding of the role they play in pollinator health, the practices they can implement and why itâ€™s important. MUFC has many years of using research data and applying it to our cities and towns and the citizens living in and near these communities. The ultimate challenge of any research is applying that research on the ground, providing sound technology transfer, demonstrating best management practices and supporting the mission through creative partnership and collaborations. We will work through our municipal partners to conduct the workshops and implement the pollinator sites. Currently, MUFC has 97 communities in our Bloom Town Mississippi program with every community on the coast included. All of these are willing to host a pollinator health sites. Other local partners will include local community leaders, civic groups and private producers and land owners to install 12 demonstration sites and provide a series of outreach and education venues. Through this project we will partner with the groups we currently in our network and even new collaborators to include: workshops, hands on implementation of planting, social networking, local press, newsletters, web site, and large data base contacts. Contacts in the project include industry partners, mayors, city leaders, civic groups, chambers, parks and recreation professional, arborist, forester, landscape architects and citizens. Proposed metrics include multiple sources of information as outline in detail in the pre-proposal. Any data, surveys, charts, photo journal or other information generated as a result of this project will be public information and available for FAR or other research to use as needed.	George,Harrison, Washington,Perry,Forrest,Pearl River,Jackson,Mobile,St Tammany,Stone, Hancock	Yes		Yes	Yes	No	No	Yes	Yes	Yes		$ 110,000.00	$ 75,000.00	
	Infrastructure	5594	6/23/2017	Montioring Brydeâ€™s whales in near real time from autonomous platforms to reduce anthropogenic threats	NOAA Project ID#13063: The Gulf of Mexico is home to a resident population of Brydeâ€™s whales that currently numbers less than 40 individuals and is being considered for listing as an endangered species. Gulf of Mexico Brydeâ€™s whales are subject to a number of anthropogenic threats, including ship strikes and the adverse effects of oil and oil dispersant exposure during oil spills. Effective mitigation of these threats will require a better understanding of their distribution in the northeastern Gulf of Mexico, and a means to assess their occurrence in near real time. The Woods Hole Oceanographic Institution (WHOI) has developed technology to detect, classify, and report the sounds of marine mammals in near real time from a variety of autonomous platforms, including Slocum gliders, wave gliders, and moored buoys (Baumgartner and Mussoline 2011, Baumgartner et al. 2013, Baumgartner et al. 2014). Since 2012, this technology has been used extensively on the U.S. and Canadian east coasts and in the U.S. Arctic to monitor and study marine mammals. Recent evaluations suggest that analyst-verified detections from this system are nearly 100% correct when estimating the presence of baleen whales in near real time. Detection data are immediately available on the publically accessible robots4whales.whoi.edu website, as well as by text, email, and tweet (@Robots4Whales). WHOI and NOAA are working closely with the U.S. Coast Guard to distribute these data via the Whale Alert app (www.whalealert.org), Coast Guard CG1View software, and AIS so that mariners have access to whale presence information. The objectives of the proposed project are to (1) demonstrate and evaluate near real-time detection of Brydeâ€™s whales from mobile autonomous platforms and (2) characterize the distribution and habitat of Gulf of Mexico Brydeâ€™s whales using acoustic detections from these platforms. The project seeks to use Slocum and/or wave gliders equipped with the WHOI-built near real-time acoustic monitoring system to survey the outer shelf and continental slope (100-2000 m) of the northeastern Gulf of Mexico during 2018-2019. Two surveys will be conducted per year, with each survey lasting 3-4 months. In addition to detecting Brydeâ€™s whales in near real-time, broadband audio will be recorded continuously from the vehicles to facilitate detection of other species after platform recovery. Detection data will be manually verified in near real time and distributed to the public and numerous stakeholders (including scientists, federal and state protected resource managers, Coast Guard, and the shipping industry) via robots4whales.whoi.edu, text, email, Twitter, and the Whale Alert app. After recovery of a vehicle, the recorded audio will be manually reviewed for Brydeâ€™s whale calls, and the results of this review will be compared to the detections made in near real time to determine the accuracy of the near real-time occurrence estimates. Additionally, associations between Brydeâ€™s whale acoustic detections and observations of remotely sensed sea surface temperature, surface chlorophyll, depth, and depth gradient will be statistically examined to characterize the speciesâ€™ habitat in the northeastern Gulf of Mexico. If of interest, the WHOI system can be expanded to include near real-time detection of endangered sperm whales with modest development funding. References: Baumgartner, M.F. and S.E. Mussoline. 2011. A generalized baleen whale call detection and classification system. Journal of the Acoustical Society of America 129:2889-2902. Baumgartner, M.F., D.M. Fratantoni, T.P. Hurst, M.W. Brown, T.V.N. Cole, S.M. Van Parijs, and M. Johnson. 2013. Real-time reporting of baleen whale passive acoustic detections from ocean gliders. Journal of the Acoustical Society of America 134:1814-1823. Baumgartner, M.F., K.M. Stafford, P. Winsor, H. Statscewich, and D.M. Fratantoni. 2014. Glider-based passive acoustic monitoring in the Arctic. Marine Technology Society Journal 40(5):40-51. Date Entered May 10, 2017		Yes		No	Yes	No	No	No	No	Yes		$ 750,000.00	$ -	
	Infrastructure	5596	6/23/2017	Unified Gulf of Mexico Benthic Habitat Map	NOAA Project ID#13073: Habitat maps of varying quality and coverage exist in different federal, state, industry, and academic repositories, yet habitat mapping coverage in the Gulf of Mexico â€“ particularly of deepwater areas â€“ is far from complete. Traditional acoustic mapping techniques (e.g., multibeam and sidescan sonar, LIDAR, other remote sensing), groundtruthing, and other direct benthic data collection and processing methods have been deployed sporadically and opportunistically in the Gulf of Mexico, due in large part to their high cost. DWH injury assessment and restoration have created a new urgency for, and new partnerships around habitat mapping. This project will bring together an inventory of existing data, and establish a community through which we can share, reprocess, digitize and modernize this information in support of a single baseline map to serve as source information for activities to come (including a collaborative partnership or community of practice for data sharing and prioritization of future habitat mapping efforts). Date Entered: May 11, 2017		Yes		No	No	No	No	No	No	Yes		$ 500,000.00	$ -	
	Infrastructure	5597	6/23/2017	The complete picture using high resolution digital imagery	NOAA Project ID#13084: High resolution digital imagery has the ability to fill data gaps and research needs in a wide variety of subject areas in a very quick and efficient way. In the past 9 months, 3 surveys have been carried out in the New York offshore planning area, an area covering 43,000 km2. Two of those surveys have complete datasets georeferenced and partially available to view through a publicly available web portal (https://remote.normandeau.com/nys_public_data.php). Information in the public view includes locations of over 15,000 birds, their flight height and direction of travel when flying, and locations and direction of travel of over 2000 marine mammals, 600 turtles, 1000 large bony fish, 900 cartilaginous fish, and nearly 7000 fish shoals. All are mapped and information is available to be filtered by species, making it possible to associate species presence with sea depth and other important covariates. Jelly fish are visible in the imagery, and also collected and mapped are images of boating traffic. In the fall survey, active gill net, trawler, commercial shell fishing, and recreational vessels were identified and mapped. Although these are not available in the public view, they contribute a key piece of the puzzle of what is where and why. These kinds of data are exactly what are needed in the Gulf of Mexico, to form a complete picture of how the Gulf is being used. Data collected now can be used to monitor the future success or failure of the many projects that are currently targeted to improve the overall health of the ecosystem and maintain and increase the diversity and density of animals using the Gulf of Mexico. This is the basis of this project idea. A BOEM study completed in 2013 (https://www.boem.gov/ESPIS/5/5272.pdf) found that turtle densities were under-recorded by between 4x and 10x when data were collected by visual methods using low altitude aircraft or boats. Primary reasons for this were repulsion from the survey vessel (i.e. the animals dived), and opacity of the water column from an oblique view (boat observers canâ€™t see down). The behavior of marine mammals is also influenced by vessel traffic. The same study found that estimated densities of dolphins were potentially inflated by attraction to the boat survey vessel. The camera technology available today provides massive megapixel sensors and allows for ultra high resolution, revolutionizing imagery as an efficient data collection method. The recent New York study is identifying over 90% of birds to species, and even finding flight heights for around 70% of flying birds (https://remote.normandeau.com/docs/NYSERDA%20Fall%202016_Taxonomic%20Analysis%20Summary%20Report.pdf). Marine mammal and turtle identifications are also high, with success influenced primarily by subsurface depth obscuring important diagnostic features of similar species (i.e. beaked whales). It takes 9 days to collect data across the New York offshore planning area (https://remote.normandeau.com/nys_overview.php). Vast areas of the Gulf of Mexico could have essential, very detailed data collected very quickly and efficiently. The use of high altitude (1360 feet) and high resolution (1.5 cm or better) allows detailed surveys to be provided across state and federal borders, with results highlighting patterns across the entire Gulf of Mexico. Using zigzag transect design and stopping at strategic coastal airport locations en route, the entire area from Florida to Texas could be relatively easily and quickly surveyed depending on the percent coverage deemed appropriate. Multiple seasonal surveys in a year would allow observation of variations in interseasonal and interannual density, diversity and distribution as well as identifying hotspots of foraging activity, prey locations, and anthropogenic use. The method would provide much needed data in places where data are not only sparse but frequently absent. Date Entered May 11, 2017		Yes		No	Yes	No	No	No	No	Yes		$ 5,000,000.00	$ -	

	Infrastructure	S604	6/23/2017	Microscale landers on mesophotic reefs	NOAA Project ID#13123: Documenting fish and invertebrate communities on mesopohotic reefs using traditional oceanographic ROV's and research vessels, while successful, is an expensive undertaking. Doing so using deep diving techniques adds a large degree of personnel risk. There may, however, be a faster, cheaper, smaller methodology that may yield comparable results with much lower cost and less risk. Several recent convergences in technology have created the possibility of creating small, easily deployable mini-observatories that would detect telemetered marine life, while recording visual, audio, and physical data over a period of time before being recovered, at a relatively low cost. Vemco Amarix builds an acoustic telemetry receiver with a built in acoustic release (VR2AR). Meanwhile, multiple sources, such as the the Rasberry Pi Foundation, produce minicomputers which would be adaptable to the requirements of an ocean observatory. Mated together (embedding a cased Rasberry Pi, cameras, and sensors into a float around the VR2AR), would create a miniaturized, highly flexible, reusable ocean observatory capable of 500 m deployment, able to be hand launched and recovered from small craft, at a cost of around $6000 each. By keeping the cost low, it would be possible to deploy landers in an array, greatly increasing the amount of data collected and increasing redundancy. Sport fishing charter boats are now capable of handling most wave conditions at speeds over 60 knots. By utilizing fast, stable charter boats, micro-rovs, and hand-launchable and recoverable micro-observatories, researchers could instrument many more mesophotic reefs at much lower costs. By designing the micro-landers around an open-source architecture system, incorporating a standard power package, open-source software, and easily sourced hardware, individual researchers could add whatever sensors they needed to their landers. Working in conjunction with the University of Florida Department of Computer and Electrical En gineering MIST Center, USGS would design, create and test a basic observatory system, with add-on potential for use by other researchers. By deploying many small mulit-sensor landers on mesophotic reefs, we would be able to monitor recovery at longer time scales over larger areas than can be accomplished via ROV missions, at lower cost and with more flexibility. Date Entered: May 12, 2017		Yes		No	No	No	No	No	No	Yes		$ 2,250,000.00	$ -	
	Infrastructure	S606	6/23/2017	Acoustic telemetry array to suport tracking of Gulf sturgeon, sea turtles, marine mammels, and fish species in the Northeast Gulf of Mexico	NOAA Project ID#13105: Multiple researchers and agencies are conducting acoustic telemetry studies on Gulf sturgeon. Within the framework of the Gulf Sturgeon Working Group, researchers have standardized telemetry equipment, and established a coordinated set of passive receivers that monitor entry and exit from natal rivers. Concurrently, there is a Gulf-wide collaborative multi-species telemetry group (ETAG) to share acoustic receiver data, and encourage collaboration in receiver array distribution and deployment. Several areas across the Southeastern Gulf have established receiver arrays, and more arrays are being established over time. However, across the Northeastern Gulf, there is a large gap in offshore coverage between the Tampa Bay region and Lake Pontchartrain. We propose to work with state, university, and federal agencies and researchers to increase and augment acoustic receiver coverage until there is a seamless series of receiver arrays from the Dry Tortugas to the Mississippi River. Such an array would be valuable not only for Gulf sturgeon researchers, but also sea turtle, sharks, marine mammals, and fish researchers. Large-scale acoustic receiver arrays exist along the Atlantic and Pacific coasts of North America from the US through Canada, and around Australia. NRDA funding created a dispersed array from Louisiana to Cedar key, FL in 2010 and 2011, so there is empirical knowledge as to field-tested deployment methods and results in this region.These large-scale arrays and collaborative networks have enabled new discoveries about movements of marine animals. By working within the established collaboratie group, and with the existing arrays, we would facilitate communication of data, and interactive planning of projects. By working with many researchers across large areas, we would facilitate multi-species spatial analysis, examing animals habitat use across a wide range of temporal and environmental variation. Large-scale data acoustic tracking data would be able to info rm the scale and success of restoration planning and design efforts from Louisiana to Florida. Date Entered: May 12, 2017		Yes		No	No	No	No	No	No	Yes		$ 1,500,000.00	$ -	
	Infrastructure	S617	6/23/2017	A multi-tiered approach to restoring Gulf Sturgeon and anadromous open ocean fishes	NOAA Project ID#13222: Successful restoration of Gulf Sturgeon populations requires knowing more about the movements and habitat use of juvenile sturgeon to make sure the right habitats are selected for conservation and restoration activities. Juvenile sturgeon are especially important for increasing populations because mortality during this portion of life can be very high, thus increasing survival is the most direct strategy for rapid population recovery. We propose to direct restoration activities on Gulf Sturgeon through addressing three research questions: 1) How, when, and where do juvenile Gulf Sturgeon move? 2) What limits Gulf Sturgeon populations, particularly juveniles? and 3) What conservation and restoration actions can be done to increase Gulf Sturgeon populations? Question 1: How, when, and where do juvenile Gulf Sturgeon move? Juvenile sturgeon are notoriously difficult to track and catch through traditional fisheries techniques because of their small size and cryptic habitat use. However, through using state-of-the-art trace element chemistry, we can determine the kinds of habitats juvenile sturgeon use through collecting fin samples from juveniles to adults, without harming fish. Sturgeon fins are analogous to the "black box" in an airplane by recording the water chemistry of the surrounding water as fish grow. Moreover, sturgeon fins form rings on them, like rings of a tree, that let us determine their age. In combining the rings in the fins with the chemistry information, we can figure out where a fish lived and moved at any age. Because juvenile fish grow more than adults, these techniques are especially useful for reconstructing movement and habitat information for juveniles when relatively large amounts of fin tissue are grown quickly. Preliminary studies have shown that the water chemistry is different within the Pearl River System and likely between river systems. Further, studies in our laboratories have shown the usefulness of this technique in Gulf Sturgeon. Therefore, determining fin chemistry is useful for assessing movements and habitat selection. We will use new and archived sturgeon fins collected in these rivers in collaboration with the US Fish and Wildlife Service, University of Southern Mississippi Gulf Coast Research Laboratory, and the US Army Corps of Engineers to determine how, when, and where juvenile sturgeon move. Question 2: What limits Gulf Sturgeon populations, particularly juveniles? Sometimes good habitats for Gulf Sturgeon are blocked by dams or other barriers creating limited access to places that could help juvenile sturgeon thrive. Through identifying these habitats through a suite of physical conditions in the rivers such as water salinity, substrate type, and water flow, we can pinpoint actual locations where juvenile Gulf Sturgeon could be, and potentially are, living. We will use a combination of physiological tolerance experiments, habitat measurements from known points of juvenile Gulf Sturgeon presence, and hydrologic and species distribution modelling to determine where in the Pearl and Pascagoula rivers juvenile Gulf Sturgeon may be living. This information can be used to prioritize efforts to protect and conserve Gulf Sturgeon critical habitat and identify important conditions for restoration. Question 3: What conservation and restoration actions can be done to increase Gulf Sturgeon populations? Juvenile Gulf Sturgeon may not be found at all locations meeting their habitat requirements. This can happen for a variety of reasons including watershed alterations or barriers to movement that make a site less desirable or inaccessible. We will use information generated in addressing questions 1 and 2 to come up with a prioritized list of restoration actions including mapped locations where possible, that can be used for determining future resource allocations. We will also use data generated in this project to help generate and test hypotheses as part of an adaptive management plan. Date Entered: May 15, 2017	Marion County,Greene County,Perry County,Washingt on Parish	Yes		No	No	No	No	No	No	Yes		$ 1,000,000.00	$ 60,000.00	
	Infrastructure	S621	7/3/2017	Long term acoustic monitoring of colonial waterbirds and shorebirds	NOAA Project ID#13225: Colonial waterbirds, including several listed species and species of local and regional concern, nest in large colonies along the shorelines and islands of the entire Gulf coast. These colonies are typically established within proximity to good foraging sites in suitable nesting substrate (trees, shrubs, ground) that are not excessively disturbed and provide protection from, or absence of, predators. Threats to these colonies include human disturbance, overcrowding, nesting habitat degradation, and depredation. Changes in water levels and water chemistry due to climate change presents and additional consideration when managing and protecting colonies. Colony collapse can occur if foraging sites collapse which is often tied directly to water levels at critical rearing stages. Water levels can also affect colony access by humans and by predators. Typical surveys are expensive due to the human resource needs and aerial survey needs. While these surveys are necessary, they provide snapshots of colony activity and do not provide accurate timing of events over long (decades) monitoring periods. Particularly in light of climate change, slight changes in the timing of nesting and fledgling could have profound population effects over the long term. Acoustic monitoring of colonies provides a cost-effective, continuous (24 h) record of all colony activities. Acoustic cues can pinpoint episodic events such as colony predators (not all of which occur during observable, daylight hours) and natural or human disturbance; or it can provide timing information on arrival, colony establishment, chick feeding, and abandonment. Additionally, there have been several studies that have demonstrated that colony abundance can be correlated to acoustic activity. We recommend establishing a long term acoustic monitoring program in each of the Gulf states that will supplement ongoing surveys to better establish strong correlations between traditional survey methods and acoustic methods. The program can be modified as necessary to include additional colonies, areas that are under-surveyed, or areas that are part of a restoration program. A minimum of four colonies (two tree/shrub nesting and two ground nesting) in each Gulf state will be instrumented with 1 to 3 (depending on colony size) autonomous acoustic recorders prior to nesting season. Recording will be continuous until collection after nesting season. At least four sites will be equipped with iPAM3¿c software such that near real-time data will be sent to a web-based user portal where events can be monitored. Acoustic data will be processed for ambient sound levels, spectral content, episodic acoustic events over the average ambient levels and vocal behavior. Environmental data, survey data, and acoustic data will be analyzed for correlations specific to nesting success or failure at each site and as a whole along the Gulf Coast. We propose an initial 5-year, 5-state, 20-site program. This long term approach provides for continuous monitoring and increases sampling effort during nesting seasons throughout the Gulf Coast. Date Entered: may 15, 2017	Escambia, Hillsborough, Charlotte, Lee, Collier, Monroe, Mobile, Baldwin, Hancock, Harrison, Jackson, Cameron, Terrebonne, Lafourche, Plaquemines, Kenedy, San Patricio, Aransas, Calhoune, Refugio, Chambers, Jefferson	Yes		No	Yes	No	No	No	No	Yes		$ 580,000.00	$ -	
	Infrastructure	S622	7/3/2017	Acoustic diversity assessment of offshore sand shoal habitat utilization by fishes and invertebrates and the consequences of its use in nearshore restoration using sand placement	NOAA Project ID# 13232: Much of the sand used for projects are sourced from finite, natural sand shoals in the OCS. Sand shoal habitat has been identified as potentially important fish and invertebrate habitat, and as such, BOEM and other federal agencies have invested in extensive baseline ecological studies of several sand shoal sources. Acoustic tagging, trawling, camera surveys and other traditional survey methods, while highly valuable, provide only periodic or episodic information on the species or habitat (Harris et al. 2016). Passive acoustic monitoring has proven to be a successful, cost-effective method of monitoring vocal species and enhancing the long-term understanding of species and habitat use (Roundtree 2006; Zimmer 2011). However, acoustic surveys and acoustic habitat characterization have focused on species presence/absence and ambient sound level characterization rather than the assessment of the ecosystem as whole (Pijanowski et al. 2011). Through this more holistic perspective, ecologists can assess how ecosystems, and their concomitant acoustic signatures, change due to disturbance. Objectives: This study seeks to further develop and apply acoustic diversity indices as a tool to monitor the long-term baseline and recovery of offshore sand sources where acoustic activity and variability can be correlated– at a statistically significant level– with marine ecosystem health. Therefore, a logical next step in developing goals in soundscape management is to adapt and apply novel tools for assessing acoustic biodiversity within existing data collection initiatives. This proposed study will deliver novel, adapted analytical tools that provide an assessment of acoustic diversity in local and regional soundscapes to enhance the ability to detect changes in marine sand shoal ecosystems. Methods: Data will be collected through the deployment of sensor arrays across selected sand shoal ecosystems, specifically along human-disturbance gradients. To establish how shoal soundsca pes vary across space, time, and disturbance, a suite of over three-dozen soundscape metrics will be applied to the acoustic dataset. The utility of each of these metrics and the determination of optimal monitoring schemes will be established by validating the results with traditional metrics, and through several short-term deployments with a progressive assessment of acoustic parameters, timing and level of detail from metrics, for identifying the key indices in that ecosystem. The strongest metrics will provide researchers and natural resource managers with critical information about animal activity, ecosystem dynamics, and disturbance impacts. Development of these monitoring regimes for selected ecosystems will provide a standardized assessment method and monitoring tool that can be applicable across BOEM MMP regions. This is a critical consideration because marine-based projects often suffer from comparatively high access costs. Date Entered: May 15, 2017	Hairrison, Jackson	Yes		No	Yes	No	No	No	No	Yes		$ 1,500,000.00	$ -	
	Infrastructure	S634	7/7/2017	Gulf-wide restoration of fish and invertebrate populations through enhanced monitoring and assessment	NOAA Project ID#13265: The overarching restoration goal of this 15-year project is to facilitate the sustainability and protection of Gulf of Mexico fish and invertebrate populations through improved data collection, stock and ecosystem assessments, and management by filling data gaps that limit our ability for ecosystem restoration. Only a handful of impacted fish and invertebrate populations can be restored by reducing fishing and bycatch mortality. A more comprehensive approach is required to facilitate ecosystem-scale recovery. Accordingly, this project involves a dramatic increase in the quantity and quality of fishery independent data for managed fish and invertebrate populations, their potential prey, and associated habitat quality and abundance throughout the Gulf of Mexico. Through collaborative expansion of the long-running Southeast Area Monitoring and Assessment Program (SEAMAP), a formalized partnership among the five Gulf States, NOAA Fisheries, and the Gulf States Marine Fisheries Commission, existing SEAMAP surveys will be expanded, sampling intensity will be increased, and survey design and sampling methods will be optimized. Concomitantly, the collection and processing of life history data (e.g., age and growth, reproduction, genetics, trophodynamics) will be expanded significantly. In the short term, this project will increase the accuracy and reduce the variability of estimates of key population parameters that are critical for single-species stock assessment. Accordingly, data from this project will contribute to more accurate and timely assessments and implementation of management measures when required, ultimately resulting in restoration of stocks. In the long term, these data will facilitate the transition from single-species management to more holistic ecosystem-level approaches to management, while also enhancing our ability to detect population changes and impacts of restoration efforts at varying spatial scales. To address the most critical needs for assessm ent and management, proposed project efforts will include enhanced habitat mapping efforts, expanded monitoring of reef fish and their associated habitats, expanded monitoring of groundfish populations, expanded monitoring of plankton, expanded monitoring of large demersal and pelagic fishes, incorporation of fisheries acoustics into ongoing surveys, directed sampling and analysis of life history data, and comprehensive statistical and modeling analyses of single-species and multispecies data. Date Entered: May 15,2017		Yes		No	No	No	No	No	No	Yes		$ 200,000,000.00	$ -	
	Infrastructure	S641	7/12/2017	Marine Mammal Photo-Identification and Research	NOAA Project ID#13288: Photo-identification studies are a type of capture-mark-recapture study used to detect known (marked) and unknown individuals over time to estimate population size and vital rates. They are also used to provide information on distribution, seasonal movements, habitat use, behavior, and body condition and health of individuals. Centralized large-scale, collaborative photo-identification catalogs for bottlenose dolphins and other species have been established (e.g., the Gulf of Mexico Dolphin Identification System, or GoMDIS), providing a basis for tracking movements of individual animals beyond project study sites and detecting range shifts in response to environmental changes. Existing data systems need to be assessed, refined, and expanded to facilitate upload and analysis of a large number images and to improve data access and sharing by a diverse group of field researchers and partner organizations. Periodic workshops are needed to ensure standardized methods for image acquisition and processing are being used and revised as necessary. Multi-year studies need to be expanded to include additional study areas across the Gulf, particularly coastal and offshore areas affected by the oil spill. Further research is needed on: (1) the development of software to enable more effective and timely analysis and comparison of still and video images, (2) the potential for high-resolution aerial imaging systems to augment or replace traditional aerial and/or vessel surveys, and (3) the use of unoccupied aircraft systems (UASs) or drones to collect images of marine mammals independently or during traditional vessel surveys or other surveillance operations. Date Entered: May 15, 2017		Yes		No	No	No	No	No	No	Yes		$ -	$ -	
	Infrastructure	S649	7/14/2017	Restoration through education: raising awareness about the largest habitats of the Gulf of Mexico - the deep-sea	NOAA Project ID#13259: The deep sea (>200 m) represents by far the largest habitat of the Gulf of Mexico, yet it is often overlooked by resource managers, scientists and the general public, who are often unaware that rich and diverse ecosystems can thrive in deep-water environments under the right conditions. While deep-sea ecosystems are out of sight and out of mind to most people, they are not immune to anthropogenic impacts, as they are threatened by oil and gas exploration, deep-sea trawling and ocean acidification much more than their shallow-water counterparts. Improving the management, conservation and protection of the Gulf of Mexico, will ultimately require an increased appreciation for the value of its ecosystems by diverse stakeholders, and education and outreach are integral to this effort. We therefore propose to conduct a coordinated outreach and education campaign to raise awareness about deep-sea ecosystems of the Gulf of Mexico. The campaign will target both informal, as well as formal educators at the K-12 level, via the development of educational films, curricula, lesson plans and seminars. Through this targeted campaign we seek to bring the deep-sea of the Gulf of Mexico into classrooms nationwide, and thereby help restore the largest ecosystems of the Gulf. Date Entered: May 15, 2017		Yes		No	Yes	No	No	No	No	No		$ 1,000,000.00	$ -	

	Infrastructure	S655	7/18/2017	Maximizing restoration impacts using full annual cycle models for migratory bird populations injured in the Deepwater Horizon oil spill	NOAA Project ID#13388: Nearly 300 species of birds rely on the abundant coastal forests, barrier islands, beaches, marshes, and open water of the Gulf of Mexico (GOM) for all or a part of the year. The 2010 Deepwater Horizon (DWH) oil spill caused unprecedented large-scale destruction and degradation of GOM ecosystems, including extensive and pervasive harm to numerous bird species. The Open Ocean Restoration Area addresses the repair of harm to migratory populations that spend part of their lives in the GOM, including implementation of restoration activities outside of the GOM. This mission implies that restoration activities implemented outside of the GOM, but within the geographic range of the migratory species, may be the most efficient means to repair harm done to GOM populations. Yet, prioritizing restoration actions for migratory birds that can move thousands of miles between wintering areas in the GOM and breeding areas throughout North America, is challenging for two primarily two reasons. First, understanding how wintering populations are connected to breeding areas, migratory connectivity, is an essential first step toward identifying where to implement restoration actions. Second, understanding how changes or events during one season can affect populations of migratory species is challenging because processes often interact in such a manner that no single period can be understood outside the context of the entire cycle. Therefore, we propose to address this relevant data gap to inform restoration by developing full annual cycle models to understand how and why GOM population abundances change over time and space. Specifically, these approaches can identify which seasonal vital rates contribute to population growth and this information can be used to maximize the effectiveness of restoration efforts. Given that migratory birds face seasonally and geographically specific threats, population models are a tool to identify the drivers of population dynamics and determine effectiv e management opportunities. Integrated population models (IPMs) are a powerful framework for combining multiple data sources to improve estimation of vital rates and their contribution to population growth. Until recently, IPMs for migratory species have focused solely on population dynamics during a single stage of the annual cycle. Members of our research group recently developed a novel full annual cycle IPM that integrates seasonal demographic and environmental processes to elucidate the factors that limit and regulate migratory bird populations across the annual cycle. By integrating data collected across seasons for linked populations, this framework is able to examine the contribution of seasonal demographic processes to variation in population growth rate. We are proposing to apply this full annual cycle IPM framework to four GOM migratory bird species injured by the DWH oil spill. The results from these models can be directly applied toward prioritizing which alternative management actions during breeding, wintering, or migratory seasons are most likely to have a positive influence on population growth of migratory bird populations injured by the DWH oil spill as outlined in the PDARP/PEIS. Here, we propose a two-year proof-of-concept for four species injured by the the DWH oil spill for which the necessary data is available or is currently being collected, American White Pelican, Northern Gannet, Common Loon and Piping Plover. We propose to collaborate with The Gulf of Mexico Marine Assessment Program for Protected Species to incorporate aerial and vessel winter survey data into our IPMs. Piping Plover are not likely to be detected on these marine surveys, but their over-winter survival and abundance has been studied for the U.S. Gulf coast. Where applicable, we would seek collaboration with groups studying these species regionally to make use of unpublished data. Date Entered: May 15, 2017		Yes	50	No	No	No	No	No	No	Yes		$ 611,689.00	$ -	
	Infrastructure	S657	7/18/2017	Establishment of a Gulf Sperm Whale (pelagic ecosystem) Nation Marine Sanctuary, Sperm Whale and Pelagic Ecosystem Interpretive Center, Gulf Sperm Whale and Pelagic Ecosystem Research vessel	NOAA Project ID#13393: A Establishment of a Gulf Sperm Whale/Pelagic Ecosystem National Marine Sanctuary of significant size This sanctuary will serve as a truly pelagic sanctuary for the remaining estimated 700 resident sperm whales in the Gulf of Mexico, providing safe haven for the Gulfâ€™s largest and most endangered marine mammal species, which is the most dependent on the full spectrum of depths and habitats in the offshore water column. Sperm whales rest at the surface, dive to and feed in depths over one mile, and are most frequently found associated with the interface between cold-core and warm-core eddies along the 1,000m isobath. B. The creation of the Sperm Whale and Pelagic Ecosystem Interpretive Center on-shore A specialized, high tech facility provided for the interpretation to the public of sperm whale life histories and population dynamics, and of the pelagic environment generally, creates the capacity to educate the American public about the complex pelagic environment that very few people are ever able to directly witness. The offshore Gulf has fueled the economy through fisheries (tuna to anchovies), shipping, and oil and gas. People need to understand why, as well as what animals live there and how humans impact them. The depths of the Gulf are generally unknown to the public. The lives of sperms whales are extreme by any measure of comparison to other animals on earth and in the ocean. C. Design, development, and commissioning of the Gulf Sperm Whale and Pelagic Ecosystem research vessel, an offshore vessel dedicated to studying marine mammal population growth in the pelagic environment. The study of the pelagic environment takes specialized talents and technologies, and is truly multidisciplinary. With the establishment of the Gulf Sperm Whale National Marine Sanctuary there must be a mechanism for the natural resource managers, researchers, and others to access the sanctuary and the pelagic environment of the northern Gulf. It will be necessary to invest substantial time in assessing the growth or decline of populations, health of the marine mammals (fecundity and mortality and dispersion), and learn further about the life histories of the sperm whales and other marine mammals in the Gulf. D. Review of the proposed monetary allocation by the NRDA of $144 million for the restoration of marine mammals. This allocation should be adjusted by adding an allocation of $70 million for the sole purpose of establishing and managing the Gulf Sperm Whale National Marine Sanctuary, and adding a $100 million endowment dedicated to sustained research, restoration, and adaptive management in the Gulf Sperm Whale National Marine Sanctuary, lasting at least the life time of an average sperm whale, bringing the total to $314 million in funds to restore the marine mammals of the northern Gulf. Date Entered: May 15, 2017	All	Yes	5	No	No	No	No	No	No	Yes		$ 70,000,000.00	$ 144,000,000.00	
	Infrastructure	S659	7/19/2017	High Resolution Mapping of mesophotic Reefs in the Gulf of Mexico	NOAA Project ID#13330: Understanding the detailed quality, quantity and spatial distribution of marine habitats enhances our ability to manage human and natural resource activities to support sustainability, conduct restoration and maintain system function. Maps have a wide range of applications in management, planning, policy, research and restoration. Prior to DWH, map products, such as high resolution bathymetry and habitats were top priority for all Gulf of Mexico natural resource agencies in the Gulf of Mexico. This remains top priority after DWH. NOAA, led by NCCOS, and other federal and state partners will establish a habitat mapping prioritization and implementation plan. This proposal will fully leverage with the NOAA/USGS led Habitat and Water Quality monitoring network currently funded by the RESTORE Council. The plan involves three tiers: 1) develop a prioritization tool to target unmapped or poorly mapped areas in the Gulf of Mexico, 2) develop a standardized approach to map the identified targets and 3) implement mapping activities. Gaps in habitat data collection will be strategically identified and coordinated with regional state and federal mapping policies and master plans. Processes will be developed for mapping, assessment, and monitoring of numerous parameters describing the seafloor (e.g., depth, topography, and geomorphology), upstream, estuarine/coastal habitats, and associated benthic communities. While habitat mapping is a valuable stand-alone product, it is also a foundational platform upon which other research and management programs can be built. Additionally, it is expected that the oil and gas industry will significantly increase deep water exploration and the location and status of biological communities are poorly understood. Data tools and portals, such as NRDA DIVER and ERMA, developed in response to DWH are potentially being used for the phase 1 habitat/mapping synthesis. It is intended that the prioritization tool and new data will be used for st orage, query, dissemination and visualization. Additional tools will be customized for Deep Sea Coral habitat restoration, mitigation, and protected area siting. Date Entered: May 15, 2017		Yes		No	Yes	No	No	No	No	No		$ 5,000,000.00	$ 2,000,000.00	
	Infrastructure	S660	7/19/2017	Research to Determine Gulf of Mexico Soundscape and Effects of Sound on Marine Mammals	NOAA Project ID#13323: The Gulf is one of the most heavily industrialized bodies of water in the world, with numerous sound-producing human activities, including commercial shipping, oil and gas development (including seismic studies), platform removals (including the use of explosives), coastal construction (including pile driving), and military operations and training. Excessive sound can cause disruption of important marine mammal behaviors, andâ€“at close rangeâ€“physiological injury. Excessive sound can also mask biologically important sounds, including communication calls between individuals of the same species. Research is needed to determine: â€¢ The Gulf of Mexico "soundscape" - sources of sound in the Gulf and associated sound levels and how they vary spatially and temporally. â€¢ The effects of bathymetry, temperature, and other oceanographic features on sound propagation. â€¢ The direct, indirect, and cumulative effects of human-caused sound on marine mammals and their prey species. Date Entered: May 15, 2017		Yes		No	Yes	No	No	No	No	Yes		$ -	$ -	
	Infrastructure	S661	7/19/2017	Minimizing Effect of Human Sources of Sound on Gulf of Mexico Marine Mammals	NOAA Project ID#13340: Excess sound levels have the potential to prevent the recovery and restoration of marine mammal populations that have been reduced as a result of the Deepwater Horizon oil spill, particularly sperm whales, Bryde's whales, and bottlenose dolphins. Measures have been identified for mitigating the effects of anthropogenic sources of sound from coastal construction (pile driving), oil and gas exploration and decommissioning (seismic airguns and explosives for platform removals), and military training activities (sonar and explosives), but the effectiveness of those measures has not been fully tested and verified. Research and testing is needed to develop effective and reliable mitigation measures for activities that are particularly harmful or for which no measures currently exist. Mitigation should be tested for the different species and operating conditions that occur in the Gulf. Measures could include, but are not limited to, ship quieting technologies, bubble curtains and double piles (for pile driving), marine vibroseis (as an alternative to seismic airguns), and non-explosive decommissioning options (for platform removals). Also needed are effective and reliable acoustic aids (such as passive acoustic monitoring) for use in detection of marine mammals in low light or nighttime conditions. Date Entered: May 15, 2017		Yes		No	Yes	No	No	No	No	Yes		$ -	$ -	
	Infrastructure	S662	7/21/2017	Mesophotic reef habitat enhancement.	NOAA Project ID#13339: The 2010 Deepwater Horizon (DWH) oil spill in the Gulf of Mexico (GOM) is one of the largest industrial accidents ever to occur in US waters. Extensive decontamination activities, fisheries closures, mobilization of environmental assessment resources, and restoration efforts also make this one of the most costly accidents in US history. The DWH oil spill impacted key deep-reef fish â€œsentinelâ€species, roughtongue bass, Pronotogrammus martinicensis, and tattler, Serranus phoebe, but almost nothing is known about possible long term effects and possible recovery. In addition there are several other important commercially and recreationally valuable species that were also affected (red snapper, vermilion snapper, greater amberjack, gag, and scamp) that reside on these deep water mesophotic reefs that are close (50 to 100 km) to the DWH spill site. The primary objectives of this project will be to enhance and restore deep water reef fishes by substantially increasing reef habitat through a large artificial reef deployment program, and provide a robust assessment of the effectiveness of this habitat enhancement effort. One of the most promising approaches to mitigate the reduction in reef fishes caused by the DWH oil spill event is to increase habitat for ecologically and commercially important reef fish species through an extensive and effective artificial reef program. Such habitat enhancement may also increase the resilience of these valuable resources to future disturbances. On the MS-AL continental shelf there has been an extensive artificial reef enhancement program that has been tremendously successful, but there have been few attempts at such enhancements of deeper water mesophotic reef habitats. This project will make a restore effort of such reef habitats by adding an unprecedented number (504) of large-sized, long-lasting artificial reefs (â€œsuper-reefsâ€ 25 ft. tall pyramidal reefs) to the Pinnacles reef zone in the northeast Gulf of Mexico adjacent to the DWH spill site. Artificial reef placement, particularly distance between reefs can have profound influence on the effectiveness of any given artificial reef program. Therefore the habitat enhancement of this project will be tightly coupled with quantification of the effects of reef spacing on a number of critical metrics including natural and fishing related mortality, condition, growth, abundance, biomass, production, diet, and movement of several important reef fish species (e.g., roughtongue bass, tattler, red snapper, vermilion snapper, greater amberjack, gag, and scamp) as well as community characteristics such as species richness, evenness, and diversity. This will be accomplished through application of a wide array of proven methods, each of which have been developed and optimized for this system by the Auburn University Marine Fish Lab over the last 26 years. Methods include standardized hook-and-line and trap sampling, ROV surveys, hydroacoustic surveys, fine-scale passive acoustic tracking, stomach content analysis with DNA barcoding, otolith aging techniques, genomic studies, parasitology and microbiology studies. These methods will provide a comprehensive combination of data on population and community characteristics, individual condition and growth, individual movement, and resource use, and will allow an unprecedented assessment of the effectiveness of the artificial reef deployment at different levels of reef spacing. Most importantly, this project will provide stable reef habitat for increased production of important mesophotic reef fish species. We will use a combination of field and laboratory studies to examine spatial and temporal patterns in population level (age, growth, sex ratio, and genetic population structure), individual level (toxicopathic lesions and pathogens), and molecular level (genomic expression) impacts along a gradient of exposure to polycyclic aromatic hydrocarbons (PAH). Date Entered: May 15, 2017		Yes		No	Yes	No	No	No	No	Yes		$ 9,700,000.00	$ -	
	Infrastructure	S663	7/21/2017	Restoration of Mesophotic and Deep Sea Reefs using novel method, and maximum cost efficiency	NOAA Project ID#13245: Deep sea and mesophotic reefs were negatively impacted by the DWH spill. Restoring populations of corals, and other important fish habitat structure-forming benthic fauna is a massive undertaking, given the geographic area to be restored in the deep sea. Reef restoration using coral transplants, artificial structures, or both has been attempted in tropical (shallow) reefs with limited success. Coral restoration in the deep sea, or mesophotic zones presents even greater challenges, and potential costs, because of the inaccessibility and equipment required to work in the 50-1,000 meter seafloor. In order to overcome these challenges, and maximize the potential impact of of restoration costs, new technologies need to be developed and implemented, from site selection and transplanting, to logistics, and monitoring. Coramyd is a patent pending technology that integrates artificial reef structures, which are non-toxic, and can replace hundreds, or even thousands of corals within a week of ship time. The artificial reef structures used in Coramyd are not prone to corrosion, and can provide means of deploying coral transplants efficiently and successfully in large numbers. Structures are resistant to currents, and are less likely to snag fishing gear than other artificial reef structures. Structures are seeded with coral transplants, and are lowered to the seafloor using a small crane. Project scope is limited to restoration of populations of corals which were impacted by DWH spill over areas with specially sensitive and valuable fish populations. Please contact for more details and methods. Date Entered: May 15, 2017		Yes		No	Yes	No	No	No	No	Yes		$ 3,260,000.00	$ -	
	Infrastructure	S672	7/24/2017	Adaptive management for sustainable fisheries and ecosystem restoration in the Gulf of Mexico.	NOAA Project ID#13257: Conventional single-species stock assessments determine if a fish stock is experiencing excessive fishing mortality (known as overfishing), if the stock has been reduced to low abundance (known as overfished), and forecast a sustainable fishing mortality rate. A sustainable harvest policy is prescribed by combining this rate with a forecast of fish abundance. However, projections from single-species assessments may not adequately capture uncertainty when, for instance, targeted species are co-caught by fishing gear and interact strongly, as in a reef fish assemblage. These shortcomings may be significant impediments to effective management of depleted and recovering stocks. In order to improve management decisions targeting long-term sustainability of ecosystems and fisheries in the Gulf of Mexico, we propose to develop decision support tools that are rooted in decision theory: structured decision making (SDM) and adaptive resource management (ARM) in particular. SDM (note that ARM is a special case of SDM for dynamic decisions, with scientific uncertainty) includes at least five components: management objectives, potential management actions, model of system behavior (which project consequences of management actions on the system), a monitoring program to monitor the system state and finally an optimization method to identify decision that are optimal relative to the management objectives (e.g., Martin et al. 2011). We propose a SDM/ARM framework to assist managers with identification of optimal harvest policies that balance competing management objectives (socio-economic, ecological sustainability and impact on ecosystems). We will consider multiple fish populations; specifically we intend to focus on the grouper-snapper complex. The SDM tools will be developed as extensions to stock synthesis models (Methot and Wetzel 2013), thereby integrating the SDM tools with the stock assessment and inheriting the same data uncertainties and population dynamics. We will also leverage existing Gulf of Mexico ecosystem models to project consequences of potential management actions on the system, including both Atlantis (Ainsworth et al. 2015) and Ecopath with Ecosim (Chagaris et al. 2015) models. We will additionally evaluate the performance of our decision support tool in a simulation environment using management strategy evaluation (MSE). This process will also inform data collection programs and may help end users (i.e., natural resource managers from FWC and NOAA) prioritize research to fill critical data gaps and characterize the key sources of error associated with monitoring. Specifically we would discuss how to reduce errors associated with imperfect detection and spatial autocorrelation. Our approach will require a multi-disciplinary effort to engage stakeholders, and will require elicitation of socio-economic values associated with the consequences of potential management actions. Therefore, we propose to include a human dimension component to our project. We would apply concepts of behavioral economics to gain insights into stakeholdersâ€™ behavior and to help improve the effectiveness of outreach programs. This could in turn increase voluntary fisheries-related actions to increase fish biomass. Additionally, Co-PI Dr. Luiz Barbieri will serve as the primary interface with the Gulf of Mexico Fishery Management Council, ensuring this research is aligned with the current needs of the council. This research meets the criteria for being appropriate under the Oil Pollution Act of 1990 (OPA) as it is intended to help return injured natural resources and services to baseline by supporting the development of methods which will result in increasing biomass of injured fish species (Deepwater Horizon NRDA Trustees 2016). This research will explicitly aim to reduce overfishing and bycatch of reef fishes while simultaneously achieving higher catches in the medium and long term compared to the status quo. Date Entered: May 15, 2017 Date Edited: May 16, 2017		Yes		No	Yes	No	No	No	No	Yes		$ 1,800,000.00	$ -	

	Infrastructure	S673	7/24/2017	Gulf of Mexico survey of fishing pier related sea turtle interactions	NOAA Project ID#13466 This restoration project focuses on reducing bycatch of sea turtles in pier-based recreational fisheries. We propose to implement multi-year angler surveys on fishing piers in the Gulf of Mexico, including education/outreach to rec anglers. This project could be scaled to one state, or implemented in multiple states throughout the GOM. NOAA has developed a set of pier survey forms for national implementation. The forms are currently undergoing approval by OMB under the Paper Reduction Act. We propose to use existing forms, once PRA is complete, to initiate implementation of this survey. Each pier would also be characterized, and local stranding networks would collect specific data on the nature of sea turtle captures when they occur, for comparison to the survey data. Survey results and turtle incidental capture data, would help shape the development, testing, and voluntary implementation of mitigation measures to reduce sea turtle bycatch at fishing piers. Education can help reduce mortalities so outreach efforts would include placing signs with stranding responder contact information, monofilament line recycling bins, and development of an app that can report incidental captures and strandings, provide instructions on what to do if you catch a turtle, the hotline number for the closest stranding network responder, and a way to report the interaction. Background: Sea turtle incidental capture by recreational anglers is on the rise nationwide (STSSN). Since 2010, 1,094 sea turtles, primarily juvenile Kemp's ridleys, were incidentally caught in Mississippi alone. In response to captures, a pilot survey to collect data on angler fishing practices and sea turtle interactions was conducted in 2013. Anglers were asked questions about fishing practices, turtle observations and captures. Outreach was a key component of the project and was conducted at the end of each survey. The MS STSSN also collected data (bait, gear type, outcome) on every sea turtle incidental capture for comparison between angler practices and turtle interactions. Preliminary results yielded a high willingness to participate and valuable information was obtained. During and after the survey period, we noticed an increase in reported incidental captures, which could possibly be attributed to our outreach efforts. Success could be measured by a decrease in stranded turtles with fishing gear, successful rehab & release, and implementation of mitigation measures. Date Entered: May 16, 2017		Yes		No	Yes	No	No	No	No	Yes		$ 400,000.00	$ -	
	Infrastructure	S674	7/24/2017	Temporal dynamics of eukaryotic plankton diversity at northern GOM deep benthic coral communities	NOAA Project ID#13383: The Deepwater Horizon oil spill in 2010 caused injury to the entire ecosystem in the northern Gulf of Mexico. Despite playing important ecological roles, the small (less than 2 mm), cryptic eukaryotic species that make up the plankton remain a poorly documented component of marine ecosystems (Leray & Knowlton 2016), especially in the deep Gulf of Mexico (GOM). Long-term time-series datasets have shown that plankton are sensitive indicators of environmental change, often having a non-linear response that can amplify otherwise subtle environmental disturbances (Hays et al., 2005). As such, establishment of biological baselines are necessary in order to quantify changes in biodiversity over time and to predict the impacts community shifts may have on sensitive deep benthic communities. In the last decade, metabarcoding and high-throughput sequencing (HTS) have radically improved our understanding of microscopic eukaryotic diversity, including unicellular and small multicellular species- groups that have been challenging for taxonomists due to lack of diagnostic features and an inability to be cultured. Importantly, such approaches have been used to document environmental impacts to shallow-water benthic microbial eukaryote communities following the Deepwater Horizon oil spill (Bik et al., 2012). We propose to sample benthic planktonic communities monthly using instrumented moorings or benthic landers, and use metabarcoding techniques and high throughput sequencing (HTS) to characterize biodiversity, to assess deep sea coral larval supply, and to identify key planktonic contributors to carbon export from surface waters that sustain sensitive benthic communities. Environmental DNA will be screened for target select GOM eukaryotic plankton (e.g. protists, foraminiferans, zooplankton, coral larvae, fishes), using taxon-selective amplicon libraries and HTS sequencing (Illumina) following molecular methods utilized in the TaraOceans project (DeVargas et al., 2015 and/or T homsen et al., 2012). Amplicon libraries will also be created for several mitochondrial genes that are likely to provide increased taxonomic resolution for mesozooplankton, Comparable sequence data will be generated for taxa known from these habitats from previously collected vouchered specimens, creating barcode libraries that will allow for comparisons to the marine barcode of life database (MarBOL; http://www.marinebarcoding.org/) and will be made publically available. Seasonal water sampling using an ROV or AUV at deep coral habitats will complement the temporal benthic eDNA sampling, allowing for freshly preserved samples for both visual species identifications and metabarcoding. Additionally, repeated plankton tows or sampling with an AUV water filtering device will target certain water column depths (e.g. surface, and below thermocline and nutricline) that will be determined by water column temperature profiles using a CTD. The cost of this research could be reduced considerably (by upwards of $4,000,000) by sharing ship and ROV/AUV time with complementary studies of deep coral habitats, such as assays of coral microbiomes and health, hydrodynamics, nutrient dynamics, and restoration. Date Entered: May 15, 2017 Date Edited: May 16,2017		Yes		No	No	No	No	No	No	Yes		$ 5,121,868.00	$ -	
	Infrastructure	S687	7/28/2017	Establishing and monitoring sentinel sites for Gulf of Mexico Coralline Mesophotic and Deep Benthic Communities	NOAA Project ID#13150: Establishing and monitoring sentinel sites is an important Restore Act objective related to assessing long-term effects of the BP oil spill. With regards to Open Ocean Restoration objectives, coralline mesophotic and deep benthic habitats are essential fish habitats for sustaining population vigor for numerous NOAA management species (e.g., groupers and snappers) and those habitats have been identified as principle objectives for the Open Ocean Restoration. Establishing long-term sentinel sites will be based on locations for past study sites (e.g., NOAA FRV OKEANOS EXPLORER projects, RV FALKOR Streich et al. 2017, Kahng et al. 2010, Silva et al. 2016) and from sites assessed during NOAA/NMFS/SEFSC reef fish surveys (video footage, bottom mapping, species diversity). Sentinel sites will be located along the entire Gulf of Mexico outer continental shelf/slope and based on proximity to the BP oil spill location (flanking sites) and the distribution of known coralline deep benthic habitats (areas with more coralline habitat will be proportionally allocated more study sites; also based on sea day allocations). A Remotely Operated Vehicle (ROV) will be used to visually assess habitat characteristics; when possible established abundance assessment methods will be used (e.g., fish MiniCount, NOAA/NMFS/SEFSC/Mississippi Laboratories Reef Fish Unit). Past studies that utilized ROVs (e.g., Streich et al. 2017) have established important experimental protocols applicable to the sentinel site proposal. Utilizing a ROV has several advantages; broader areal coverage, no habitat damage, articulating robotic clamps for collecting sessile fauna, accessory components provide detailed fine-scale mapping. The proposed project provides an assessment metric for BP oil spill recovery and future episodic events. Project supports P15 Comprehensive Restoration Plan Section 5. Restoring Natural Resources; 5.5; Alternative A: Comprehensive Integrated Ecosystem Restoration (Preferred Alternat ive; p 5-20); 5.5.2; Restoration Type: Wetlands, Coastal, and Nearshore Habitats; Key Aspects of the Injury That Informed Restoration Planning; Fish and Invertebrates section (p 5-22). Date Entered: May 13, 2017 Date Edited: May 17, 2017		Yes		No	No	No	No	No	No	Yes		$ 3,712,840.00	$ -	
	Infrastructure	S688	7/28/2017	Restoration of Gulf of Mexico pelagic and broad scale fisheries: addressing movement ecology data needs	NOAA Project ID#13172: This project will use multiple tracking technologies, as well as the Integrated Tracking of Aquatic Animals in the Gulf of Mexico network (iTAG-n) and research group (iTAG-r) to collect important data, difficult or impossible to assess with traditional capture-based methods. The focal species will be: yellowfin tuna (Thunnus albacares), greater amberjack (Seriola dumerili), cobia (Rachycentron canadum), red drum (Sciaenops ocellatus), gag grouper (Mycteroperca microlepis) and red snapper (Lutjanus campechanus). The DWH oil spill occurred in the northern GoM during the spring and summer of 2010, which would overlap in space and time with either the spawning or early life stages of these species. This is of special concern with water column pelagic spawners, as where and when they reproduce (i.e., spawn) and consequent dispersal dynamics affect offspring survival in ways not seen in most terrestrial species. In addition, larval cardiotoxicity is documented for several of these species, resulting in heart-related abnormalities that could impact long-term stock productivity, especially in stocks already highly impacted by fishing and anthropogenic stressors. All focal species support important fisheries and are considered overfished, have decreasing landings or stock assessment scientists or fishermen are concerned about the stocks' health. Specific concerns associated with the focal species include: (1) yellowfin tuna landings are decreasing and deepwater oil rigs may change natural migratory behavior and spawning site selection and consequently reproductive success; (2) the greater amberjack stock is overfished and not rebuilding as expected, and there is a need to better understand how artificial reefs affect spawning site selection and fidelity; (3) the recent cobia stock assessment was inconclusive due an incomplete understanding of stock structure and connectivity and fishermen are expressing concern at low catch levels; (4) red drum were affected locally by the oil spill demonstrating anemia and presumed decreased fitness and impaired reproduction but we do not have the needed understanding of spawning migrations and connectivity to assess how this would impact the Gulfwide stock; and (5) both gag grouper and red snapper are assumed to have been impacted by the DWH oil spill' and increased lesions were observed in adult red snapper' but estimates of abundance and measures of recovery are hampered for both species due to a lack of movement data and cryptic mortality which may vary with habitat type, depth, and sex. This study will work closely with fishermen and integrate a series of Gulf-wide tracking projects that focus on evaluating degredation/release mortality and the effect of habitat (natural and artificial) on migratory behavior and spawning site selection. Data on migratory behavior is needed to distinguish between decreases in landings due to changes in catchability associated with changed movement behavior versus lower abundance due to the oil spill and overfishing. We propose to use multiple tagging approaches: pop-up satellite tags, archival implant tags, and acoustic telemetry tags, drawing on both the benefits of large scale tracking and the higher resolution data obtained through acoustic and archive tags. Data from this project will provide critical information needed to assess the effects of the DWH oil disaster and to predict stock resilience to spatial disturbances in the future. This in turn will support the adaptive management of NRDA fisheries projects. Date Entered: May 14, 2017 Date Edited: May 17,2017		Yes		No	Yes	No	No	No	No	Yes		$ 5,000,000.00	$ -	
	Infrastructure	S689	7/28/2017	Integrative Data Infrastructure for Gulf of Mexico Mesophotic and Deep-Benthic Habitat Assessment and Restoration	NOAA Project ID#13387: OBJECTIVES: â€¢ Build, enhance, and expand upon existing federal data management infrastructure for mapping, video analysis, and habitat suitability modeling of deep-sea corals to better support understanding and restoration of mesophotic and deep-benthic biogenic habitats. â€¢ Support the collection and analysis of new information from Gulf restoration studies and provide tools to guide and help coordinate deepwater surveys and restoration efforts. RATIONALE: Mesophotic and deep-sea coral habitats represent rare, valuable, and vulnerable communities in the Gulf of Mexico. Both mesophotic (50-150 m) and deep-sea coral (1500-1800 m) habitats were damaged during the DWH oil spill and will be a focus of restoration activities. NOAA's Deep Sea Coral Research & Technology Program is Congressionally-mandated inter-alia to: identify existing research on, and known locations of, deep sea corals; map locations of deep sea corals; conduct research on deep-sea corals, including survey techniques. The program works across NOAA Line Offices to implement studies and has developed a national database of deep-sea corals and sponges and an on-line map portal (https://deepseacoraldata.noaa.gov/). The proposed activities support both objectives of the PDARP through data analysis, advanced habitat suitability modeling, and management of relevant data: (1) Protect and manage mesophotic and deep benthic coral communities â€" The first priority is to understand the current or potential distribution of these communities. (2) Place hard ground substrate and transplant coral â€" The success of these restoration efforts will depend upon an understanding of the habitat and environmental factors that determine where such restoration activities are most likely to succeed. KEY ACTIONS AND DELIVERABLES: â€¢ Establish a Gulf of Mexico Mesophotic and Deep-Benthic Analysis & Data Management Team â€" Initial focus on Corals and Sponges and associated environmental data layers â€¢ Build capacity and supporting data management framework for image & video analysis of new and pre-existing benthic surveys â€" including image capture, analysis, and display of density, diversity, presence and absence measures for mesophotic and deep-sea corals and sponges â€¢ Develop a DSC Research Clearing House (or link to relevant existing clearing houses) with bibliographies, reports, and data summaries â€¢ Enhance the capacity of the Deep Sea Coral and Sponge Database (www.deepseacoraldata.noaa.gov) or develop new database(s) to include additional taxonomic groups and support restoration planning and monitoring. â€¢ Develop and support a state-of-the art display for data visualization and analysis (DSCRTP Map-Portal v.2), including interactive graphics and quality assurance tools. This would build on existing data infrastructure to integrate both biological (presence & absence data for coral and sponge taxa) and habitat/environmental data (multibeam mapping layers, habitat suitability modeling, oceanographic conditions). â€¢ Establish or enhance interoperability with key NOAA data systems already supporting Gulf science and restoration, including NCEI's Ocean Archive System and Office of Response and Restoration's DIVER system. â€¢ Advanced habitat suitability modeling for key taxa of restoration interest (e.g., Coral taxa identified as injured in mesophotic habitats (e.g., Swiftia exserta - Etnoyer et al. 2016, Silva et al. 2015) and deep benthic habitats (e.g., Paramuricea spp - white et al. 2012, Fisher et al. 2014). â€¢ Develop additional tools to support restoration o Animal identification guides o Data visualization tools through online map portal o Custom environmental data packages geared towards habitat modelers o Provide climatological values from the World Ocean Atlas or existing models (e.g., ROM, AEC, NCOM) o Provide multi-beam or bathymetric digital elevation models (DEMs) Date Entered: May 15, 2017 Date Edited: May 17, 2017		Yes		No	Yes	No	No	No	No	Yes		$ 10,000,000.00	$ -	
	Infrastructure	S690	7/28/2017	Establish additional deep water coral sentinel species and use as: part of a gulf-wide monitoring network, to monitor coral health in protected areas, or to monitor direct coral transplant projects, and/or as tools to detect and quanti	NOAA Project ID# 13497: In the aftermath of the DWH spill, several communities of deep water corals were discovered that had been impacted by the spill. Initial identification and quantification of the impact was difficult because of the lack of background data on undisturbed deep coral communities. Predicting recovery is also hampered by the lack of data on normal deep water coral recovery patterns and rates. However, an intensive effort aimed primarily at two Paramuricea species has proven the efficacy of using high resolution imaging techniques to document and quantify both impact and recovery of octocorals with this type of growth form. Planar octocorals (including the taxa Calcaxonia, Holaxonia, and Scleraxonia in particular) are excellent sentinel organisms because their morphology allows quantification of impact, they are normally very long lived, their skeleton is normally completely covered with living tissue, their exposed tissues interact directly with epibenthic water for their nutrition and respiratory needs, and since they are attached, damaged of killed colonies remain in place providing a record of deleterious impact that can persist after the affecting agent has dissipated or if no residue is left on the seafloor. The research following the DWH spill, particularly the data from non-impacted communities, has provided sufficient baseline data to establish Paramuricea biscaya and Paramuricea sp. xxx as robust sentinel species for detection of anthropogenic impact. However, to date we have only established monitoring sites in a relatively small area of the GoM and these two Paramuricea species are only present between about 1000 and 1800 m depth. We propose to expand the use of these types of corals to include additional robust sentinel species and monitor other depths and regions of the GoM. In addition to providing robust sentinels for anthropogenic impact at the specific locations chosen for monitoring, this effort will provide the background data needed to use addit ional species across a wide depth range to detect and quantify potential future impacts in other locations and to assess success of restoration efforts with respect to recovery, natural mortality and growth rates. The cost of this effort is scalable depending on the number of new sites established, their depths, whether they are currently well enough known to allow immediate work, and the frequency of monitoring. Discovery of a new site, including confirmation of the presence of corals in a specific area and depth range averages about 4 days of AUV operations at depths of about 1,000m. Establishing a monitoring site, at a known location with over 50 individual colonies to be monitored will take about 2 days of ROV operations. Repeat monitoring of an established site can be accomplished with 24 hrs of ROV operation. A minimum effort to expand the number of known sites with appropriate sentinel species at additional depth ranges would require a minimum of 1 month of AUV operations with a Sentry type of AUV (approximately $1million), followed by one month of ROV operations (approximately $1.6million) to establish the sites and acquire images to initiate the monitoring. A smaller effort aimed at only known sites would not need AUV operations. Repeat visits every 2 -3 years (or when needed), could be accomplished with about 3 weeks of ROV time each (approximately $1.2million). All ROV time should be used collaboratively for other funded sampling of deep water corals and associated communities. Other costs associated with the data acquisition, processing and analysis specific to this project would be approximately $400K /yr during establishment of a total of about 10 new sites and monitoring of 6 established sites which would decrease to about $300k/yr associated with ongoing monitoring. Additional sites, geographic areas, or intensity within a given area would require additional support. Date Entered: May 17, 2017 Date Edited: May 18, 2017		Yes		No	No	No	No	No	No	Yes		$ 4,000,000.00	$ -	

	Infrastructure	S693	7/31/2017	Finfish Restoration through Development and Socialized Implementation of Bycatch Reduction Devices (BRD) in the Gulf of Mexico Commercial Shrimp Trawl Fishery	NOAA Project ID#13503: This project will contribute to the restoration of various species of finfish by reducing sources of mortality in the commercial shrimp trawl fishery in the open ocean restoration area throughout the Gulf of Mexico (GOM). Through cooperative research, innovative Bycatch Reduction Devices (BRD) and BRD combinations will be developed and federally certified. Fishers will then be provided economic incentives to use new BRDs or BRD combinations for the project period. While one BRD is currently required in these fisheries, further reducing finfish bycatch with the use of BRD combinations will assist restoration of fish populations in the GOM. Recent collaborative testing in North Carolina identified several new BRD combinations that exceeded 40% reduction of finfish bycatch relative to a control (standard 4-inch bar spacing TED, fisheye BRD, and a 1 Â½ â€œ codend). These reduction rates exceed currently accepted standards set by state and federal fishery managers. Transferring this technology to the GOM shrimp fishery could prove invaluable to the restoration of numerous fish stocks impacted by the DWH oil spill. Additionally, shrimp loss associated with the use of the BRD combinations evaluated was minimal, which should facilitate industry acceptance of the gear in the Gulf. Collaborations for this project will include the gear monitoring team (GMT â€“ HSU), NMFS-SEFSC observers (Galveston, TX), Sea Grant, and commercial fishing organizations and industry representatives. There will be two primary components of this project including independent proof of concept testing and commercial comparative testing aboard federally permitted GOM shrimp trawl vessels. Simultaneous, monetary incentives to implement new BRDs will be offered to a portion (20%) of the federally permitted fleet. This project will occur in the open ocean restoration area throughout the GOM. Collectively, this project will facilitate increased communication among GOM fishermen and gear researchers concerning BRD performance (design, usability, functionality). This feedback mechanism will allow for adaptive project management and refinement of BRD designs through an iterative process focusing on regional performance and functionality. Date Entered: May 18,2017		Yes		No	No	No	No	No	No	Yes		$ 6,500,000.00	$ -	
	Infrastructure	S695	7/31/2017	Outreach, Implementation and Assessment: Using Descending Devices to Reduce Post-release Mortality of Reef Fishes in the Gulf of Mexico Recreational Fishery	NOAA Project ID# 13511: This proposed project will provide descending devices to recreational anglers (private and for-hire) and conduct educational outreach on best practices and the proper use of these devices throughout the Gulf of Mexico. In addition, the Southeast Region Headboat Survey (SRHS) will implement a monitoring and fish tag/recapture program on headboats participating in the survey in order to collect information on the utility, effectiveness and impacts of descender devices on post-release mortality in the Gulf of Mexico headboat fishery. Recreationally important species with high release mortality, including; red snapper, gag grouper, vermilion snapper, red grouper; as well as strictly regulated species such as goliath grouper, speckled hind, Warsaw grouper and Nassau grouper, will be the focus of this program. Additionally, the effectiveness of descending devices on reducing dolphin depredation will be evaluated. In order to raise public awareness on the problem of fish barotrauma and the benefits of using descending devices, outreach will be conducted at boat shows, fishing tournaments, fishing clubs, and civic events from FL to TX. Outreach will include distributing educational DVDs â€œDownscope: Saving Snapper and Grouper from Barotraumaâ€ and descending devices to anglers that may otherwise not obtain or purchase these items. The implementation and monitoring component of this project incorporates a design that includes the SRHS electronic logbook (eLog) system, SRHS dockside sampling and at-sea observers. In addition to utilizing existing SRHS infrastructure and capabilities, the addition of at-sea observers will provide â€¢ total number of fish discarded â€¢ lengths of fish from a subsample of discards â€¢ number of fish descended on devices â€¢ the ability to tag a subsample of fish descended and fish not descended, for subsequent analysis of recapture rates. Partners in this project include Sea Grant, Gulf States Marine Fisheries Commission, recreational fishing asso ciations, and state agencies. This collaboration ensures regional coverage and makes this project well-suited for promoting best practices and the proper use of descending devices, along with monitoring and evaluating the impacts on reducing post-release mortality and improving post-release mortality estimates. Date Entered: May 18, 2017 Date Edited: May 19, 2017		Yes		No	No	No	No	No	No	Yes		$ 4,550,000.00	$ -	
	Infrastructure	S699	8/1/2017	Improving restoration for highly migratory species in the Gulf of Mexico: applying innovative technologies to inform stock assessment and establish monitoring	NOAA Project ID#13523: Our project will apply innovative molecular technologies to highly migratory species such as tunas and billfishes to 1) fill significant information gaps in stock assessments thus reducing mortality through enhanced management and 2) develop robust monitoring techniques allowing a rigorous application of the MAM approach to the restoration effort. In order to develop a viable restoration process we must establish baseline data (i.e., indices of abundance) for target species. Restoration actions can then be monitored against these baseline data and adapted as needed. Highly migratory species are inherently difficult to monitor due to their behavior and ecology, thus baseline abundance data for many of these species in the Gulf of Mexico are lacking. As an alternative to fishery dependent data, multi-year surveys of ichthyoplankton abundance can be used to track temporal changes in adult biomass. We propose to implement innovative molecular techniques in order to identify larvae of highly migratory species (i.e., tunas and billfishes) and develop larval indices for the Gulf of Mexico. We will process older (1982 to 2008) formalin-preserved SEAMAP samples by implementing and expanding upon methods that were developed by the Alaska Fisheries Science Centerâ€™s Auke Bay Laboratory. To process more recent (2009 to present) ethanol-preserved SEAMAP samples, we will use high resolution melting analysis (HRMA) combined with a fast, minimally invasive DNA isolation protocol. The application of these innovative molecular techniques to process existing samples is a cost effective way to develop fishery independent indices of abundance for several highly migratory species, providing an efficient alternative to costly surveys of adult fishes. This project will also serve as an investment in the improvement of future processing. This project will also have direct applications to the restoration. By developing novel larval indices, this project will aid in the reduction of mortality of highly migratory species by enhancing stock assessments, and it will create a historical record against which the restoration of highly migratory species can be robustly monitored and assessed. This project will also allow a more rigorous application of the MAM approach to the restoration effort. We expect this project to advance the utilization of monitoring techniques that can be used to assess future vulnerabilities to anthropogenic environmental perturbations and to enhance regional restoration efforts. This project meets several restoration goals including: (1) Reduce mortality among Highly Migratory Species and other oceanic fishes and (2) develop Monitoring and Adaptive Management techniques. Date Entered: May 19,2017		Yes		No	No	No	No	No	No	Yes		$ 5,000,000.00	$ -	
	Infrastructure	S704	8/1/2017	Broadscale Habitat Mapping and Monitoring of the Northern Gulf of Mexico	NOAA Project ID#13528: Primary objectives are to map and characterize habitats of the U.S. Gulf of Mexico (GOM) from the continental shelf break shoreward to less than 10m depth as well as determining species associations and community structures. Modern technology supported by statistically-based groundtruthing will be used to supply cost effective determinations of bathymetry and habitat data in U.S. GOM from depths of 500m and shallower. An estimated 10-15% of U.S. waters will be mapped to 500m depth by strip transects spaced approximately every 10km throughout the GOM. Little of the GOM has been mapped with enough resolution to accurately locate and quantify the hard/live bottom habitats as well as artificial reefs. Accurate and comprehensive habitat maps are essential for ecosystem based fisheries management and marine spatial planning. This project intends to expand upon recent efforts to catalog and prioritize mapping in the GOM with at sea mapping and sampling to fill data gaps and provide region wide assumptions about fisheries habitat, species associations, and community structure. In response to the DWH oil spill, the Trustees determined that injuries to reef fish communities occurred, but were not quantified (PDARP 5.5.6.4). Enhanced fishery-independent data collection methods, such as increased spatial and temporal effects for fishery-independent surveys are recommended as part of the Monitoring Plan. It is also noted that â€œhabitat associations could improve restoration outcomesâ€ and â€œinformation that increases our understanding of densities of organisms in geography over time, ecosystem functioning and trophic relationships can be used to inform restoration project planning, design, and evaluationâ€ This project intends to bridge gaps in knowledge on the distribution of offshore habitats and their species associations. Community structure information will be critical in expanding ongoing and future fisheries independent surveys to allow for pre- and post-stratification. By refining surveys by habitat, variance will be greatly reduced for indices of abundance and lead to more accurate stock assessments. A suite of advanced remote sensing technologies will be utilized, including towed and AUV mounted side scan and synthetic aperture sonars, multibeam echosounders, ROVs, and other optical sensors. Mapping in the GOM has increased in the last decade; however, there has not been a unified large scale effort across the entire depth range of the continental shelf. This project intends to: 1) expand upon current and previous mapping efforts from nearshore to 500m throughout the U.S. Gulf, 2) characterize essential habitats for benthic organisms and their habitat associations, 3) quantify and characterize estimates of hard bottom and artificial reef habitats. Imagery will be used to produce classifications which will be scalable to the Coastal and Marine Ecological Classification Standard (CMECS). In all cases of surface and subsurface mapping, care will be taken to avoid duplication of previous efforts. Deliverables will include completed high resolution habitat maps and GIS products, scalable habitat estimations by region, groundtruthing imagery, species/community structure information, and an online data portal to access and download data products. Initial and ongoing monitoring of these systems will support adaptive management strategies and provide more accurate information on landscape scale habitat distribution patterns as well as connectivity throughout the GOM. Stock assessments with detailed information regarding amount, distribution, and contributions of various types benthic habitat will reduce uncertainty as well as allow for more efficient and accurate population surveys. Baseline information will allow for pre- and post- analyses of habitat change due to events such as hurricanes, contaminant spills, coastal erosion, and restoration activities as well as informing decision-making processes of the latest research findings. Date Entered: May 19, 2017 Date Edited: May 22, 2017		Yes		No	No	No	No	No	No	Yes		$ 20,000,000.00	$ -	
	Infrastructure	S707	8/1/2017	Baseline Survey of Gulf of Mexico Rod and Reel Fishing Gear Interactions with Protected Species	NOAA Project ID#13599: This project would gather baseline information necessary to inform future restoration to reduce lethal interactions between rod and reel fishing gear and protected species (i.e., sea turtles and marine mammals). The project would survey recreational anglers and for-hire vessels using rod and reel fishing gear in the Gulf of Mexico to determine the magnitude of protected species interactions with rod and reel gear. Fishing interactions between rod and reel gear and protected species are increasing in the Southeast. These interactions are problematic for both the anglers and the animals. For anglers, interactions may result in a decrease in catch, damage to gear, or frustration. For the animals, interactions cause an increased risk of death or serious injury from entanglement in or ingestion of gear, illegal retaliation from anglers, and changes in natural behaviors. For example, when a dolphin is fed, this leads to changes in the dolphinâ€™s foraging behavior, and teaches it to associate anglers with food. NOAA seeks to reduce injury and mortality to sea turtles and marine mammals from interactions with rod and reel fishing gear by fully understanding the frequency, location, and nature of interactions in the Gulf of Mexico. In this study, we will conduct systematic surveys of anglers and for-hire boat captains/owners and their patrons that fish region-wide in all coastal Gulf states, including Texas, Louisiana, Mississippi, Alabama, and Florida. The survey sampling frame will be informed by Marine Recreational Information Program Fishing survey modes. Anglers and for-hire boat captains/owners and their patrons will be asked standardized questions to inform restoration efforts, such as where they have seen protected species while fishing, describe the animalsâ€™ observed behaviors, and share details about interactions. Data on rod and reel gear interactions with protected species are limited to a few research studies, strandings records, and anecdotal reports by fish enmen. Strategic data collection on rod and reel gear interactions is needed to fully understand the frequency, geographic extent, and mode of interaction between protected species and fishing gear. Understanding the impacts, as well as where and how often these interactions occur, is vital to informing restoration efforts to reduce and prevent such interactions for the benefit of anglers and protected species. Estimated costs for this project are ~150K/state survey. Assume one survey per state for a total cost of 750K to be conducted over a 3-5 year period. Date Entered: May 22, 2017		Yes		No	Yes	No	No	No	No	No		$ 750,000.00	$ -	
	Infrastructure	S709	8/1/2017	Sea Turtle Stranding Probability Assessment Tool	NOAA Project ID#13581: Through this project, NOAA would work to develop a model and user interface that would provide stranding probability maps for a queried time and place along the coastline of the Gulf of Mexico. The product would be user friendly and could assist NOAA and our partners with the investigation of the causes of at-sea mortality of sea turtles, particularly when managers don't have specific expertise in physical oceanography. This project would integrate existing data from GOM drift studies and other oceanographic resources. Stranding probability would be calculated daily from accumulated runs of a sea turtle carcass drift model using output of surface winds, currents, and sea temperature from several ocean models and provide the result as a web viewable and downloadable map. This resource would provide a more scientifically informed assessment of stranding trends and mortality factors. It would also allow stranding personnel to watch specific coastline areas at times when they are exhibiting a high probability of strandings. Data collected from stranded sea turtles are one of the few empirical sources of information on mortality and threats to sea turtles. Wind and oceanographic conditions strongly influence stranding probability, (i.e. the likelihood that a carcass will ultimately strand on the coastline), which has been shown to vary over fine temporal and spatial scales. This tool would significantly enhance adaptive management capabilities that rely on information obtained from strandings, such as detection of the effects of bycatch reduction efforts. Date Entered: May 22, 2017		Yes		No	No	No	No	No	No	No		$ 175,000.00	$ -	
	Infrastructure	S711	8/2/2017	Marine Mammal Disaster Response Program for the Gulf of Mexico	NOAA Project ID#13606: This project aims to develop new and enhance pre-existing technical and infrastructure capabilities within the Gulf of Mexico (GOM) region to respond to marine mammal disasters from natural and anthropogenic causes. First, an information-gathering and coordination phase will be conducted, working with federal and state agencies to determine existing and identify new capabilities to be developed by the stranding network and its partners to identify impacts of disasters on marine mammals and improve rapid response to those threats. Phase 2 will involve developing new partnerships and enhancing existing ones to address gaps identified in Phase 1. Both Phase 1 and 2 will involve development of guidance documents, including response plans and standardized response protocols. Phase 3 will be to train the stranding network through workshops in the new standardized response techniques and capabilities. The standing network will also receive information about newly identified threats and the efficacy of various response options to those threats. Finally, in Phase 4 we will work with partners to disseminate resources throughout the GOM states related to the standardized response techniques and capabilities, and continue the coordination with those partners. Specifically, the project is the development of an overarching disaster response program, focused on improving effective and efficient responses to marine mammal stranding and health events or disasters. This program would be implemented across the GOM, and benefit all stocks of marine mammals by increasing and improving the effectiveness of marine mammal response during a disaster in the GOM. One focus of the work would be on planning and preparedness for future oil spills, identifying vulnerability and response planning needs for spills of different types of products, different quantities of products, and different locations, such as those in the far offshore environment. Once needs were identified, the second focus would be on developing a response plan to inform and guide the marine mammal stranding network and response partners, and integration of these planning and protocol documents into existing efforts such as Area and Regional Contingency Plans. Not limited to oil spills, we also envision the need for responses to mitigate impacts to marine mammals from natural disasters such as hurricanes, freshwater inundation events, harmful algal blooms, and other types of natural and anthropogenic crises that may be identified in Phase 1 and 2 of outreach and communication with our partners. As response plans are developed, we will implement the necessary training, including drills and exercises, to fully test the plans and then iteratively improve them as needed. The plans, partnerships, protocols, training and drills developed in this disaster response program will lead to a more timely and effective responses to marine mammals following a disaster, which will improve survivorship of animals during and following these events. Date Entered: May 22, 2017		Yes		No	No	No	No	No	No	Yes		$ -	$ -	
	Infrastructure	S712	8/2/2017	Mitigating vessel strike mortality through the identification of vessel interaction hot spots	NOAA Project ID#13613: Vessel collisions are a leading source of anthropogenic mortality for many marine mammal species. Unfortunately, a large portion of vessel strike mortalities go undetected or unreported when they occur in remote areas or when carcasses drift out to sea, thus stranding records are minimum estimates of ship strike occurrences (Jensen & Silber 2004). By identifying "hot spot" areas where vessel collisions are most likey to occur and implementing mitigation measures in those locations, the likelihood of interactions between vessels and marine mammals could be reduced at the source. The goal of this project is to conduct a risk assessment to identify vessel interaction hot spots to target mitigation and restoration efforts. The risk assessment will utilize previously developed characterizations of vessel traffic data and marine mammal densities and distributions and incorporate spatial and temporal factors. The risk assessment will also consider species' specific vessel avoidance behaviors to identify sensitive, more vulnerable species at greater risk of vessel strike. As hot spots are identified through the risk assessment exercise, mitigation measures can be implemented to help reduce the risk of vessel collisions in these areas. The identification of these areas may also need to be reevaluated as updated data becomes readily available to incorporate into the risk assessment. This project can increase the survivorship of marine mammals in coastal and offshore habitats by proactively planning, implementing, and managing mitigation measures to reduce the likelihood of a vessel interaction in a high priority location. Date Entered: May 22, 2017		Yes		No	No	No	No	No	No	Yes		$ 300,000.00	$ -	

	Infrastructure	5713	8/2/2017	Develop standardized protocols to characterize vessel collisions with marine mammals	NOAA Project ID#13618: Health assessments, necropsies, and photo-identification body condition data can help to identify health threats to marine mammals and provide links to potential environmental and anthropogenic stressors. However, if the type of information collected varies among research groups and stranding networks between animals and locations, it is difficult to make general, region-wide comparisons among cases. The goal of this project is to develop a standard protocol for the MMSN and photo-identification programs to identify, characterize, and document evidence of vessel stuck animals, such that they can be compared and analyzed on a region-wide scale. The protocol would include watercraft forensic analyses to determine the types of vessels that are most commonly interacting with marine mammals. Standardized data collection of wound characteristics (i.e. depth, length, location, etc.) would help to identify information about the propeller, vessel type, and vessel speed that interacted with the animal. This project will support consistency, efficiency, and coordination of data collection and analysis of vessel strike animals in the coastal and offshore waters of the Gulf of Mexico. This project will increase marine mammal survival through an increased understanding of the nature of interactions between vessels and marine mammals that will augment mitigation and restoration techniques. Date Entered: May 22,2017		Yes		No	No	No	No	No	No	Yes		$ 600,000.00	$ -	
	Infrastructure	5714	8/2/2017	Increase access to health information from stranded marine mammals by supporting regional databases	NOAA Project ID#13620: The Marine Mammal Stranding Network plays a critical role in diagnosing illness and cause of death in stranded marine mammals to better understand population health. This includes identifying evidence of human interaction, outbreaks of diseases, and new and emerging threats impacting marine mammals. Currently, the only stranding data available in a regional or national database are the â€œLevel Aâ€ data, that describe the basic occurrence information â€" the â€œwho, what, when and whereâ€ aspects of the stranding, but not the cause of stranding or death. More detailed health level aspects of a stranding case are typically held at each stranding organizationâ€™s individual facility, in a variety of formats including individual facility databases. These data are more useful if they are available to managers and marine mammal health experts to evaluate patterns across areas/regions, determine emerging or ongoing threats, and develop potential mitigation measures or interventions. Thus, it is important to develop and maintain regional databases to manage marine mammal health data and make it readily accessible for those who may need to use it. There is currently a pilot database (GulfMAP) developed under the NFWF Gulf Environment Benefit Fund in partnership with NOAA to house and visualize marine mammal health data from the Gulf of Mexico; however, there are limited fields currently programmed in the database and few funds to support the database long term. This project would increase access to information from stranded marine mammals by supporting regional databases (such as the GulfMAP) and personnel to enter, QA/QC data, and maintain databases. These data could be used to provide a better long-term understanding of the causes of marine mammal illness and death in the Gulf of Mexico to mitigate natural and anthropogenic threats. Date Entered: May 22, 2017		Yes		No	No	No	No	No	No	Yes		$ -	$ -	
	Infrastructure	5715	8/2/2017	Reduce vessel collisions through research and monitoring to spatially identify interaction hot spots	NOAA Project ID#13617: Physical examination of marine mammals through live capture and release health assessments, necropsies of stranded animals, or photo-identification body condition data can help to identify threats to marine mammals and provide links to potential environmental and anthropogenic stressors. Vessel interactions are a type of anthropogenic stressor that can often be recognized on marine mammals from physical examination. Typically, interactions will result in serious injury or mortality due to either penetrating injuries from propeller cuts (the severity of which depends on the species, the individual, the location of the cut, and the depth of penetration) or from blunt force trauma from colliding with the hull of a vessel (leading to bone fractures, organ damage, and/or internal hemoraging) (Andersen et al. 2008). Vessel interactions are more likely to occur in areas where marine mammal distribution patterns overlap with high vessel traffic densities. This project focuses on an alternative method to identify vessel interaction hot spots. The goal is to analyze strandings, health assessments, and photo-identification data to spatially identify areas where cases of boat strike animals tend to be more prevelant and congregated. This analysis will not only help identify a specific hot spot and/or type of habitat vessel collisions are more likely to occur, but also quantify the number or percentage of animals with evidence of vessel collision injuries. This project serves as a baseline of pre- and post restoration efforts. The locality of strandings data, health assessments, and photo-identification can be identified for the past 5 years and reevaluated after mitigation efforts have been implemented, such that this project is intended to be a multi-year effort continually being updated. Continual data entry, maintenance, and analysis of a region-wide boat strike database will help to keep this effort updated, such that vessel collision hot spots may be newly identified, mo dified, or eliminated. This project will enhance marine mammal survivorship by further understanding specific locations or habitats where vessel collisions occur and proactively implementing mitigation measures to reduce the likelihood of an interaction. Date Entered: May 22, 2017		Yes		No	No	No	No	No	No	Yes		$ 450,000.00	$ -	
	Infrastructure	5717	8/2/2017	Improve the ability of stranding network partners to detect and rescue free-swimming marine mammals that are entangled, entrapped, or out of habitat	NOAA Project ID#13619: Marine mammals can become entangled with gear from commercial and recreational fishing, as well as from marine debris. In the absence of intervention, untreated wounds resulting from such entanglements can lead to serious injuries including massive blood loss, infections, impaired mobility, and death (PDARP). Animals entrapped (e.g., due to levee construction), out of habitat, or displaced by severe weather or oceanographic events (e.g., hurricanes) may also need intervention, if they cannot return to suitable habitat on their own and/or when their health is compromised (PDARP). This project aims to develop new and enhance pre-existing infrastructure capabilities within the Gulf of Mexico (GOM) region to respond to marine mammals that are entangled, entrapped, or out of habitat. It will involve coordination with federal, state, and marine mammal stranding network (MMSN) agencies to develop standardized protocols and identify training, support, equipment, and/or other resources that are necessary to establish rapid response teams (rescue personnel and vets) and equipment around the GOM for interventions on entangled, entrapped, or out of habitat marine mammals. Region specific standard operating procedures and protocols for these types of animals will allow for region-wide consistency in response, as well as the ability to respond rapidly to these events, thus enhancing survivability. The focus will be to identify, train, and support rapid response team members for entangled, entrapped or out of habitat animals to ensure timely response. This includes a rapid response team training workshop that covers all aspects of a live animal intervention (net handling, animal handling, boat maneuvering around nets, tagging, tracking of tagged animals) and travel support for MMSN partners to attend dolphin live capture/release health assessments for training in live animal capture and handling techniques. Additionally, this project will purchase equipment, including catch boat and net(s) to be staged strategically throughout the GOM (2-3 locations). There will also be funding, including vessel and personnel support, for pre-capture photo-id monitoring of entangled, entrapped, or out of habitat animals to monitor animal condition, determine extent of injury/entanglement, and ensure animals can be located on day of rescue. This project will also support the development of boat based disentanglement tools and techniques, to increase opportunities for intervention when a net capture and disentanglement isn't practical (e.g., animal isn't likely to be resighted or animal is in water too deep to safely capture). Also included in this project are satellite and or VHF monitoring tags that will applied as appropriate and support for post release tracking efforts (personnel and vessel). Improved post-release tracking is critical for understanding the survival of disentangled or relocated animals and for informing future intervention/release decisions. Date Entered: May 22, 2017		Yes		No	No	No	No	No	No	Yes		$ -	$ -	
	Infrastructure	5718	8/4/2017	Expanding Observer Coverage to Unobserved Sectors of the Non-Shrimp Trawl Fisheries	NOAA Project ID#13628: Additional observer coverage is needed throughout the Gulf on non-shrimp otter trawls (e.g. sheepshead/black drum trawl fishery in LA, blue crab trawl fishery, â€œcat food" fish trawl fishery, etc.). While these trawl fisheries are small, sometimes only a handful of boats, they do not use TEDs and we have no information on sea turtle takes. The goal of the project idea is to gather additional information on sea turtle interactions in currently under or un-observed trawl fisheries and develop and implement new conservation measures if necessary to reduce sea turtle bycatch and mortality. The project costs are reflective of a 3-year program to identify the non-shrimp trawl fisheries, initiate observer programs, and observe the fisheries. After the 3-year period the data would be evaluated to determine the need for an ongoing observer program. â€¢ Restoration linkages: reduce sea turtle bycatch in commercial fisheries through development and implementation of conservation measures; Monitoring and adaptive management activities to address relevant data gaps to inform restoration Date Entered: May 22, 2017		Yes		No	No	No	No	No	No	Yes		$ 500,000.00	$ -	
	Infrastructure	5721	8/4/2017	DWH Long-term Planning Action Analysis: Ocean Use Mapping	NOAA Project ID#13615: Conduct participatory workshops with regional ocean experts to capture community perspectives about ocean space and to create maps of past and current ocean uses across three distinct sectors: non-consumptive, fishing and industrial/military. Develop GIS data, map and analytical products, and web-based interactive viewers to guide NRDA efforts. Benefits: 1. Provides critical information about ocean uses to help guide and prioritize future emergency response and cleanup activities in order to minimize impacts and injuries to users. 2. Captures wide range of community perspectives about ocean space (i.e. how it is used, governed and managed) to complement other mapping approaches designed to document physical ocean features/properties (e.g. species distribution, biodiversity indicators, ecosystem health) 3. Provides a more complete baseline of human uses for future oil spill assessments related to lost use compensation and restoration. 4. Provides a unique and comprehensive planning resource to identify, design, prioritize and evaluate restoration projects for the efficient use of recovered funds aimed at replacing lost uses and values. 5. Provides a long-term information resource to inform broader coastal planning and management priorities that take into account current and emerging ocean uses of the ecosystem, including investment in future recreational opportunities. 6. Provides, for the first time, a comprehensive linkage between ecosystem features, functions and services and the ocean uses they support. 7. Provides the baseline data to explore linkages between existing ocean uses and documented economic values of coastal activities. Products: 1. Spatial GIS data on each ocean use and sector. 2. Analytical products illustrating patterns in ocean use, including identification of existing ocean uses at risk from spills or response activities. 3. Interactive online viewer allowing remote visualization and analysis of GIS data. Desired Outcomes: strengthened and more efficient planning for emergency response, assessment and restoration. 3—Interactive holistic mapping product utilizable by multiple planning agencies 3—Useful mechanism for integration with existing resources 3—Planning product utilizable across sectors and uses Date Entered: May 22, 2017		Yes		No	Yes	No	No	No	No	Yes		$ 3,000,000.00	$ -	
	Infrastructure	5722	8/4/2017	Develop and implement tools and techniques to identify possible mass stranding situations before they occur and to avert animals from mass stranding	NOAA Project ID#13614: Mass strandings of pelagic offshore marine mammal species (e.g., short finned pilot whales, false killer whales, rough-toothed dolphins, offshore bottlenose dolphins) occur on an annual or biannual basis in the Gulf of Mexico (GOM). Responses to these events have been hampered in the past by a lack of early warning of pelagic marine mammal species coming near-shore and effective hazing techniques to prevent animals from stranding. This project aims to develop and implement tools and techniques to identify possible marine mammal mass stranding situations before they occur and to avert animals from mass stranding. This project will coordinate with federal and state agencies to identify what standardized protocols, training, support, data collection and analysis, equipment, and/or other resources are necessary for each state to improve existing marine mammal mass stranding network coverage and capabilities (i.e., conduct a gap analysis). Additionally, this project will collaborate with BOEM on deploying more passive acoustic monitoring devices (PAMs) to increase monitoring (ideally in real-time) of offshore marine mammal species occurrence on the continental shelf or in-shore prior to mass stranding events. Lastly, this project will develop rapid response and intervention techniques to respond to marine mammal mass strandings. Specifically, this project will develop real time warnings of the presence of offshore marine mammal species that are out-of-habitat by deploying PAMs in specific hot spots around the GOM. This project will develop and improve upon existing hazing techniques to herd offshore species prior to mass stranding. Additionally, priority areas will be identified to stage equipment caches for rapid response (assessment, mitigation, intervention, and response) to mas s stranding events. By preventing or mitigating mass stranding events of offshore marine mammals this project may aid in minimizing the number of animals that die or re-strand during these events leading to increased recovery of offshore marine mammal species. Date Entered: May 22, 2017		Yes		No	No	No	No	No	No	Yes		$ -	$ -	
	Infrastructure	5725	8/10/2017	Develop rapid response techniques and advanced technologies to enable rapid assessment of deep-sea coral community ecology.	NOAA Project ID#13547: Deep-sea sediment fauna (infauna) represent important components of benthic biodiversity, and provide essential ecosystem functions including sediment bioturbation, organic matter decomposition, and energy transfer. However, due to their sedentary lifestyles and low mobility, infauna are vulnerable to disturbance, including hydrocarbon contamination and organic enrichment. Impacts associated with contaminants from the DWH spill resulted in changes in infaunal composition, diversity, and abundance. While these data represent a useful baseline for tracking post-spill changes, the long-term response of these deep-sea communities remains unclear. Sediment community assessments have traditionally used taxonomic methods for identification of fauna and diversity estimation. However, these methods are time intensive. Recent advances in high throughput environmental sequencing have enabled assessment of a wide range of metazoan taxa present in deep-sea sediments using molecular methods. Environmental sequencing has been successfully used to assess biodiversity and genetic connectivity of deep-sea and coastal sediment communities, and characterize pre- and post-spill beach sites affected by heavy oiling during the DWH spill. Environmental sequencing may elucidate connectivity among GOM habitats, potentially identifying critical habitats for biodiversity maintenance, which is important for successful recovery of impacted communities. Comparison between DNA-based data sets and taxonomic results will provide quantitative metrics to ground-truth the utility of molecular analyses in future rapid assessments. This type of DNA-based method will be useful for understanding the effectiveness of restoration efforts by providing rapid quantification of infaunal community changes with disturbance, and potentially the identification of new indicator species for future disturbance events. Sediment cores will be collected adjacent to deep-sea corals (healthy and impacted sites) and sediment fractions will undergo standard meiofaunal extraction procedures for both taxonomic and environmental sequencing. Environmental DNA will be obtained from the extract, followed by amplification and sequencing on the Illumina MiSeq platform. This methodology has been extensively tested and validated for high-throughput environmental DNA sequencing. Processing and analysis of high-throughput data will be carried out using the appropriate software tools and bioinformatic workflows. Data collected will represent a combination of high-throughput sequencing methods and traditional taxonomic approaches, providing valuable information from which to track the recovery of impacted deep-sea coral infaunal communities, guide long-term monitoring programs of deep-sea environments, and help inform the development of future restoration plans. Samples collected will be processed for environmental analysis to provide a rapid assessment of sediment communities, to identify changes in their community structure, and to isolate species-specific responses to oil spills versus other types of disturbance. This research will provide the data required for impact assessments and to measure the success of mitigations developed through adaptive management for the protection of natural resources. The cost of this effort is a function of the number of sites examined and temporal frequency of collections. Initially, this work will investigate 3 impacted and 3 healthy deep-sea coral environments where baseline information exists, on 1 cruise/year for 5 years. Other costs will include expenses for sample processing and data analysis. Additional funding would allow this work to include additional monitoring sites, including areas adjacent to coral transplants and within protected areas, which would require additional support. An ROV is required, but ship/ROV operations can be conducted in concert with other studies examining these environments. Costs, including shiptime: $11M/5yrs. Date Entered: May 20, 2017 Date Edited: May 22, 2017		Yes		No	Yes	No	No	No	No	Yes		$ 11,000,000.00	$ -	

	Infrastructure	S727	8/10/2017	Reduce Harm to Dolphins by Determining Scope of Hook and Line Fishing Gear Interactions and Fishermen Attitudes	NOAA Project ID#13604: Fishing interactions between hook-and-line (rod and reel) gear and bottlenose dolphins occur throughout the Gulf and are increasing (Powell & Wells 2011; Shippee et al. 2011). Rod and reel gear is used by either for-hire fishing vessels (e.g., charter and head boats) or anglers. Dolphin interactions with the gear largely result from dolphins taking the bait or catch directly off a hook (e.g., depredation) or eating discarded fish (e.g., scavenging) (Powell & Wells 2011; Read 2008; Zollett & Read 2006). These behaviors are likely propagated by illegal feeding of wild dolphins which teaches the animals to associate anglers with food (Christiansen et al. 2016). Interactions may result in lost or damaged gear and fishermen frustration from dolphin depredation and scavenging behaviors. For dolphins, it may cause lethal injuries from fishing gear entanglements or ingestions, and related mortalities (e.g., fisher retaliation by shooting). Based on Gulf stranding data records from 2002-2015, 97 bottlenose dolphins stranded with hook-and-line gear attached (NOAA National Marine Mammal Health and Stranding Response Database unpublished data; accessed 2 May 2016). Stranding numbers may be up to three times higher because only a portion of animals that strand are detected and recovered (Peltier et al. 2012; Wells et al. 2015; Williams et al. 2011). There have also been federally investigated and prosecuted cases of fishermen retaliating against dolphins out of frustration for the dolphin's depredation behaviors (Vail 2016; Department of Justice 2007). Therefore, this project will reduce lethal impacts to dolphins from hook-and-line fishing related interactions known to occur within Gulf waters by: (1) Conducting systematic surveys to determine the magnitude and extent of dolphin and hook-and-line gear interactions and characterize the nature of these interactions (e.g., mapping fishery effort distribution, identifying factors leading to dolphin-gear interactions, detecting hot-spot sites, etc.). (2) Conducting social science studies (e.g., surveys, focus groups, interviews) to characterize fishermen's attitudes and perceptions towards dolphins and fishing gear interactions, their likelihood to take various actions (both preventative and retaliatory) and their responses to various outreach messages and approaches. This project will survey anglers and for-hire boat captains/owners and their patrons. It will include fishermen fishing from both vessels and piers, fishing in a variety of habitats (i.e., coastal and estuarine), and targeting various fish species using different gear configurations in all coastal Gulf state waters. Project results will help identify what gear factors may increase the likelihood of interactions, the frequency of dolphin and gear interactions and approximate risk of lethal injury from interactions, and whether there are hot-spot areas where interactions are more likely to occur. We will then work with stakeholders to identify, develop, and evaluate conservation measures to reduce interactions (e.g., potential gear or fishing practice modifications, safe and effective deterrence techniques, etc). This project will enhance survivorship and resiliency of bottlenose dolphins by reducing lethal impacts resulting from fishing interactions between dolphins and rod and reel fishing gear. Repeating systematic surveys, social science studies and evaluating stranding data may be used for project monitoring. Date Entered: May 22, 2017		Yes		No	No	No	No	No	No	Yes		$ 1,200,000.00	$ -	
	Infrastructure	S728	8/10/2017	Documenting temporal change in deep-sea coral sediment community structure and function in order to track long-term responses to natural and anthropogenic disturbance and inform future restoration activities	NOAA Project ID#13555: Benthic fauna provide essential ecosystem services, including nutrient cycling, biomass production, and sediment bioturbation, and a loss of benthic biodiversity has been correlated with an exponential decline in ecosystem services. Sediment macro- and meiofauna (infauna) represent important indicators of natural and anthropogenic disturbance primarily due to their sedentary lifestyle and their rapid response to change; thus, examining these communities has proven useful in impact assessments of coastal and deep-sea communities. For example, in the wake of the DWH oil spill, immediate impacts were detected in benthic communities including sediments adjacent to deep-sea corals. Annual collections of sediment adjacent to the impacted corals are tracking changes in these communities with time since the spill (2010-2016). While long-term impacts to these habitats are unknown, recovery rates are predicted to be slow with DWH derived contaminants remaining in biologically active sediments for many years. Coral-associated sediments contain benthic communities that differ from other soft sediments in the GoM, and thus recovery trajectories at these locations may differ as well, making regional generalizations inaccurate. Without the knowledge of the natural trajectory for recovery of communities, we will be unable to apply remediation tactics to restore these habitats. This research will characterize infaunal community structure at several deep-sea coral sites. Sediment cores will be collected adjacent to corals to assess infaunal abundance, diversity, evenness, and composition in ecosystems affected by different stressors. Sediment also will be processed for total organic carbon and nitrogen, hydrocarbon and metal concentrations, particle size analyses and redox conditions. Similarities and differences in benthic communities will be examined using non-metric multidimensional scaling; pairwise comparisons will be made between sites in order to estimate the percent comm unity dissimilarity/similarity and the taxa responsible for differences among coral sites. RELATE and DISTLM multivariate statistics will be used to analyze and model the relationship between the infaunal assemblage data and the environmental variables. This work will provide traditional taxonomic data that is comparable to existing datasets available at impacted and non-impacted deep-sea coral sites, and regionally for northern GoM soft-sediments, and natural hydrocarbon seeps including the environmental parameters for these habitats. This work also links to proposed research examining the environmental sequencing of sediment communities entitled: Develop rapid response techniques and advanced technologies to enable rapid assessment of deep-sea coral community ecology (USGS-Demopoulos). These comparisons will quantify community changes since the spill, estimate resilience, and determine whether these systems have recovered to comparable community structures near healthy reference areas. Assessing the community composition and biodiversity at selected deep-sea coral sites will provide baseline data for community response to contaminant exposure and critical data for future restoration projects. The cost of this effort is directly related to the number of sites examined and temporal frequency of collections. Initially, this work will investigate 3 impacted and 3 healthy deep-sea coral environments where baseline information exists, on 1 cruise/year for 5 years. Other costs will include expenses for sample processing and data analysis. Additional funding would allow this work to include additional monitoring sites, including areas adjacent to coral transplants and within protected areas, which would require additional support. An ROV is required, but ship/ROV operations can be conducted in concert with other studies examining these environments. Costs, including shiptime: $10M total for 5 years. Date Entered: May 21, 2017 Date Edited: May 22, 2017		Yes		No	Yes	No	No	No	No	Yes		$ 10,000,000.00	$ -	
	Infrastructure	S735	8/16/2017	Marine Mammal Conservation Print Ads in Tourism & Trade Magazines	NOAA Project ID#13575: Print ads in tourism magazines can sometimes be effective in reaching large audiences with the desire to interact with marine mammal in the wild. Unfortunately, magazines offering discounted or probono ad space usually means small ads in the back of a magazine that will most likely be overlooked. This project includes funding a contract with a marketing agency to produce and coordinate full or half page color ads with premium locations within the tourism and trade magazine that are widely distributed throughout Texas, Louisiana, Mississippi, Alabama, and Florida. Large colorful ads would attract readers and ensure these important messages are conveyed to target audiences. By choosing tourism and specific trade magazines to reach target audiences, this project will: - Reduce injury and mortality to bottlenose dolphins from hook-and-line fishing gear by educating fisherman about ways to avoid interactions with dolphins while fishing and provide them with Dolphin Friendly Fishing Tips. - Increase bottlenose dolphin survival though better understanding of cause of illness and death as well as early detection and intervention of anthropogenic and natural threats because this audience would know how to help a stranded, injured or entangled marine mammal and to report these animals to the appropriate stranding network immediately. - Reduce injury, harm, and mortality to bottlenose dolphins by reducing illegal feeding and harassment activities because audiences will better understand the harm and consequence of these activities. They will learn how to recognize dolphin behaviors that are signs of harassment and also how to responsibly view dolphins in the wild. - Reduce injury and mortality of marine mammals from vessel collisions by educating mariners about marine mammal viewing guidelines and precautions they can take to avoid vessel strikes. Date Entered: May 22, 2017		Yes		No	Yes	No	No	No	No	Yes		$ 500,000.00	$ -	
	Infrastructure	S737	8/16/2017	Printing and Distribution of Marine Mammal Conservation Outreach Materials & Signs	NOAA Project ID#13572: Partners currently assist NOAA Fisheries with the distribution of dolphin conservation outreach materials and signs installation throughout the Gulf States. While these efforts are appreciated, outreach is inconsistent and often opportunistic; therefore lacking in many areas. This project would fund a full-time educator (2 years) to implement a thorough distribution plan and coordinate the installation of 800 dolphin conservation signs throughout Texas, Louisiana, Mississippi, Alabama, and Florida. The educator would document all distribution efforts and plot the installation of all signs on a map. By distributing outreach materials at fishing piers, marinas, businesses, tourism & education centers and at events, and by installing signs on waterways, piers, docks, and in marinas, this project will: - Reduce injury and mortality to bottlenose dolphins from hook-and-line fishing gear by educating fisherman about ways to avoid interactions with dolphins while fishing and provide them with Dolphin Friendly Fishing Tips. - Increase bottlenose dolphin survival though better understanding of cause of illness and death as well as early detection and intervention of anthropogenic and natural threats by informing audiences about how to help a stranded, injured or entangled marine mammal and to report these animals to the appropriate stranding network immediately. - Reduce injury, harm, and mortality to bottlenose dolphins by reducing illegal feeding and harassment activities because audiences will better understand the harm and consequence of these activities. They will learn how to recognize dolphin behaviors that are signs of harassment and also how to responsibly view dolphins in the wild. - Reduce injury and mortality of marine mammals from vessel collisions by educating mariners about marine mammal viewing guidelines and precautions they can take to avoid vessel strikes. Outreach materials include: (pdf of these materials: http://sero.nmfs.noaa.gov/protected_resou rces/outreach_and_education/index.html) - Protect Dolphins brochures - Southeast U.S. Marine Mammal and Sea Turtle Viewing Guidelines brochures - Marine Mammal Viewing Guidelines/ How to Help a Stranded Marine Mammal cards - Dolphin Viewing Guidelines stickers - How Can You Help a Stranded Marine Mammal? Southeast U.S. Marine Mammal Stranding Network brochures - Dolphin & Whale 911 App/ SEE & ID Dolphins & Whales App cards - Dolphin Friendly Fishing and Viewing Tips/ Don't Feed Wild Dolphins cards - Cast with Care cards and stickers Signs include: (pdfs of these signs: http://sero.nmfs.noaa.gov/protected_resources/section_7/protected_species_educational_signs/index.html) - Save Sea Turtles and Dolphins - Help Stranded Marine Mammals - Protect Wild Dolphin (Harassment) - Don't Feed Wild Dolphins - Dolphin Friendly Fishing Tips Date Entered: May 22, 2017		Yes		No	Yes	No	No	No	No	Yes		$ 275,000.00	$ -	
	Infrastructure	S738	8/16/2017	Marine Mammal Aerial Outreach Banners	NOAA Project ID#13571: The use of aerial banners (small plane pulling long banner) to relay important educational messages to target audiences has proven an effective outreach tool; banners can be used to educate beach-goers and motorized & non-motorized (jet skis, surfers, paddle boarders, etc.) vessel operators about presence of marine mammals and laws protecting them in the Southeast U.S. This project will reduce injury, harm, and mortality to bottlenose dolphins by reducing illegal feeding and harassment activities because target audiences will become aware that these activities are harmful and illegal. The project may also reduce injury and mortality of marine mammals from vessel collisions by making vessel operators aware of the presence of whales and way to avoid vessels strikes. A banner with the message "Don't Feed Wild Dolphins, It's Illegal" has been flown over areas where this harmful and illegal dolphin interaction is known to occur but also in areas where there are large numbers of tourist. These banners have reached over 300,000 people during one flight alone; this is common during spring break and other peak seasons. Banners have also been used when whales are seen close to shore and in areas where there are large numbers of motorized or non-motorized vessels near whales; the banners have made vessel operators aware of the presence of the whale(s) to avoid vessel strikes and harassment. This project involves flying aerial outreach banners in 10 coastal areas throughout Texas, Louisiana, Mississippi, Alabama, and Florida where illegal feeding and harassment activities are known to occur. The customized banners will educate people below to make them aware that these activities are harmful and illegal. Banners will be flown on 10 days each year per location; season, historic tourism numbers, and events will be considered when choosing which days the banners are flown. Banners would also be flown at times when other marine mammals (ie. orcas, Bryde's whales) are seen w ithin practical flight distance from shore and in areas where vessels are near to inform those vessel operators of the presence of whales and tips on how to avoid them. May 22, 2017		Yes		No	Yes	No	No	No	No	Yes		$ 180,000.00	$ -	
	Infrastructure	S747	8/17/2017	High Resolution Multibeam Mapping and Groundtruthing of mesophotic and deepwater corals in northern GOM	NOAA Project ID#13683: Multibeam mapping and groundtruthing of seafloor features are critical steps in understanding and protecting biological resources in the marine habitat. These data are crucial for managers and agencies to take steps to delineate areas for protection. Federal Agencies and partners, primarily National Marine Fisheries Service, Gulf of Mexico Fisheries Management Service, Bureau of Ocean Energy Management, and National Marine Sanctuaries will utilize these data for future management actions. Potential sanctuary expansion boundaries, habitat maps, assessment of HAPC and BOEMs No-Activity Zones are examples of uses of these high resolution products. While the FGBNMS has invested extensive resources over the last 20 years to map and groundtruth locations in the northwestern Gulf of Mexico, there are significant mesophotic and deepwater coral sites in the northern Gulf of Mexico lacking in multibeam coverage, and subsequent groundtruthing. As part of the groundtruthing activities, there is a need to define high density coral coverage for different depths â€" this term is used consistently in management and science applications, but is rarely defined. In regards to this, it will be valuable to have knowledgeable experts in the areas of spatial applications, and general familiarity with the biology in these depth ranges. There may be a need to develop this capacity. The DWH NRDA trustees should consider partnering in and providing funding support to obtain full coverage of multibeam bathymetry of areas of interest, as well as support to conduct groundtruthing surveys to discern the biological resources within these areas, including defining "high density" terminology, and developing expertise capacity for key biology. These areas include the full extent of the areas encompassed by the five alternatives evaluated in the 2016 DEIS for sanctuary expansion of the FGBNMS, the full extent of the areas considered by the Gulf of Mexico Fishery Management Council for potential de signation of deep coral HAPCs, and the full extent of BOEM No Activity Zones, related buffer zones, and lease blocks, topographic features, or seismic anomalies identified in various OCS leasing stipulations as triggers for biological review and setback. Date Entered: May 22,2017 Date Edited: May 23,2017		Yes		No	Yes	No	No	No	No	Yes		$ 5,000,000.00	$ -	
	Infrastructure	S751	10/19/2017	USM Ocean Engineering and Unmanned Maritime Systems at the Port of Gulfport	Statement of Need: The State of Mississippi has made extraordinary investments in its marine science and education enterprise around the Port of Gulfport. The acquisition of the research vessel Point Sur was possible with support at the Port, and future growth of the maritime â€˜Blue' Economy will be fostered by academic research and educat on activities at the Port. The investments will yield results in economic and workforce development and emerging Unmanned Maritime Systems used by the US Navy, other federal agencies and industry. Statement of Work: The USM Port of Gulfport Marine Research Facility will be completed in Spring 2018, and the funds will be used to purchase state-of-the-art fabrication and engineering equipment, information and teaching technologies, building furnishings and ship support equipment. The building is constructed by Mississippi State Port Authority, and USm is entering into a long-term Lease Agreement to occupy the building. USM must provide all furnishings, information technology, research vessel support equipment and engineering/fabrication equipment. Detailed items for acquire will be submitted, but a general breakdown is provided here. Financial Request: Engineering/fabrication equipment ($1,170,000) Transport vehicles/lifting capacity ($500,000) Warehousing infrastructure ($100,000) Facility staff machinist start up ($200,000) Small boats shop ($75,000) Furnishings ($130,000) Information/teaching technology ($225,000) Total Request: $2,400,000	Harrison	Yes	50	Yes	Yes	No	No	No	Yes	No		$ 2,400,000.00	$ -	

	Infrastructure	S769	2/25/2018	Sea Turtle Conservation and Shrimp Trawl Vessel Electronic Monitoring Program	The Mississippi Commercial Fisheries United, Inc. proposes funding for a Sea Turtle Conservation and Mississippi Shrimp Trawl Vessel Electronic Monitoring Program. This program would initially target skimmer trawl shrimping vessels that are currently not required to use Turtle Excluder Devices (TEDs) but must adhere to tow time regulations that limit the length of the tow times to 55 minutes or 75 minutes depending on the time of the year. A pending NOAA rule has been promulgated that would require skimmer trawl vessels to use TEDs has stalled. Therefore, this program proposes a viable alternative to the use of TEDs in skimmer trawls. This program proposes funding to establish a voluntary incentive based program for Mississippi shrimpers to implement and use electronic data loggers in the cod end of shrimp nets. This data logger is water resistant and records water level data to determine when a net is submerged in water and for how long. This data would give an accurate representation of shrimp vessels adherence to tow times. These data logging units can transmit the recorded data via Bluetooth technology or be downloaded through hard wire. This data could be used to help inform compliance with tow time regulations and provide a viable alternative to the use of Turtle Excluder Devices. This technology could also be used in any type of shrimp trawl to help document effort and tow times in the shrimp fishery. This technology could also help provide verifiable data to provide shrimp buyers with tow time data to ensure quality production and add-value to domestically harvested shrimp. This program can also help the shrimp industry to obtain sustainability certification by verifying compliance with regulations that minimize lethal interactions with sea turtles.	Hancock,Jackson, Harrison	Yes		Yes	Yes	Yes	Yes	No	No	Yes		$ 750,000.00	$ 50,000.00	
	Infrastructure	S770	2/25/2018	6.3 Shrimp Vessel Electronic Reporting and Bycatch Hotspot Mapping	The Mississippi Commercial Fisheries United, Inc. proposes an electronic reporting application that can be created for dissemination to shrimp fishermen as part of an incentive base program to help increase data collection in the inshore shrimp fishery. Shrimp fishermen can be trained to use the app on a smart phone or tablet and report things such as effort (trips, tow times), harvest data (type of shrimp, amount, bycatch), and other observations such as the presence of sea birds and marine mammals. Large data gaps currently exist in the Mississippi inshore shrimp fishery regarding effort. Although, a mandatory trip ticket reporting system has been implemented since 2014 in Mississippi; precise data on daily shrimping effort is poorly documented. An incentive based program that provides compensation and training to eligible shrimp fishermen would help make the program a success and greatly increase the amount of available data. This data can be made available to fishery managers, academia, and the shrimp industry to improve efficiency, management measures, and research. Additionally, this data could be used to create bycatch hotspot maps for future avoidance strategies to minimize bycatch and interactions with endangered species. Similar electronic reporting in the federal fishery known as "log books" have been used to guide management decisions.	Hancock,Jackson, Harrison	Yes		No	No	No	No	No	No	No		$ 500,000.00	$ 50,000.00	
	Infrastructure	S771	2/25/2018	Shrimp Industry Task Force (Advisory Panel)	The Mississippi Commercial Fisheries United, Inc. proposes funding for the establishment of a Mississippi Shrimp Industry Task Force. The purpose of the task force (advisory panel) is to engage stakeholders throughout the shrimp industry to bring forth ideas and recommendations to implement sustainability projects and management measures. Mississippi currently does not have a shrimp industry task force. The task force would not have any regulatory power and would only be able to provide recommendations to the proper state and/ or federal governing bodies. This program request funds to conduct meetings, outreach, and procure certain equipment necessary to fulfill the objectives of the task force. Funds would be used to secure meeting venues; appoint and compensate task force members for time contributions; purchase technological equipment to record and broadcast meetings; and conduct outreach to the shrimp industry and local community.	Hancock,Jackson, Harrison	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes		$ 250,000.00	$ -	
	Infrastructure	S773	2/25/2018	Oyster Industry Task Force (Advisory Panel)	The Mississippi Commercial Fisheries United, Inc. proposes funding for the establishment of a Mississippi Oyster Industry Task Force. The purpose of the task force (advisory panel) is to engage stakeholders throughout the oyster industry to bring forth ideas and recommendations to implement sustainability projects and management measures. Mississippi currently does not have an oyster industry task force. The Governorâ€™s oyster task force formed in 2014 but no longer convenes due to a lack of funding. The task force would not have any regulatory power and would only be able to provide recommendations to the proper state and/ or federal governing bodies. This program request funds to conduct meetings, outreach, and procure certain equipment necessary to fulfill the objectives of the task force. Funds would be used to secure meeting venues; appoint and compensate task force members for time contributions; purchase technological equipment to record and broadcast meetings; and conduct outreach to the oyster industry and local community.	Hancock,Jackson, Harrison	Yes		Yes	Yes	Yes	Yes	Yes	No	Yes		$ 250,000.00	$ -	
	Infrastructure	S774	2/25/2018	Marine Debris and Derelict Trap Removal Incentive Program	The Mississippi Commercial Fisheries United, Inc. proposes the Mississippi Derelict Marine Debris and Trap Removal Incentive Program. Similar programs have proven to be successful in removing marine debris and derelict crab traps throughout the Mississippi Sound. The difference in this program and previous program is that this program proposes to utilize both commercial trappers and commercial shrimpers to remove and properly dispose of marine debris and derelict crab/ lobster traps. Commercial shrimpers often encounter derelict crab traps in the inshore waters of the Mississippi Sound and lobster/ lionfish traps in the Gulf of Mexico. Marine debris is ongoing probably annually due to tropical storms and hurricanes. This program seeks to incentivize the proper disposal of marine debris and derelict traps that are incidentally caught to help reduce the overall mass of marine debris in the Gulf of Mexico and coastal waters. Additionally, trap fishermen would be engaged to help identify locations of derelict traps and also to help retrieve derelict trap or marine debris. A nominal stipend would be paid to legally licensed commercial fishermen participants to participate in the program. The program would also request fund to establish disposal sites (i.e.: dumpsters and fenced areas) at a locations that are convenient for the removal of marine debris and derelict traps.	Hancock,Jackson, Harrison	Yes		Yes	Yes	Yes	No	No	No	Yes		$ 2,000,000.00	$ -	
	Infrastructure	S802	8/10/2018	A strategic plan for restoring environmental quality and public health in coastal watersheds affected by decentralized wastewater treatment facilities	About 11% of the surface water streams in Mississippi coastal region received fair or poor ratings indicating possible point or non-point source pollution loads into these surface streams. The Jourdan River watershed is designated as a priority watershed for improving the water quality in this region. Primary water quality concerns for the Jourdan River have been identified as faulty septic and wastewater systems, sediment from soil and stream bank erosion and nutrient enrichment. This restoration research project will evaluate the performance of current on-site wastewater treatment systems for decentralized communities in the coastal region of Mississippi where the effluent standards might be at risk. The investigation will include a comprehensive assessment of effectiveness of current wastewater treatment approaches from the surface and ground water quality and economic feasibility perspectives. In our previous efforts, we have identified representative sites (sensitive streams of Bayou Bacon, Bayou La Terre, and Orphan Creek) in the watershed and evaluated the existing on-site wastewater treatment systems. A sample collection and analysis program was implemented for representative sites to measure pH, temperature, biochemical oxygen demand (BOD), total suspended solids (TSS), total nitrogen (TN including TKN), nitrates and nitrites, and total phosphorous (TP) and fecal coliform bacteria. Established methods were used to measure these constituents from the select representative sites at designated time intervals to represent dry and wet weather and cold and hot weather conditions over seven months. These results were analyzed to determine the feasibility of on-site wastewater treatment systems and estimate nutrient loads released through effluent discharges. Outcomes from this project include (i) a compilation of data on current on-site, decentralized wastewater treatment facilities in the Jourdan River watershed and characterization of wastewater management practices for the coastal region; and (ii) analysis of water quality parameters for representative sites to assess performance of on-site wastewater treatment systems. This study albeit based on a very limited data showed that onsite wastewater treatment and management systems in the areas surrounding the sample collection sites are probably not the major contributing sources for fecal coliform contamination in the tributaries studied. Additionally, constituents normally found in wastewater effluent were not found in high concentrations in the water samples collected from these tributaries. This indicated that the majority of the onsite wastewater treatment and management systems in the areas surround the sample collection sites were functioning properly, and that alternative means of contamination should be explored. A poor correlation was also observed between the precipitation events and coliform and nutrient concentrations in the tributaries. However, the fecal coliform bacteria counts exceeded the regulatory limits in several occasions, especially, those following precipitation events. These observations suggested that a more detailed, holistic (spatial and temporal), long-term sampling program is required to determine the non-point sources contributing to the impairment of these tributaries in the Jourdan River watershed. Here we propose a strategic plan to assess the current water quality and their impacts on the receiving water streams and public health in coastal watersheds of Mississippi. Our preliminary results indicated a poor correlation between the precipitation events and the nutrients and fecal coliform contamination in the sensitive streams of Bayou Bacon, Bayou La Terre, and Orphan Creek. Biweekly water sampling and data analysis for four months on these creeks did not yield any critical or convincing observations. This suggests that long term and wider range evaluation is necessary to understand the impacts of onsite or decentralized wastewater treatment facilities and other anthropogenic activities that contribute to this water impairment. We propose a three dimensional approach which consists of environmental, human (societal) and technical factors to holistically assess the current state of water quality of streams impacted by numerous activities surrounding them. Lack of sufficient data on the installations of wastewater treatment facilities, the type of systems and their treatment capabilities makes the assessment of their impact on the receiving water streams a daunting task. The first step to address this issue is to conduct a survey across the communities to gather information related to the existing onsite and decentralized wastewater treatment systems and their status of operations. The second step would be to utilize in-situ remote sensing reflectance measurement methods based on a GER 1500 Spectroradiometer and Landsat 8 satellite imagery, and	Hancock	Yes		Yes	No	No	No	Yes	No	Yes		$ 500,000.00	$ -	
	Infrastructure	S803	8/10/2018	Establishment of a Coastwide Reference Monitoring System (CRMS) in Mississippi	NOAA Project ID# 13891: Expansion of a Coastwide Reference Monitoring System (CRMS) wetland observation network into Mississippi to inform wetland restoration success and also assist with Trustee ecosystem restoration quantification. The proposed project would build off of the existing CRMS wetland monitoring system being implemented in Louisiana. In Louisiana CRMS was designed to monitor the effectiveness of restoration actions at multiple spatial scales from individual project sites and the influence of these projects throughout the coastal zone. The LA CRMS design includes sites for swamp habitats along with fresh intermediate, brackish and salt marshes. This project could be implemented for swamp and marsh or only marsh if needed depending on the need. The following data types are proposed record land change, hydrologic, soils and vegetation including aerial imagery, accretion and surface elevation, vegetation, soil porewater salinity, soil properties, hydrographic. Additional activities such as data management and visualization, data analysis, report cards would be built into to the project as necessary and appropriate. This project would aim to build off of and leverage existing efforts in the State of Mississippi where possible. NOAA Project ID# 13891 Date: Aug 7, 2018		Yes		No	Yes	No	No	No	No	Yes		$ -	$ -	
	Infrastructure	S805	8/10/2018	Freshwater inflow assessment and enhancement for the Mobile, Tensas, Pascagoula, and Pearl River basins and receiving estuaries.	NOAA Project ID# 13887: This project will develop decision-support frameworks connecting water-related management and use activities for the Mobile, Tensas, Pascagoula, and Pearl basins to receiving estuaries/sounds through streamflow accounting. These frameworks will allow resource managers to evaluate consequences of management actions in terms of meeting various goals and constraints along the river system and into the estuaries. Flow-based models, such as flow-ecology or flow-quality response models for either freshwater or saltwater systems developed as part of this effort or other efforts, can then be integrated into the decision-support framework to provide a more holistic understanding of proposed actions and potential consequences prior to being implemented. This project would be a "build off" of the Baseline Flow Project (BFP) funded as part of the RESTORE Council's Funded Priorities List 1. NOAA Project ID# 13887: The BFP has funding to support the development of a Decision Support System (DSS) for either the Pearl or Pascagoula River basins. The idea presented here includes the full development of the decision-support framework along with flow-ecology models for the Mobile (includes Tensas) and either the Pearl or Pascagoula River basins (3 total) creating parallel decision-support frameworks across much of the northern Gulf Coast drainages. Each framework would be built by a 3rd party (also providing training), while data collection, assembly, and freshwater flow-eco modeling would be led/developed by the USGS. Additional streamgages for each major basin would be included as part of the effort to support both the project as well as other State interests. Support exists from the Mississippi Department of Environmental Quality and the Mississippi Department of Marine Resources as well as the Geological Survey of Alabama and the Alabama Department of Environmental Management. Date Aug 7, 2018		Yes		No	No	No	No	No	No	No		$ 3,900,000.00	$ -	
	Infrastructure	S808	8/10/2018	Quantifying water availability and quality from submarine discharge points into Gulf estuaries	NOAA Project ID# 13883: As resource managers continue to understand the effects of water availability and quality from freshwater systems that drain to Gulf estuaries and bays, one source that is typically unaccounted for comes from submarine outcrops from near-shore aquifers. The USGS has recently updated the Coastal Lowlands Aquifer System (CLAS) groundwater model which can be used to estimate groundwater flow and quantify estimates of water quality/nutrient loads from submarine discharges. Specifically, this project will utilize the updated CLAS model to address groundwater and groundwater/surface-water issues along the Gulf coast to: 1. develop an approximate water budget of groundwater flow to/from the coast; 2. evaluate subsidence related to groundwater withdrawals; 3. evaluate changes in groundwater withdrawals and effects on water budget and water levels which can be used to evaluate scenarios related to increases in GW withdrawals for public-supply, industrial, and irrigation water use; 4. evaluate potential saltwater intrusion; and 5. use groundwater flow quantities and water chemistry data to estimate nutrient loads into Gulf estuaries from submarine waters sources (which can then provide a better understanding of Harmful Algal Boom hotspots across the Gulf). This project could leverage an existing project by the University of Southern Mississippi that is already underway funded by a grant from the Mississippi Water Resources Institute that focuses on identification of groundwater seeps within the Mississippi Sound. Also, this project is indirectly related to priorities of the Water Resources Priority Issues Team of the Gulf of Mexico Alliance to better understand occurrence and distribution of HAB outbreaks in nearshore areas around the Gulf. Date: Aug 6, 2018		Yes		No	Yes	No	No	No	No	Yes		$ 3,000,000.00	$ -	
	Infrastructure	S809	8/10/2018	Development of a Decision Support System to address management of nutrient and sediment loads entering bays and estuaries from Gulf watersheds.	NOAA Project ID# 13877: This project will build an online Decision Support System (DSS) that will allow managers to run scenarios by altering identified sources of nutrients or sediment within Gulf watersheds to see the downstream effects of those scenarios on nutrient and sediment loads entering bays and estuaries across the Gulf. The DSS will be based on development of Total Nitrogen, Total Phosphorus, and Suspended Sediment Spatially-Referenced Regressions on Watershed Attributes (SPARROW) models for the entire Gulf. In addition, display of model results in the DSS can help managers target watershed areas with high nutrient loads to better locate Best Management Practice implementation. Nutrient load estimates from the models entering bays and estuaries can also be used as nutrient inputs to available hydrodynamic models to identify potential hot spots across the Gulf for Harmful Algal Bloom outbreaks. Sediment models can help locate hot spot areas for high sediment loads within Gulf watersheds, which could be important to manage wetland restoration. Date Aug 1, 2018		Yes		No	Yes	No	No	No	No	Yes		$ 4,000,000.00	$ -	

	Infrastructure	S811	8/10/2018	Assuring resilient water and wastewater infrastructure in coastal communities in the wake of sea level rise and extreme events	Hurricanes and emerging sea level rise concerns pose a threat to water and wastewater infrastructure across the country and especially in the Gulf of Mexico region. Wastewater treatment and discharge capacities of wastewater treatment facilities are significantly disrupted in these events. Some of the impacts related to hurricane and sea level rise related events may include permanent inundation, loss of treatment capabilities and pollution and impairment of effluent receiving water bodies, which in turn lead to environmental quality and public health issues. Electrical components and other critical infrastructure may be disrupted as well. To combat these issues, costly protective infrastructure and relocation options are usually considered. Where these adaptive strategies are not implemented, tanks and pipes could become overwhelmed leading to discharges of untreated effluents. Broader and critical water and wastewater infrastructure related issues include disruption of water supply, groundwater inundation, aquifer depression, salinization or seawater intrusion, sewage overflows, failure of onsite wastewater treatment systems, stormwater and contaminated water runoff, nuisance flooding, disturbance of ecosystems and protected species, and more importantly, public health. We propose to study the effects of flooding by using geographic information systems to overlay National Oceanic and Atmospheric Administration (NOAA) inundation projections for sea level rise scenarios from 1 to 6 ft with wastewater treatment plant locations in the coastal communities of Mississippi. List and locations of publicly owned wastewater treatment plants will be obtained from the U.S. EPA's Facility Registry Service database. Satellite imagery data will be used to verify the locations and identify the plants that would experience flooding. The U.S. Geological Survey sea level rise projections will be used for marine flooding due to stormwater and Coastal Storm Modeling System (CoSMoS) will be used as needed to derive new estimations. The residential population serviced by each treatment plant will be obtained from 2017 self-reported facility information summarized in the EPA's Discharge Monitoring Report Pollutant Loading Tool. To further assess the magnitude of societal impacts from wastewater treatment disruptions, we will estimate the number of people who would lose wastewater services at 3 and 6 ft of sea level rise. This project is expected to result in the following outcomes: suggestions for adaptation and intervention to address the potential impacts, delivering scope and useful information to officials and the public to make informed decisions, delivery of nuisance flooding maps, susceptibility index (proneness to damage) for affected locations and facilities, cross-cutting public health, planning and emergency management for communities and utilities, community and infrastructure planning. Other contributions will be design considerations for retention ponds and wetlands for water storage, reduction of runoff, increasing stormwater capacity and implementation of ordinance and codes.	Hancock,Stone,Jackson,Pearl River,Washington,Harrison,George,Perry,Forrest,Mobile,St Tammany,Orleans	Yes		Yes	No	No	No	No	No	No		$ 500,000.00	$ -	
	Infrastructure	S818	8/10/2018	Trees Please Gulfport: Urban Forest for Clean Waters	In undeveloped areas of the coast, rain is intercepted by trees and the rest soaks into the ground, filtering out pollution. But on the developed coast, buildings, parking lots, roads, and other impervious surfaces, trees and soil no longer slow the rainfall and filter the water. The resulting stormwater instead picks up nitrogen and phosphorus pollutants. It flows rapidly into bayous, beaches, and Mississippi Sound via storm drains. The results include beach closures, oyster contamination, and fish kills. This project would increase urban forestry--trees and soil--in the city landscape. Trees and soil decrease polluted stormwater runoff (including oil, pet waste, and fertilizer). This increases water quality for recreation, oysters, and fish on the Mississippi Gulf Coast.	Harrison	Yes		Yes	Yes	No	No	Yes	No	Yes		$ 1,000,000.00	$ -	
	Infrastructure	S819	8/10/2018	Red Creek Nutrient/Sediment Reduction Program Stone and George Counties, Ms. Lower Pascagoula River Drainage, Miss	Red Creek in George County has been suffering from water quality problems due to periodic sediment influx with rainfall events. Several sites are possible origins, but one large one exists. A 400-acre recreational riding park for All Terrain Vehicles, "R.C.O.R." on Vestry Road has been in operation for about 15 years, and the runoff from the constantly disturbed soils and mud pits on the site has been and is still reaching Red Creek through small woodland branches running into the Creek from from its south bank. Despite citizen complaints over the past 3 years, and in spite of several attempts at characterizing the source, timing, and magnitude of the sediment inputs from this site, or other sites, no definitive answers have been put forward by any person or government agency that can be used to isolate, regulate or otherwise modify or mitigate this water quality impairment from mud and sediment. Remote sensing, drone photography, balloon cameras, trail cameras, and or photography using airplanes could be used to document runoff events that fill Red Creek with sediment in this section of the stream in George County as well as upstream in Stone County. With such visual documentation, simultaneous testing of Red Creek water quality for sediment and nutrient components must be done so a visual/testing record of this problem can be created. Engagement and creative collaboration of MDEQ staff and NRCS/USDA could possibly result in discovery of the right "hook" or incentive so that these agencies can collaborate on the water quality problem in this section of Red Creek. The land is mostly forested in the vicinity, and there is almost no agricultural land use along Red Creek. There also is not a protected species like the Gulf sturgeon with habitat in Red Creek that can be used to clearly justify federal agency intervention or some kind of enhanced soil conservation practice payments. Also, the owner of the Red Creek Off Road park has been intransigent and has not, to my knowledge, voluntarily undertaken measures to reduce the sediment contribution from his land to the Creek. This situation is at an impasse, and has been for about 3 years. There is not enough data collected by MDEQ to confirm the water quality problem that the downstream neighbors can see; there is not a permit that proscribes Red Creek Off Road from polluting, and there is very little likelihood that USDA/NRCS can do here what it has done in the NRDA Upper Pascagoula Nutrient Reduction projects because the Gulf sturgeon was the ESA "hook" that helped get NRCS involved, and there isn't an apparent hook here through the ESA. Red Creek downstream of this ATV park is on the new 303(d)list for pH impairment, but not for sediment. Some of the upstream tributaries to Red Creek have been on the impaired waters list in the past, like Flint Creek. There are sand and gravel operations that may be contributing sediment to this section of the Creek, and there are a number of upstream NPDES discharge permits, including the Perkinston Campus of MGCCC along with several industries in Wiggins. However, the people downstream of this ATV park in George County have seen what has happened to the Creek over the past 15 years since the park began operation and there doesn't seem to be much doubt that the ATV park is a major sediment polluter. Some residents captured bad runoff from the park's small drains with pictures two years ago, and MDEQ has copies of these. At the very least, MDEQ, USDA/NRCS and the Mississippi Health Department should discuss how to focus restoration funding on this problem. I'd like to be included in such a meeting, as would the Red Creek fishing camp owners downstream. If a connection or "hook" can be found to use any source of BP RESTORE, NRDA, or NFWF Restoration money to characterize this problem, or to help install BMPs that will reduce it, or lay the groundwork for compliance or enforcement in the future, it would be worth discussion.	George	Yes	50	No	No	No	No	Yes	No	Yes	Enforcement	$ 500,000.00	$ -	
	Infrastructure	S822	8/10/2018	Trees Please Biloxi: Urban Forest for Clean Waters	In undeveloped areas of the coast, rain is intercepted by trees and the rest soaks into the ground, filtering out pollution. But on the developed coast, buildings, parking lots, roads, and other impervious surfaces, trees and soil no longer slow the rainfall and filter the water. The resulting stormwater instead picks up nitrogen and phosphorus pollutants. It flows rapidly into bayous, beaches, Biloxi Bay, and Mississippi Sound via storm drains. The results include beach closures, oyster contamination, and fish kills. This project would increase urban forestry--trees and soil--in the city landscape. Trees and soil decrease polluted stormwater runoff (including oil, pet waste, and fertilizer). This increases water quality for recreation, oysters, and fish on the Mississippi Gulf Coast.	Harrison,Jackson	Yes		Yes	Yes	No	No	Yes	No	Yes		$ 1,000,000.00	$ -	
	Infrastructure	S824	8/10/2018	Trees Please Pascagoula: Urban Forest for Clean Waters	In undeveloped areas of the coast, rain is intercepted by trees and the rest soaks into the ground, filtering out pollution. But on the developed coast, buildings, parking lots, roads, and other impervious surfaces, trees and soil no longer slow the rainfall and filter the water. The resulting stormwater instead picks up nitrogen and phosphorus pollutants. It flows rapidly into bayous, beaches, Pascagoula River, and the Mississippi Sound via storm drains. The results include beach closures, oyster contamination, and fish kills. This project would increase urban forestry--trees and soil--in the city landscape. Trees and soil decrease polluted stormwater runoff (including oil, pet waste, and fertilizer). This increases water quality for recreation, oysters, and fish on the Mississippi Gulf Coast.	Jackson	Yes		Yes	Yes	No	No	Yes	No	Yes		$ 1,000,000.00	$ -	
	Infrastructure	S829	8/10/2018	Trees Please Bay St. Louis	In undeveloped areas of the coast, rain is intercepted by trees and the rest soaks into the ground, filtering out pollution. But on the developed coast, buildings, parking lots, roads, and other impervious surfaces, trees and soil no longer slow the rainfall and filter the water. The resulting stormwater instead picks up nitrogen and phosphorus pollutants. It flows rapidly into bayous, beaches, St. Louis Bay, and Mississippi Sound via storm drains. The results include beach closures, oyster contamination, and fish kills. This project would increase urban forestry--trees and soil--in the city landscape. Trees and soil decrease polluted stormwater runoff (including oil, pet waste, and fertilizer). This increases water quality for recreation, oysters, and fish on the Mississippi Gulf Coast.	Hancock,Harrison	Yes		Yes	Yes	No	No	Yes	No	Yes		$ 1,000,000.00	$ -	
	Infrastructure	S838	8/13/2018	Long-term Water Quality and Biological Characterization Study of Mississippi's Coastal and Nearshore Habitats	NOAA Project ID# 13909: The collection and analysis of biological and water quality data as part of a long-term sampling plan can provide valuable information on background parameters and species diversity and abundance. It may also provide agencies with a better understanding of how coastal and near-shore environments are utilized by protected species, such as the piping plover, red knot, and Gulf sturgeon, as well as commercially and recreationally important species, such as shrimp and redfish, and how impacts to those environments may affect these species. Since benthic macroinvertebrates have limited mobility, communities transform in response to changes in water quality and impacts from other events such as hurricanes, beach restoration, and oil spills. Changes in the benthic macroinvertebrate community would likely impact the Gulf sturgeon and shorebird species by altering the food supply. To comprehensively understand potential impacts, benthic and water quality sampling stations will be established along the mainland and barrier islands targeting shorebird and Gulf sturgeon foraging areas, including the establishment of stations near stormwater outfalls. The deployed water quality arrays will collect data at regularly scheduled intervals every one to five minutes, capturing changes in water quality over time. Chemical and nutrient water quality samples will be collected during each benthic macroinvertebrate sampling event. These water quality data will be linked with benthic macroinvertebrate data collected near each array, providing an understanding of the response and recovery rate of the benthic community. Additional benthic samples will be collected closer to shore in the intertidal zone, focusing on shorebird foraging areas. Tidal pool and wrack line samples will be collected adjacent to the established intertidal benthic sampling stations. EAI will apply for the requisite permits to collect biological samples. Targeted water column sampling will provide Catch-per-Unit-Effort (CPUE) data that can identify cyclical patterns and critical habitats for nearshore larval and adult fish, shrimp, and crabs. Fish and shellfish species will be collected along pre-determined survey transects over time using trawl, gill net, and plankton sampling. During each sampling event, zooplankton will be collected with each tow targeting a different section of the water column (bottom, mid-depth, and surface) once during the day and again at night. Comparisons between transects and over time will help determine spatial and temporal distributions of a variety of species, including where and when certain species of zooplankton are found within the water column. Water quality measurements will be collected at each station during a sampling event. The long-term dataset will provide detailed information on the distribution of larval and adult fish and shellfish that can assist with the determination of impacts to commercially and recreationally important species during an environmental disaster. During trips to the barrier islands, informal boat-based surveys for marine mammals will be performed, including collection of GPS data and photographs of dorsal fins for identification. Additionally, opportunistic sightings of stranded sea turtles and marine mammals and of live sea turtles and marine mammals from the islands will be recorded, and the data provided to interested researchers. If desired, carcasses can be salvaged and transported to research organizations to supplement data collection efforts. Estimated costs are for one year of monthly sampling. Date: Aug 10, 2018	Harrison, Hancock, and Jackson Counties	Yes		No	No	No	No	No	No	Yes		$ 2,000,000.00	$ -	
	Infrastructure	S839	8/13/2018	Sea Turtle, Shorebird, Terrapin, and Marine Mammal Monitoring on the Barrier Islands of Mississippi	NOAA Project ID# 13908: The barrier islands of Mississippi are utilized as important habitat by threatened and endangered species of sea turtles and shorebirds. There are no dedicated comprehensive surveys conducted to document the distribution, abundance, and seasonal variation of sea turtle and shorebird nesting on these islands. Such data establishes a baseline in support of future barrier island restoration projects, land use changes, development, or oil spill and hazardous waste damage assessments. EAI will apply for all requisite permits to perform sea turtle and shorebird nesting surveys, including an Administrative Scientific Collecting Permit from the Mississippi Department of Wildlife, Fisheries, & Parks and a Special Use Permit from the National Park Service. One of the primary goals of this project is to conduct daily sea turtle nesting surveys during the most active period of nesting, approximately April 15 through August 15, in a consistent manner each year using land-based and/or boat-based observation. Nests will be marked and monitored for signs of depredation, hatchling emergence, disorientation, and nest loss due to erosion/wave action. During reproductive success analysis, biological samples may be collected for genetic analysis to improve the data set regarding diversity, fine-scale population structure, individual relatedness, and accurate effective population size estimates for sea turtles nesting in the Northern Gulf of Mexico. Real Time Kinematic (RTK) survey data and sediment samples will be collected from each sea turtle nest and false crawl profile. Sediment compaction measurements will be collected along each crawl with a USACE-approved cone penetrometer. Concurrent with daily sea turtle surveys, staff will monitor for the presence of diamondback terrapins on the barrier islands based on crawl identification and record and monitor nesting activity. Weekly nesting shorebird and migratory shorebird surveys will be conducted year-round to provide data on the distribution, abundance, and seasonal variation of shorebirds (including piping plovers and red knots) and seabirds utilizing the islands. These data will also help identify important nesting, overwintering, and migration stopover habitats. During trips to the barrier islands, dedicated boat-based surveys for marine mammals will be performed, including collection of GPS data and photographs of dorsal fins for identification. Additionally, opportunistic sightings of stranded sea turtles and marine mammals and of live sea turtles and marine mammals from the islands will be recorded, and the data provided to interested researchers. If desired, carcasses can be salvaged and transported to research organizations to supplement data collection efforts. During daily monitoring, observations of human activities will be recorded to document anthropogenic impacts on the barrier islands. Estimate cost is per year. Date: Aug 10, 2018	Harrison, Hancock, and Jackson Counties	Yes		No	No	No	No	No	No	No		$ 1,100,000.00	$ -	
	Infrastructure	S849	8/14/2018	Quantification of nutrient and sediment loads into the Mississippi Sound and Mobile Bay to inform oyster management	NOAA Project ID# 13895: This project will be a comprehensive study of historical and current streamflow, sediment, nutrients, and other pertinent water quality data and corresponding salinity, pathogen, and HAB responses to help inform oyster management in the Mississippi Sound and Mobile Bay. We intend to gather current and historical streamflow and water quality data (circa 1980) to : (1) quantify a surface water budget for freshwater entering these estuaries; (2) estimate trends in sediment and nutrient loads from point and nonpoint sources; (3) gather and analyze historical salinity data compared to historical trends in freshwater streamflow and any other trends related to climate change; and (4) relate trends in nutrient or other pertinent water quality loads to trends in historical pathogen, HAB, and oyster mortality responses. This project will leverage the existing Louisiana, Mississippi, Alabama Coastal Systems (LMACS) effort led by the Mississippi Department of Marine Resources. Date: Aug 7, 2018	Coastal counties in MS and AL	Yes		No	Yes	No	No	No	No	Yes		$ 1,500,000.00	$ -	

New	Infrastructure	5975	12/8/2020	Data gathering for restoration and monitoring of sea turles using Mississippi waters	NOAA Project ID#14534: Restoration activities for turtles include reducing mortality in commercial fishing activities (Approach 1) and reducing anthropogenic threats (Approach 6). The goal of this project is to characterize and monitor sea turtle populations using Mississippi waters, which will help understand the effectiveness of restoration (and other conservation) actions. In addition to overall density, distribution and species composition of the sea turtle assemblage using MS waters, this project will provide fine-scale details of habitat use and movement patterns. These data can contribute to threats analyses being conducted by the Principle Investigator (PI, Lamont) in the northern Gulf of Mexico and also to larger scale (e.g. Gulf wide) threats indices being produced by the PI (and others). Finally, by specifically targeting turtles using recreational fishing piers, this project can provide detailed information to help refine restoration projects aimed at reducing mortality at those sites. Previous studies have examined the use of recreational fishing piers by sea turtles in MS Sound. However, those studies have all focused on turtles after capture on piers (e.g. Dr. Andy Coleman's work tracking pier-caught turtles released from rehabilitation facilities). This project would supplement those studies by examining turtle movements and habitat use of piers prior to being caught and by documenting movements of individuals that use the area but are not caught on piers. Understanding why some individuals are caught while others are not may help develop restoration actions that could reduce mortality in recreational fishing activities . The PI is currently funded through the Alabama TIG to investigate population structure of marine turtles using Alabama waters, including the eastern end of Mississippi Sound. This project, initiated in 2019, will continue through 2023 and activities conducted as part of that project would complement and potentially leverage a similar study in Mississippi. For example, turtles captured in Alabama waters may move west into Mississippi waters (and vice versa); fieldwork timeframes for both projects could coincide to leverage travel funds; PI already has appropriate NOAA permits to conduct the work thereby reducing start up times; and data collected in Alabama could be leveraged as contributed data to this proposed work. In addition, the PI is currently completing a study funded by the Bureau of Ocean and Energy Management (BOEM) that investigated sea turtle distribution and density in the northern and western Gulf of Mexico, including Mississippi Sound. This project involved satellite tracking turtles and aerial surveys. Results from that study (completed in August 2021) could be leveraged as contributed data to this proposed work. The objectives of this project are to initiate a long-term monitoring program for sea turtles in coastal and nearshore waters of Mississippi. The goals of this project are to determine: 1. distribution 2. movements and habitat use 3. vital rates, including survival rates 4. connectivity 5. potential impact of anthropogenic activities on turtles using MS waters (including recreational fishing piers). Methods used to address these goals will include: 1. acoustic tracking and installation of receivers on piers throughout MS Sound 2. genetic analyses 3. stable isotope analyses 4. mark-recapture	Harrison	Yes		No	No	No	No	No	No	No		$ 975,000.00	$ -	
	Infrastructure	10	10/18/2013	Offshore Reef Restoration, Establishment and Monitoring	MGFB has been organized since 1969. We are a nonprofit group run entirely by volunteers. Our only goal is to build artificial reefs off the coast of Mississippi. In addition we moniter these reefs monthly to assess their viability and productivity as well as take periodic water samples to gauge Dissolved Oxygen content and contaminants. We continuously publish these findings on our website (MGFB.org)and have done so for 12 years. In addition we include numerous High Resolution photographs and video. We are the only organization to do so, including the Mississippi Department of Marine Resources. MGFB is the permit holder for fourteen (14) approved reef sites. We have worked hand in hand with the MDMR since their inception. Together we have established an extensive reef system both within state waters and federal water off the coast of Mississippi. Unfortunately, we rely entirely upon donations. Since Hurricane Katrina these revenue streams have dried up. Any funding received from the Restore Act would be used exclusively for the construction and monitoring of additional reefs on our permitted sites. We have little to no overhead since we are volunteers. Our financial statements and monthly minutes can be found on our website. We pride ourselves om being good stewards of not only the environment but our financial resources as well. The habitat provided by these reefs greatly enhances the marine fisheries in our coastal waters. This has a direct and positive effect on many different aspects of fishing and diving in South Mississippi. This includes individual, commercial and licensed charter fisherman. Additionally, this extends to local businesses such as marinas, bait, tackle and ice sales and boat and fuel sales. Our oganization has a long track record of being good stewards of the resources allotted to us. We will continue in that vein with any funds received as a result of this request.	Hancock Harrison, Jackson	Yes	10	Yes	No	Yes	Yes	Yes	No	Yes		$ 1,000,000.00	$ 50,000.00	
	Infrastructure	1269	12/5/2013	Ecological Restoration of Slash Pine on the Barrier Islands and Coastal Wetlands	Hurricane Katrina and the BP oil spill were very damaging to the barrier islands of the Mississippi, Alabama and Florida Gulf Coast. There is a consensus developing that some restoration of the island ecosystems will be required, including replanting the vegetation, especially the trees. Nothing has been written about the seed sources of the restoration plantings. The arboreal vegetation of the barrier islands of the eastern Gulf Coast of the US consists mostly of slash pine (Pinus elliottii var. elliottii) and live oak (Quercus virginana). During tropical storms, these islands are often inundated with sea water. After Hurricane Katrina (2005), 80% of the slash pine and 50% of the live oak were dead within a few months after the storm. There was very little wind-throw. The mortality was undoubtedly due to exposure to sea water. With these events occurring every decade or so, one might expect that natural selection would result in some genetic adaptation in these populations to temporary salt water inundation. Slash pine occurs not only on the barrier islands but well inland, far from salt water exposure. Seed sources normally found in commercial nurseries are derived from inland populations. It could be a serious error to replant the island vegetation with inland sources that are not adapted to salt water exposure. Mergen et al. (1966) compared barrier island slash pine with mainland sources and found morphological differences. Salt tolerance was not studied. Land (1973) found salt tolerances higher in slash pine than in loblolly pine. It is not a coincidence that slash pine is the only pine found on the Mississippi barrier islands. This study will seek to explore genetic differences in salt tolerances among half-sib families and populations of island and mainland slash pines, with the goal of identifying appropriate salt-tolerant seed sources to use in restoration projects. Seed will be collected from individual trees of three types of populations: 1.**B**arrier island slash pine, attempting to sample all barrier islands; 2.**B**each populations adjacent to the island populations, i.e., populations exposed to salt water through tidal actions; and 3.**M**ainland populations sampling south-to-north transects starting at points ranging from southeast Louisiana to northwest Florida. Seedlings will be grown for several months and then tested in replicated trials by dipping in artificial seawater. In addition, DNA samples will be tested to determine the level of genetic diversity and differentiation in these populations. Both sets of information will be utilized to recommend and develop adapted seed sources for reforesting the barrier islands and coastal wetlands. At present, seed samples have been collected and GPS-located from Cat Island (Mississippi), Deer Island (Mississippi) and northern Harrison County, Mississippi, and pilot studies on salt tolerance testing have been initiated. This study will have an important impact on the management of slash pine ecosystems throughout the Gulf Coast by providing guidance to restoration efforts. There will also be a significant educational impact, due to the involvement of cooperating university scientists and graduate students.	Harrison	Yes		No	Yes	No	No	No	No	Yes		$ 2,750,000.00	$ 250,000.00	

PROJECT ALREADY FUNDED / TO BE FUNDED / OR VETTED THROUGH PAST SELECTIONS (GREY CELLS)

Go Coast	PROJECT ID	PROPOSAL DATE	PROJECT NAME	DESCRIPTION	LOC_COUNTY	INFRASTRUCTURE COMPONENT	INFRASTRUCTURE_BUDGET_PC	ECONOMIC_DEVELOPMENT	RESEARCH AND EDUCATION	SEAFOOD	SMALL BUSINESS	TOURISM	WORKFORCE DEVELOPMENT	RESTORATION	ACT_OTHER	ESTIMATED_COST	FUNDING_AVAILABLE	COMMENTS
Infrastructure	1156	9/26/2011	Point Cadet Preliminary Planning	(ORIGINAL ID#11200) Point Cadet is the last green space on the Gulf Coast open to the public. Point Cadet was the Mississippi hub for BP, PLC's clean up operations following the oil spill. This project presents a unique opportunity to enhance the environmental quality of life along the Gulf of Mexico and improve the area for any future emergency response. Point Cadet has long had the support of the State of Mississippi and is eligible for funding from the Mississippi Public Trust Tidelands Fund. Completion of the project would merge Biloxi's fishing heritage, commercial and recreational marine access, and Gulf of Mexico education opportunities into one location open to the public. The improvement of Point Cadet would also enhance preparedness for any future Gulf catastrophe by expanding existing staging areas. While the project has the full support of the State of Mississippi, additional funding in the amount of $10,800,000 is needed to complete this project. The Tulane Regional Urban Design Center (TRUDC) and 16 Architecture students have been working with the City of Biloxi throughout the spring to create a new vision for Point Cadet, a public waterfront park in East Biloxi. The Point serves as a highly visible gateway to the city, and is the last waterfront green space open to the public. The TRUDC is responsible for accommodating the new Seafood Industry Museum along with a marina expansion, small retail locations, covered open spaces for festivals and farmer's markets, a children's park, open green space, and other public amenities. On March 30, TRUDC leaders and students presented their preliminary designs to the public. The meeting allowed students to both share their work and encourage members of the public to describe what they would like to see at the Point. The group has worked closely with Biloxi Mayor A.J. Holloway and other city officials, and will tailor their proposals to incorporate what they have learned from the public and the administration. A consolidated plan that draws from the students' individual work was created following the public meeting. The TRUDC has worked with H3 Architects to incorporate the Seafood Industry Museum design, created a working budget to aid the city in fundraising and allocation, and provided plans and renderings broken down into budgeted phases for clarity and ease of implementation.	Harrison	Yes		Yes	Yes	No	No	Yes	No	No		$ 10,800,000.00	$ -	
Infrastructure	1160	7/8/2013	Ocean Expo	(ORIGINAL ID#12023) Co-Venturing with Ocean Expo/IMMS a future phase of the Ocean Expo Aquarium and learning/Marine Education Center to help build out this one- of- a- kind coast attraction. This project will replace the landmark Marine Life Oceanarium, which was one of the most popular family attractions on the Mississippi Gulf Coast prior to Katrina. Funds will be used to provide infrastructure support such as a salt water pipeline, additional land, roadways, parking, and enhancement of exhibits $10.0-M. This project is consistent with at least four (4) of the eight (8) eligible requirements of the Restore Act and GoCoast 2020. . $10.0-M	Harrison	Yes		Yes	Yes	No	No	Yes	No	No		$ 10,000,000.00	$ 4,000,000.00	
Infrastructure	1176	9/26/2011	USM Marine Education Center at Cedar Point	(ORIGINAL ID#11197) This project consists of a University of Southern Mississippi Marine Education Center at Cedar Point ($2 million; complete building, walking trail to Davis Bayou on Cedar Point).	Jackson	Yes		No	Yes	No	No	Yes	No	No		$ 2,000,000.00	$ -	
Infrastructure	1211	6/29/2011	GCRL: Marine Education Center	(ORIGINAL ID#400) The University of Southern Miss through its Gulf Coast Research Laboratory is preparing for the development of a $20 million state-of-the-art Marine Education Center on the University's Cedar Point Teaching Site in Jackson County, Mississippi. Before the loss of its J.L. Scott Marine Education Center during Hurricane Katrina, the Gulf Coast Research Laboratory established a long and rich history of providing quality marine education to students, visitors and coastal residents of all ages. Building upon these traditions, this proposed new replacement marine education and outreach center will be the model for connecting people to the Gulf of Mexico, its resources and attributes while providing an understanding of how they impact our daily lives. The proposed GCRL Marine Education Center will include 36,000 square feet of live animal exhibits, hands-on activities, classrooms and laboratories into its ongoing education programs. The Cedar Point location will provide extensive opportunities for outdoor environmental education and recreation The Center is a professional learning community whose programs reflect current coastal science research conducted within the Gulf of Mexico. The Center provides an understanding of both the role the Gulf of Mexico plays in our daily lives and how a science based understanding of the fundamental issues of ecosystem health; resiliency and restoration will allow us to develop policies and frameworks necessary to sustain a healthy Gulf. The Center and its educational program's will provide the public with access to ongoing research efforts in order to achieve a better understanding of data collection, analysis and interpretation as well as the role of science and scientific knowledge in making decisions on the management of the Gulf of Mexico's post Deepwater Horizon spill recovery efforts. Since the beginning of the Deepwater Horizon oil spill residents living along the Gulf of Mexico coastline, as well as the United States population as a whole, have been seeking accurate and specific information regarding the spill's environmental impacts within the Gulf of Mexico's vast and diverse environmental community. The public's understanding of the environmental issues surrounding the event, the dynamics of the Gulf of Mexico's ecosystems and the impacts upon our coastal populations is lacking in depth, clarity and relevance. In order for the public to understand these issues, the public has to understand the biological processes surrounding how these components interact with both the physical environments and the plant and animal communities that inhabit them. This lack of understanding of the biological processes and the scientific procedures used to determine the impacts on those processes undermines the public's ability to effectively respond to impacts of the event. The Center will address these and other relevant issues through a series of dynamic exhibits and educational programs illustrating the public value and applicability of the University's ongoing research at the Gulf Coast Research Laboratory. The facility and its programs will increase visitors' understanding of how coastal sciences and research enhance the quality of their lives, promotes sustainability of coastal resources and how individuals can use this knowledge to make responsible decisions concerning coastal resources.	Jackson	Yes	100	No	Yes	No	No	No	No	No		$ 18,500,000.00	$ 11,500,000.00	
Infrastructure	1228	9/7/2011	Construct Concrete Boardwalks along Beaches	(ORIGINAL ID#1068) Construct 8 miles of concrete boardwalks at selected locations along the beach frontage. Presently there are 10 miles of boardwalks along 26 miles of beaches. The boardwalks will provide easier access to the beach by local residents and tourists; improve recreational opportunities (biking, jogging, skating, etc.); improve safety of beach users by providing more separation from traffic on Hwy. 90; provide erosion control measures along beach; provide additional shoreline protection from storm surges; and catches windblown sand which is both a maintenance and safety issue along Hwy. 90.	Harrison	Yes		No	No	No	No	Yes	No	Yes		$ 9,600,000.00	$ -	
Infrastructure	1234	9/7/2011	Drainage Improvements to Turkey Creek	(ORIGINAL ID#1081) The Turkey Creek Watershed has been significantly impacted by the growth within the watershed. The water quality has suffered. Turkey Creek has been identified as one of the most impacted watersheds in Mississippi. Flooding has occurred due to poorly maintained and/or poorly designed drainage facilities. Flooding and poor water quality has impacted the quality of life of the residents in the Turkey Creek Watershed. This grant request is for funding to study, design and construct drainage improvements that will address flooding in the Turkey Creek watershed and the water quality in Turkey Creek. This funding, study and design will be coordinated with other studies and improvements planned for the Turkey Creek Watershed by the City of Gulfport, the Turkey Creek Association and other public and private, non-profit entities.	Harrison	Yes		No	No	No	No	No	No	Yes		$ 5,000,000.00	$ -	

	Infrastructure	1605	9/26/2011	Acquisition of Property on Deer Island	(ORIGINAL ID#11199) This land acquisition would protect 8.5 acres of Deer Island. The property would be transferred to the Mississippi Coastal Preserve system where it would be managed by the Mississippi Department of Natural Resources for the use and enjoyment of the citizens of Mississippi. Such uses include bird watching, kayaking, recreational fishing and kayaking. The Coastal Preserve System manages over 83,000 acres of coastal lands in perpetuity. The island contains a large interior slash pine forest, estuarine and intertidal wetlands, and beach habitat. Gulf-wide coastal island habitats are in decline due to erosion, channelization and geological changes in sand source availability.	Harrison	Yes		No	No	No	No	Yes	No	Yes		$ 5,000,000.00	$ -	
	Infrastructure	2036	8/2/2011	Forest Heights Levee Evaluation	The project consists of modification of an existing locally built levee around Forrest Heights community consistent with levee certification for a 0.2-percent probability storm occurrence. Approximately 6,500 linear feet of an existing non-federal levee would be raised to a levee crest elevation of 21 ft.	Harrison	Yes		No	No	No	No	No	No	No	Yes	$ -	$ -	
	Infrastructure	2051	7/25/2011	Deer Island Restoration	This project consists of restoration of a total of 450 acres (200 marsh, 250 forested) on Deer Island. During Katrina, Deer Island lost little actual land area, but a great deal of beach, dunes and higher land. A large number of slash pine trees were killed with mortalities approaching 100% near the east end. These trees will need to be replaced to maintain soil stability and avoid even more catastrophic erosion in the future. Advanced, high yield nursery trees such as ""RPM"" would be ideal for this purpose. The existing marsh creation project survived relatively well and indicates that marsh creation should be expanded to help provide additional erosion protection and estuarine habitat. Remaining natural marshes on Deer Island have some invasive species issues, primarily torpedo grass. Chinese tallow trees occur throughout the site, but not as severe infestations, and appear to have been stressed by Katrina; therefore, the time to treat is now. As with most of the other Coastal Preserve Program projects, prescribed fire is an important consideration for both for ecological and financial reasons. Thus, as part of this project, there would be 20 acres of marsh creation (2 miles of beach creation/renourishment), prescribed fires, 125 acres of invasive species control via spray and cutting, and 50 acres of reforestation.	Harrison	Yes		No	No	No	No	No	No	Yes	Yes	$ 1,389,000.00	$ -	
	Infrastructure	2099	8/20/2014	Remove debris in Turkey Creek from Hwy 49 West to MPC Power Line Right- of- way	In additional to debris removal from Turkey Creek, also provide an elevated access and an out door classroom for for North Gulfport 7 & 8 Grade Middle Schools and Isiah Frederick Head Start School students to study insects, collect water samples and study different species of birds and animals. Introduce Head Start students at an early stage in learning how to become better environmental stewards. Create an access point for the middle school students to safely perform these educational opportunities.	Harrison	Yes	40	No	Yes	No	No	Yes	No	No		$ 225,000.00	$ -	
	Infrastructure	2198	11/13/2014	West Harrison County Business Incubator	The Harrison County Development Commission (HCDC) is requesting $700,000 to construct a Small Business Incubator to be located in the Long Beach Industrial Park. This new facility would be operated in conjunction with The Innovation Center located in Biloxi. Since 1990, the Innovation Center has encouraged the development of small start-up businesses by offering entrepreneurs lower operating costs and the training needed to successfully interact in the business world. The current facility has been operating at ninety-five percent for the past three years highlighting the need for an additional facility.	Harrison	Yes	100	Yes	No	No	Yes	No	Yes	No		$ 700,000.00	$ 80,000.00	
	Infrastructure	4257	12/8/2014	Habitat Mapping the Waters of Mississippi Sound	Benthic Mapping of the MS Sound: This project proposes to comprehensively map the Mississippi Sound using Multibeam Echo Sounders (MBES) augmented with Airborne Lidar Bathymetry (ALB) system. The underlying purpose of the project is to establish a baseline benthic habitat map of the Sound; however, the data have numerous additional uses. The data will provide measurements of pelagic biomass over various habitats and suitability of seafloor substrate to support existing or future reefs. The resulting Digital Elevation Model provides the essential boundary layer for dynamic modeling of the Sound to enhance, circulation, sediment transport, and storm surge/coastal inundation simulations. Revisit surveys to key areas can assess habitat response to natural or anthropogenic stresses, siltation, reef material subsidence, and sea level rise. The gold standard for obtaining high precision, hydrographic measurements is 100% coverage (insonification) of the sea floor using acoustic MBES. Obtaining 100% coverage of Mississippi Sound using MBES is an extensive project. Multibeam sonar covers a swath of the seabed out to a width of approximately 5 times the water depth. Figure 1 outlines the areas of the Mississippi Sound bounded by a depth contour of approximately 2 meters (black contour line). The average depth through The Mississippi Sound is less than four meters. Using the equipment currently owned by The University of Southern Mississippi, a maximum line spacing of 10 meters is required to obtain 100% coverage. Due to declining returns in shallow water and safety of navigation, a minimum survey depth of approximately 2 meters is recommended. A polygon of survey extent based on the 2 meter contour and a line spacing recommendation of 10 meters, an estimate of survey time can be established. Planning the lines in a north south orientation would allow for efficient data collection and manageable data files. The average width of Mississippi Sound is approximately 6 Nautical Miles (Nm), and with an average survey speed of 6 knots, each line of data collection will take approximately 1 hour to complete. If a line spacing of 10 meters is utilized from the Mississippi/Louisiana border to the Mississippi/Alabama border, a distance of approximately 120 km or 120000 meters, a line count of approximately 12000 lines can be then be assumed. 12000 lines each at a length of 6 Nm, equates to 72000 Nm of survey lines. Completing all lines would require 12000 hours. Other factors that need to be considered in a time estimate are transit times, turns between lines, time to obtain sound speed profiles, and time to take bottom samples. At a minimum, an additional 25% should be added to the initial line estimate, for a total of approximately 15000 hours. Completion time estimates based on single vessel operations show a projected completion time of 10 years, based on successfully collecting data 188 days per year. The time scales vary accordingly with addition of multiple vessels. Operational days per year will heavily depend on weather and equipment functionality and are difficult to estimate. This proposal recommends an upgrade to existing equipment to increase the efficiency of data collection to reduce the collection time to 5 years. Additionally, ALB systems provide an efficient method for collecting data useful in delineating benthic habitats in shallow water. The Coastal Zone Mapping and Imaging Lidar (CZMIL) was specifically	Hancock,St Tammany,Mobile ,Jackson,Harrison	Yes	10	Yes	Yes	Yes	No	Yes	Yes	Yes		$ 4,515,000.00	$ -	
	Infrastructure	4297	1/8/2015	Gulfport Downtown Tourist Destination/Alley Streetscape - The Half Street Alley Project	Gulfport Downtown Tourist Destination/Alley Streetscape Project i.e. â€œHalf Street Alley Projectâ€ In the tradition of Printers Alley in Nashville, Pirates Alley and Exchange Place in New Orleans, and the Alley Station in Montgomery, AL., Gulfport, MS is seeking to develop the downtown alley between 26th Avenue and 27th Avenue into a true outdoor public entertainment and arts destination. Currently used for utility and waste removal purposes, the alley has received a design study by Tom McGilloway of the firm Mahan Rykiel Design, Baltimore, MD and Randy Wilson of Community Design Solutions, Columbia, SC., the nationâ€™s leading â€œNew Urbanismâ€Alley Redevelopment designers. The team has repurposed and designed alleys in New York City, Austin, TX, Seattle, Portland, Chicago, and Atlanta and are now focused on opportunity in Gulfport, MS. Their assessment is that the location in Historic Downtown Gulfport will have a transformational effect in the heart of the entertainment district, creating a safe, attractive and highly desirable appeal to the character of downtown. Major design queues will be to streetscape the surface with new brick pavers, drainage systems, arched signage at each entrance, various and eclectic lighting treatments, creative and unique art installations and displays, bamboo planters, benches and seating areas and dedicated areas for the restaurantsâ€™ outdoor dining areas. Also, to address a balance of utility and desirability/sanitation, the current 40-yard compactor in the alley will be replaced with a small dumpster corral that will attractively fence off four 2-yard size dumpsters that will be on casters providing ease of access for Waste Pro to remove-dump-replace the containers on a daily basis. Based on recommendations and having the endorsement of the local Director of the Department of Health, the corral area will be against one of the alley walls, fenced off on a concrete pad with sewer drainage and hot and cold water for safe clean up and maintenance of the area. This new attraction will directly increase traffic in this pedestrian friendly area to 6 locally owned restaurants that will have back door and/or courtyard access to the newly transformed â€œHalf Street Alley. The Gulfport Main Street Director will be responsible for providing outdoor dining area events, public art displays, poetry readings and musical entertainment. It will also allow for the development of new small businesses in our downtown area by creating a new synergy of art and entertainment. Currently, the alley is an eyesore, a health and safety hazard, and quite possibly the worst maintained area in all of Downtown Gulfport. With the development of â€œHalf Street Alleyâ€not only will we correct and clean up a blighted area, we will create a destination that young and old will be able to visit to view public art contests, eat, drink, be entertained and most importantly, be proud of the continued growth and rebirth of Downtown Gulfport. To accomplish the transformation of the alley, Gulfport has dedicated approximately $317,000 from CDBG monies from the Mississippi Development Authority to the above ground alley project which would include lighting, street pavers, electrical. To complete the project, we are seeking an additional $350,000 to replace the aging sewer infrastructure that runs the length of the alley, engineering costs, concrete replacement and other infrastructure needs. This funding would complete all the necessary below ground infrastructure in order to complete the project properly the first time. Currently, there are 33 locally owned restaurants and entertainment establishments that are all and small businesses that have opened or renovated and reopened since Hurricane Katrina. The City has used over $10 Million in CDBG for one of the nationâ€™s largest streetscape and faÃ§ade grant projects resulting in a resurgence and rebirth of Downtown Gulfport. The â€œHalf Street Alleyâ€Project is the project that will differentiate Downtown Gulfport from any other along the coast, offering a true destination that attracts more patrons to our small businesses, improves a currently depressed area and creates a unique public space tourist and locals alike will be drawn to.	Harrison	Yes	55	Yes	Yes	No	Yes	Yes	Yes	Yes		$ 1,500,000.00	$ 317,000.00	
	Infrastructure	4345	4/10/2015	Hancock County Utility Authority - Bayou LaCroix Road Sewer Collection	This project would be to install a Lift Station, Force Main and Connector Lines for this subdivision which has septic tanks that outfall back into Bayou La Croix waterway. The force main will tie directly into an existing Lift Station which will take the wastewater to the Northern Regional Wastewater Treatment Plant. The HCUA Board of Directors has prioritized this project as Number 2.	Hancock	Yes		Yes	No	No	No	Yes	No	Yes		$ 1,200,000.00	$ -	
	Infrastructure	4346	4/10/2015	Hancock County Utility Authority - Atlantic Street Area Sewer Collection System Installation	This area North of Highway 90 and South of Highway 603/43 does not have a Sewer Collection System installed. There are approximately 75-100 homes in that area that are discharging into the ditches and the bayous which eventually lead to the Gulf. The HCUA Board of Directors has prioritized this project as Number 3.	Hancock	Yes		Yes	No	No	No	No	No	Yes		$ 3,000,000.00	$ -	
	Infrastructure	4352	4/17/2015	Hancock County Marshes Coastal Preserve Wetlands Restoration	Hancock County Marshes Coastal PreserveWetlands Restoration (estimated budget- $3,862,500): Hancock County Marshes Preserve contains the second largest contiguous marsh area in Mississippi. It supports a mosaic of habitat types including salt and brackish marsh, relic barrier islands, and forested riverine wetlands. In cooperation with the Mississippi Department of Marine Resources (DMR), this project will restore a natural hydrology to 450 acres of marsh habitat impacted by extensive mosquito ditches constructed in the 1950s. The ditches disrupt natural sheet flow from the marsh system to Heron Bay, reducing the habitat value of both of these important systems. Restoration strategies for this project include backfilling ditches using sidecast material or clean fill, placing ditch blocks in strategic locations, and installing culverts. Restored areas will be planted with native vegetation to restore their habitat values. The Preserve has several existing programs that will be used to provide opportunities for community engagement and hands-on stewardship activities in cooperation with partners, such as the Mississippi Habitat Stewards Program.	Hancock	Yes		No	No	No	No	No	No	Yes		$ 3,862,500.00	$ -	
	Infrastructure	4353	4/17/2015	Wolf River Preserve Restoration	Wolf River Preserve Restoration (estimated budget- $451,500): Wolf River Preserve is a 2,426-acre area protected by the DMR that contains expansive tidal freshwater and brackish marsh along the lower Wolf River, DeLisle Bayou, and Bayou Portage. DMR has identified the need to restore a natural hydrology to much of the Preserve, which is affected by unused logging roads and other barriers to natural sheet flow. This project will restore natural stream function and freshwater flow to 400 acres of estuarine and freshwater wetlands impacted by now defunct logging roads, in cooperation with the DMR. Restoration strategies include installing culverts at appropriate elevations to restore natural stream flow, installing low water crossings or removing unused logging roads to restore natural sheet flow across coastal plant communities, and replanting restored areas with native wetland vegetation. Stewardship activities will be developed with the DMR and the Mississippi Wildlife Federation to host volunteers from the Mississippi Habitat Stewards Program.	Harrison	Yes		No	Yes	No	No	No	No	Yes		$ 451,500.00	$ -	

	Infrastructure	5420	10/2/2015	Gulf Coast Broadband Project	The Mississippi Gulf Coast is in need of ultra-high-speed, fiber-optic, broadband infrastructure for Internet service that has sufficient scope, flexibility, availability and affordability, for all of its citizens, governments, and private businesses and industries to be able compete in regional, national and international markets for the creation and retention of new jobs, technologies, businesses, and industries and for the expansion and retention of equal opportunities for all citizens to enjoy a more prosperous, just, dignified and fulfilling life. The experience of many states and communities around the nation has been that large corporate providers of data transmission facilities do not have sufficient monetary incentive to bring affordable and ubiquitous, ultra-high-speed broadband Internet service to them unless there are significant public efforts and incentives to bring that technology to a proximity to all homes, businesses and public places that will make the final connectivity and service to all homes, businesses and public places by retail public and private service providers accessible and economically viable to the retail public and private service providers, affordable to the end users, and competitive in regional, national and world markets. The Cities of Biloxi and Gulfport established a unified effort to promote development of a minimum 1-Gig ultra-high speed Internet connectivity via a Fiber Optic Ring encompassing the entire Mississippi Gulf Coast. Subsequently, as of October 2016, eight other coastal cities and two of the three coastal counties have joined with Biloxi and Gulfport to form the Gulf Coast Broadband Initiative. With RESTORE funding assistance, the Fiber Ring will be implemented and administered by the GCBI, thereby providing to all area residents and businesses an affordable, ubiquitous and timely ultra-high-speed broadband Internet service. It will be delivered from the Fiber Ring to all end users by competitive licensing with private Internet Service Providers. The Gulf Coast Broadband Initiative has been created through an interlocal governmental cooperation agreement and is a separate legal and administrative organization with the authority to acquire any interest in real and personal property necessary to create and maintain the regional fiber optic ring in all of its parts. In order to eliminate the â€œdigital divideâ€ and create equal opportunity for all residents and businesses to enjoy reasonably affordable access and use of ultra-high-speed Internet service, the Initiative may contract with for profit and non-profit business and social service entities and engage in all other legal activities to assist in making ultra-high-speed Internet service accessible and affordable to all residents and businesses in the entity's territory. To the fullest extent authorized by law, the Initiative will operate as a public utility and will be governed by the participating parties of the interlocal governmental cooperation agreement. The Gulf Coast Broadband Initiative is intended ultimately to include and serve all of Mississippi's coastal cities and counties who choose to join the Initiative (10 cities and two counties have joined thus far) and to benefit all those living or doing business in this region. In addition to its numerous other benefits, improving access to ultra-high-speed Internet service will support improved management of public lands and water bodies, as well as improve regulatory compliance monitoring in the participating cities and counties. Through the use of Internet sensors in drones, satellites and other devices, access to the new ultra-high-speed Internet service will allow federal, state and local agencies to more accurately and more efficiently monitor and measure air, water and ground pollution. More current and more specific data about loss of wetlands, changing	Harrison	Yes	85	Yes	Yes	Yes	Yes	Yes	Yes	Yes	agriculture, aquaculture, stormwater management	$ 15,000,000.00	$ -	
	Infrastructure	5482	5/4/2016	USM Ocean Enterprise at the Mississippi Aquarium	Background The maritime â€˜Blue Economyâ€™ is the largest sector of Mississippi economic activity and includes shipbuilding, shipping (and related), fishing, tourism, defense (and related), and construction activities among many others. New and very large investments are being made to capitalize on this growth potential. We propose to centralize the connections between this massively important state investment with the investments the University has made in marine and fisheries research; business and entrepreneurship; construction; and trade, transportation and logistics. Need Given the magnitude of the investments made by both the state and the University, there is not a centrally located access node to intersect needs of economic development with the intellectual capacity of the University. The nation is full of examples where critical mass has been reached by providing facilities at the nexus of industry, academia and agencies; clearly, these intersections create new and exciting opportunities and push the boundary of innovation. The State of Mississippi needs such a place, and we propose a state-of-the-art facility called The University of Southern Mississippi Ocean Enterprise to be located adjacent to the Mississippi Aquarium in the heart of Mississippiâ€™s Blue Economic Development of Gulfport. Opportunity Through Ocean Enterprise, USM will develop and concentrate expertise in the areas of marine research, economic development, entrepreneurship, trade, logistics and transportation. We will place world leaders in research and education in the facility, and give them access to state and federal partners and to leaders in economic development and private industry. In the facility will be research and education spaces for training tomorrowâ€™s leaders, collaborative spaces to solve the regions most critical problems and community spaces to bring all of the citizenry to the table.	Harrison	Yes	28000000	Yes	Yes	No	Yes	Yes	Yes	Yes		$ 28,000,000.00	$ -	
	Infrastructure	5511	9/27/2016	City of Wiggins Sewer Rehabilitation Project	Much like the rest of the nation, the City of Wiggins struggles with keeping up with the replacement of its aging infrastructure. In addition to keeping up with infrastructure replacement, the City of Wiggins has had to deal with an increase in its population post-Hurricane Katrina. The City has done its best to keep up with adding new services at the same time they are upgrading old, deteriorating services. Unfortunately, the deteriorating system is outpacing the replacement program. The City of Wiggins Sewer Rehabilitation Project proposes to upgrade the worst areas of the Cityâ€™s aging sanitary sewer infrastructure. These areas include some of the oldest infrastructure within the city. This infrastructure has a history of maintenance issues and most, if not all, has reached its useful life. In order to improve the existing sanitary sewer system and get back on track with upgrading the system, the City proposes to replace approximately 12,500 linear feet of aging gravity sanitary sewer mains and manholes. Rehabilitation of these areas will not only provide a better quality of life for residents living with the City of Wiggins, it will also protect local waterbodies and groundwater from illicit discharges caused from breaks and leaks in these areas.	Stone	Yes	88	No	No	No	No	No	No	No		$ 2,650,000.00	$ 265,000.00	
	Infrastructure	5513	9/28/2016	Trent Lott International Airport Runway Strengthening and Widening	Trent Lott International Airport, Jackson County Proposed Runway Strengthening and Widening The Trent Lott International Airport (KPQL) is a general aviation airport, owned and operated by the Jackson County Airport Authority. Currently KPQL has the following activities on site: â€¢ A command post for emergency response during times of recovery; â€¢ Close proximity to the Gulf of Mexico for ease of environmental monitoring and research related flight activities; â€¢ Most recently, ERA Helicopters LLC used KPQL as their base for flight operations to the Gulf during the BP Oil Spill; â€¢ Contiguous to Jackson Countyâ€™s Aviation Technology Park - 230 available acres for development and home to Northrop Grumman's Unmanned Systems Center; â€¢ An air cargo port during natural disasters; â€¢ A launch and landing point for agricultural spraying, aerial pipeline and infrastructure inspections and air ambulance and transport flights to Gulf oil platforms; â€¢ Refueling point for military aircraft; â€¢ A location for military exercises (Air Force, Coast Guard and Army); â€¢ General aviation. Expansion of operations at KPQL is limited by the strength and width of the runway. The runway is currently 100 feet wide and rated for 62,000 pounds dual gear. The taxiway is rated for 220,000 pounds dual gear. The current weight bearing capacity limits many activities that would grow the airport and the Aviation Technology Park. Some of these include: â€¢ The inability to launch or land medium to large air cargo planes. This can effect recovery activities and potential cargo shipments for existing and prospective industries; â€¢ Limits types of economic development projects that require access for aircraft with a higher weight capacity for freight or testing. This has a direct effect on our ability to increase private investment and creation of high tech jobs at the Aviation Technology Park; â€¢ Limits types and frequencies of military exercises that can be performed. This not only effects general military training exercises but also private defense contracting companies that look at locating at the Aviation Technology Park; â€¢ No access to commercial service; â€¢ Limits corporate jet flights. An airport impact study from 2013 calculated the total output (including direct and multiplier impacts) stemming from all on-airport tenants and general aviation (GA) visitors to be approximately $63.9 million. The total full-time employment related to airport tenants and GA visitors, is estimated at approximately 387 persons, with a total annual payroll of approximately $15.5 million. Strengthening and widening the runway will assist in substantially increasing the airport's economic impact.	Jackson	Yes	100	Yes	No	No	No	No	No	No		$ 8,800,000.00	$ 1,957,000.00	
	Infrastructure	5719	8/4/2017	Provide 2.5â€³ Bar-Spacing TED Grids to Non-Skimmer Trawl Operators	NOAA Project ID#13632: There is currently a proposed rule to require skimmer trawls to use TED grids with smaller bar spacing under an upcoming rule. However, non-skimmer trawls fishing for shrimp in the Gulf of Mexico are required to use grids with 4â€³ bar spacing. An examination of sea turtle sizes in the coastal waters where those shrimp trawls operate show that sea turtles small enough to slip between the 4â€³ spaces of the current grids may occupy those areas. Providing free 2.5â€³ bar-space grids to non-skimmer trawl fishers willing to voluntarily use those grids has the potential to save sea turtles and it provides a cost savings to trawlers who need to replace their old grids. â€¢ Restoration linkages: reduce sea turtle bycatch in commercial fisheries through implementation of conservation measures Date Entered: May 22, 2017		Yes		No	No	No	No	No	No	Yes		$ 500,000.00	$ -	
	Infrastructure	5724	8/10/2017	Address gaps and enhance capacity in the current capabilities of the marine mammal stranding network throughout the Gulf of Mexico to improve timeliness of response and diagnosis of illness and cause of death	NOAA Project ID#13611: The Marine Mammal Stranding Network (MMSN) was formalized by the 1992 Amendments to the Marine Mammal Protection Act (MMPA) and volunteer MMSNs exist throughout all coastal states to respond to marine mammal strandings. For cetaceans in the Gulf of Mexico (GOM), 15 MMSN organizations/facilities are currently authorized under the MMPA to respond to live or dead stranded marine mammals. However, due to disparate levels of training, funding, and resources, MMSN organizations have different capabilities and increasing existing capacity and expanding networks to additional areas would help fill gaps in capabilities and coverage along the GOM coastline. On average, there are approximately 400 cetacean strandings along the U.S. Coast of the GOM each year. This project aims to address gaps and enhance capacity in the current capabilities of the MMSN throughout the GOM to improve timeliness of response and improve diagnosis of illness and cause of death in marine mammals to better understand population health. Initially, this project will coordinate with federal and state agencies to identify what standardized protocols, training, support, data collection and analysis, equipment, and/or other resources are necessary for each region to improve existing MMSN coverage and capabilities (i.e., conduct a gap analysis). After gaps are identified, the project will develop new partnerships, improve existing partnerships, and support resources and personnel to improve stranding response and data collection. It will focus on improving the capabilities and capacity for MMSN partners to conduct "routine" activities, as well as to respond to unusual or emergency events (e.g., mass strandings/Unusual Mortality Events). In addition, there will be an emphasis on improving stranding response in remote locations or locations with limited response capabilities. The identification and development of federal, state and local partnerships will facilitate access to resources (e.g., landing sites for dead floating whales, disposal of carcasses, towing). The project will also place emphasis on improving triage capabilities for live stranded animals (including mass strandings), such as diagnostic equipment and live animal triage training, to increase animal survival. Additionally, development of region-wide standards and protocols, and implementing training, will improve data consistency and address how MMSN partners can support restoration efforts. As part of these efforts, a forensic toolkit will be created to identify and document human-related injuries and deaths in marine mammals, which could lead to possible mitigation measures for management. The project will also support the MMSN to archive, analyze, and track samples collected from stranded animals, which will improve diagnosis of illness and cause of death (may include barcode, organizational system, information management system, etc.). It may also increase capacity for the MMSN to conduct active surveillance to enhance detection of live and dead stranded, injured, or entangled marine mammals and for improved mortality estimates (e.g., boat surveys, beach surveys). This project will establish regular training sessions and workshops to maintain the MMSNâ€™s capabilities over time and through personnel turnover, as well as share information across the network about new threats and the efficacy of various response actions to those threats. Addressing gaps and enhancing capacity in the current capabilities of MMSN will serve to improve timeliness of response and diagnosis of illness and cause of death in the GOM region. This project is anticipated to have positive impacts on the survival of many marine mammal species in the GOM, but in particular on coastal and estuarine stocks of bottlenose dolphins. Other offshore species that are subject to mass strandings or die-offs may also benefit, such as short-finned pilot whales and rough-toothed dolphins. Date Entered: May 22, 2017		Yes		No	No	No	No	No	No	Yes		$ -	$ -	
	Infrastructure	5801	8/10/2018	Complete Wilderness Stewardship Plan for Gulf Islands Wilderness	NOAA Project ID# 13904 - The Wilderness Act requires that lands designated as wilderness be managed to preserve their "wilderness character." Legislation designated approximately 4,600 acres at Gulf Islands National Seashore (GUIS): ~1,800 acres as wilderness and ~2,800 acres as potential wilderness on Horn and Petit Bois islands in the park's Mississippi District. The wilderness boundary extends to the mean high tide line. The current Wilderness Management Plan was written in 2004 and is outdated and insufficient and needs updating. It does not include some of the NPS current planning frame work for wilderness areas. Components of the new plan would include guidance for inventory and monitoring of resources, guidance for management of night skies and natural sound in backcountry areas, a wilderness character narrative, a baseline wilderness character condition assessment, and development of a robust "minimum requirements analysis" process. It would also evaluate administrative use and facilities as well as visitor use in backcountry and wilderness areas of the park, and consider a permit system for backcountry use. The Horn Island Wilderness Area would be a focal point of the plan, which would evaluate alternatives for the administrative corridor and facilities on Horn Island such as the structures and pier. Current visitor use of Horn and Petit Bois islands is high. For example, there can be up to approximately 300 to 500 boats on busy holiday weekends (e.g. July 4th). The boats move between Horn Island and Petit Bois depending on law enforcement presence and tend to be located at the sandy tips of the islands. There are 2-6 individuals per boat, or approximately 1000 to 2000 people. The Plan would include an Environmental Impact Statement or an Environmental Assessment (TBD) which will require public comment and publication assistance. The Plan may require a "carry capacity" study be conducted and other associated natural and cultural resource data be collected. Date: Aug 8, 2018		Yes		No	No	No	No	No	No	No		$ 1,100,000.00	$ -	

	Infrastructure	5867	1/24/2019	City of Jackson Sewer Systems Improvement Project	Proposal to assist the City of Jackson, MS with major citywide sewer rehabilitation. Although the City of Jackson is currently operating under an EPA consent decree due to Clean Water Act violations incurred by the Savanna Street Wastewater Treatment Plant, raw sewage from the plant and its associated collection lines continues to flow directly into the Pearl River and its associated tributaries. In the first three quarters of 2018 alone, City of Jackson Sanitary System Overflows released 4.5 million gallons of untreated sewage to the Pearl River and Savanna Street WWTP released 2.65 billion gallons through prohibited bypasses. The Savanna Street WWTP is currently in significant non-compliance with its NPDES permit and in the first three months of 2018, the nitrogen and ammonia total released was 105% above permit limits. In 1996, the entire section of the Pearl River from Ross Barnett Reservoir to confluence with the Strong River was placed on the 303(d) list of impaired water bodies due to nutrients/organic enrichment and low dissolved oxygen. Recommended action in 2015 TMDL for Pearl River from Ross Barnett Reservoir to Strong River is 70% reduction of total phosphorus. In a letter to MDEQ dated April 16, 2015, MDEQ acknowledged, "that a substantial portion of the existing nutrient load is due to frequent bypasses, leaking sewer pipes and sludge deposits in the Pearl River associated with the City of Jackson wastewater treatment facility." The Pearl River is being rendered unusable by the City of Jackson. This is a health and safety, economic and environmental issue not only for the City of Jackson but also for the downstream communities in Mississippi and Louisiana. Commercial and recreational fisheries and oyster hatcheries on our Gulf Coast rely on clean, freshwater flow from the Pearl River. Nutrient-laden water from the Pearl River contributes to areas of low dissolved oxygen in the Mississippi Sound and Gulf of Mexico. City of Jackson is currently under negotiations with the EPA to reduce the requirements of their consent decree due to financial hardship. Our proposal recommends monetary assistance to the City of Jackson so that they can comply with their consent decree and rehabilitate the City's WWTF and transmission system.		Yes		No	No	No	No	No	No	Yes		$ -	$ -	
	Infrastructure	5869	2/4/2019	Mississippi Phosphates Superfund Site Long-Term O&M (Establish a Fund)	EPA's Superfund Program is set up such that "fund-lead" NPL sites require the State to commit to a 10% cost share on the construction of the remedy at the site. For those sites that require long-term operation and maintenance (O&M), particularly those that require the collection of leachate from closed impoundments (e.g., a gypsum stack), the State must commit to 100% of the O&M costs, typically into perpetuity. Once the remedy is in place (10% cost share to State), the site is then placed into "Operational & Function" (O&F) stage for 10 years, afterwards to O&M (see https://semspub.epa.gov/work/HQ/196829.pdf). It is estimated that the annual cost of leachate collection, treatment, and disposal at Mississippi Phosphates will be as much as $200K-$500K per year into perpetuity. With that in mind, a capitalized fund (out of RESTORE or BP funds) should be set aside to address the State's obligation for long term stewardship of this Fund-Lead Site.		Yes		No	No	No	No	No	No	Yes	Environmental Cleanup	$ 100,000,000.00	$ -	
	Infrastructure	5870	2/11/2019	Gigabit Gulf Coast and High-Tech Workforce	Mississippi Gulf Coast Community College proposes the Gigabit Gulf Coast and High-Tech Workforce project which will include the deployment, physical installation and connection of a Gigabit Gulf Coast fiber infrastructure tailor-made to meet the Coastâ€™s unique needs and requirements. In addition, MGCCC proposes to construct a Center of Excellence for Advanced Technology and offer high-tech workforce training to include Cybersecurity, Coding, Artificial Intelligence, and Virtual Reality. Mississippi Gulf Coast Community College (MGCCC) can play a unique role in helping to unify the disparate entities on the coast to accomplish these tasks. The broadband infrastructure of Mississippi has largely been in the hands of giant businesses with agendas that may not align with the interests of businesses, governments, or citizens of the Gulf Coast. In 2019, the Mississippi Broadband Enabling Act was signed into law, which allows electric power cooperatives across the state to offer high-speed internet service to its customers. Once a core cyber ring is in place, this law would allow the electric power cooperatives to take high-speed Internet service to the rural areas through the Gulf Coast region. By quickly building a future-proof pure fiber network, a Gigabit Gulf Coast can control and transform its digital future. It would establish timely, redundant, universal and affordable ultra-high speed internet connectivity. Local governments, businesses, and citizens together will spark innovation and draw new investments, develop new approaches to familiar services such as transport, education, health, utilities, and entertainment, and jump-start new ways of doing business that can take full advantage of an increasingly virtualized global economy. A vibrant fiber infrastructure will introduce a new set of challenges for everyone in the Gulf Coast region. It would be myopic to create a Gigabit Gulf Coast without training the workforce alongside this advancement to encourage innovation and protect businesses, organizations, and citizens. Objective 1: The physical installation of the fiber and connection of the key sites. This activity will proceed in as little as one or two years with new deployment technology. Activities will include first connecting public sectors, educational entities, and commercial sites with the most urgent and intensive demand. The next step will connect businesses, data centers, innovation hubs, and industrial parks that rely on data for their commercial existence. Ultimately, the pure fiber network will function as a backbone for deployment to individual homes, providing residential access to ever-richer forms of digital services and entertainment. Service providers will begin offering services over the new network and bring new applications, features, content, and services to run over the near-infinite capacity provided by the pure fiber technology. Speeds will reach least a 100 gigabit-per-second-internet connection across the Coast. Objective 2: A Center of Excellence for Advanced Technology will be located on the Jefferson Davis Campus which will house cutting edge high-tech training programs and be tied to a world-class facility to experiment with technology and offer online programs to students around the globe. Activities will include the construction of the center, equipping the center with high-tech instructional equipment and hiring of instructors. Objective 3: Four programs will be developed and implemented to include Cybersecurity, Coding, Artificial Intelligence and Virtual Reality/Augmented Reality. Descriptions of these programs follow. â€¢ Cybersecurity â€“ The threat of hackers, malware, and social engineering could compromise or harm	Harrison	Yes	15	Yes	Yes	No	No	No	Yes	No		$ 26,000,000.00	$ -	
New	Infrastructure	5898	3/3/2020	Improvement of Rehabilitation Facilities for Sea Turtles and Marine Mammal sin Mississippi to Service to north central Gulf of Mexico Region (MS, AL, LA)	The north central Gulf of Mexico is home to endangered and protected species such as bottlenose dolphins (Tursiops truncatus), West Indian manatees (Trichechus manatus), as well as loggerhead (Caretta caretta), green (Chelonia mydas) and Kemp's ridley (Lepidochelys kempii) sea turtles. These species are all at risk to both anthropogenic and natural threats such as pollution, boat strikes, infectious diseases, fisheries interactions, and natural disasters â€“ making necessary the creation of rehabilitation centers to rescue and treat sick and injured marine mammals and sea turtles. The Institute for Marine Mammal Studies (IMMS) is a marine mammal and sea turtle rehabilitation facility, strategically located on the Mississippi gulf coast. IMMS has been involved in the rescue, rehabilitation, and release of marine mammals and sea turtles since 1984, and IMMS' staff along with veterinarians from MSU's College of Veterinary Medicine have the necessary experience, facilities, and capabilities to conduct rescues and rehabilitation activities within this region as well as coordinating with both State and Federal agencies. Following the Deepwater Horizon (DWH) Oil Spill in 2010, IMMS built a turtle rehabilitation center to house sick and injured sea turtles and marine mammals. This structure was originally intended to be temporary and allow IMMS to respond to the spill alone. Since 2010, IMMS has responded to over 1,000 live sea turtle strandings, and has assisted in the rehabilitation of a large number of cold-stunned sea turtles which were flown to Gulfport from the New England Aquarium. Many of the turtles admitted to the facility do not fully recover during the warm summer months, resulting in the use of the rehabilitation facilities on a year-round basis. IMMS is in need of a permanent rehabilitation facility to provide better conditions for turtles that over-winter. An increased number of tanks, as well as larger tanks, and an improved drainage system will also allow IMMS and MSU to provide care for large sub adult and adult sea turtles that require a long-term rehabilitation plan. Moreover, with an enhanced rehabilitation center, IMMS will be able to facilitate sea turtle conservation on a national and regional level by being able to offer support to other stranding facilities and provide optimal high level rehabilitative care for a large number of turtles during environmental disasters (e.g., oil spills, blue-green algal blooms, and red tide). Currently, the IMMS stranding team responds to live turtles in Alabama and Mississippi, and has historically responded to marine mammal and sea turtle strandings in eastern Louisiana. The work of the IMMS stranding team can be greatly enhanced by the establishment of two satellite facilities, created for the purpose of triaging sick and injured sea turtles prior to transport back to the main campus in Gulfport, MS. This would enable IMMS to better respond to sea turtle strandings in eastern Louisiana and Alabama. The first of these satellite facilities would be established in/or around Slidell, Louisiana, enabling IMMS to respond to incidentally captured sea turtles in eastern Louisiana. The second satellite facility would be established near Mobile, Alabama and would allow for the enhancement of IMMS' established response to live turtle strandings in Alabama. Furthermore, the addition of these facilities would for enhanced education and outreach in these regions, as the mitigation of incidental capture is only minimally addressed in these areas at present. IMMS is a registered organization in the States of Alabama and Louisiana.	Harrison	Yes	75	Yes	Yes	No	No	No	No	No		$ 4,950,000.00	$ -	
New	Infrastructure	5953	12/3/2020	Flint Creek Water Park-Water and Sewer Enhancements	The Pat Harrison Waterway District (PHWD) is a State of Mississippi special fund agency with the statutory missions of flood control, water management and recreation within the Pascagoula River Basin. The PHWD operates and maintains eight (8) multi-use/multi-purpose public reservoirs/dams and 65 water retarding structures projects to protect lives, property and support economic development in the Pascagoula Basin. PHWD's water parks provide residents and tourists water dependent and enhanced family oriented outdoor recreation opportunities to camp, fish, boat, hike, picnic, and swim. In 2017, more than 650,000 residents and tourists visited the PHWD's parks spending an average of $126.26 generating an estimated $5.1 million in local purchasing in nearby cities. The University of Southern Mississippi estimated that visitors' spending generated $4.4 million of output (revenue plus certain taxes, 68.4B jobs with $1.4 million of labor income and $2.9 million of value added. Visitor spending annually generates roughly $55,014 in local/county tax revenue and $363,808 in state tax revenue. The 1,900-acre Flint Creek Water Park with a 650-acre lake in Stone County near the City of Wiggins is a major recreational venue for Mississippi Gulf Coast residents. Flint Creek won the Sun Herald People's Choice Award for Best Campground/RV Park in 2018 and 2019. The PHWD is constantly looking for opportunities to increase the number of visitors and the length of their stays by adding amenities and hosting special events such as Flint Creeks' Annual Seafood Festival, antique car shows, and a multi-state horse polo competition. Flint Creek's water and sewer infrastructure requires significant upgrades to continue meeting visitor expectations and to continue protecting the Flint Creek Lake's water quality. These proposed three (3)phase upgrades will be planned and integrated into the City of Wiggins and Stone County's existing water and sewer infrastructure.	Stone	Yes	100	Yes	No	No	No	Yes	No	No		$ 16,063,800.00	$ -	
New	Infrastructure	5974	12/8/2020	Restoring Sea Turtles to the Blue and Beyond: Establishing Mississippi's preeminent, sea turtle rescue, rehabilitation, and education (RRE) center at the Mississippi Aquarium (MSAQ)	NOAA Project ID# 14535: MSAQ will be Mississippi's first and only Association of Zoos and Aquariums (AZA) accredited facility. Our goal is to build and open a state-of-the-art sea turtle rescue, rehabilitation, and education (RRE) center that serves as an epicenter of local sea turtle rescue and rehabilitation. The RRE will be a combined use resource that reaches 350,000 guests annually. Establishing the RRE center on MSAQ's main campus will allow guests to experience daily rescue and rehabilitation operations first-hand, including intake, triage, and advanced medical procedures. Once turtles are rehabilitated, community focused events will be established to engage the public in re-introductions of sea turtles to the gulf coast waters. Objective 1: Create infrastructure for a preeminent sea turtle rescue, rehabilitation, and education center in Mississippi - Provide a foundation for a scalable rehabilitation and rescue operation with dedicated and expert staff to care for stranded sea turtles - Space to rehabilitate a minimum of 30 turtles -Increase capacity to receive and rehabilitate turtles from AZA partners and established rescue and rehabilitation facilities nationwide -MSAQ's Animal Research Center (ARC) provides additional capacity for facility growth and can serve as an epicenter during emergency scenarios (environmental disasters, unusual mortality events, or mass stranding events) - Establish educational opportunities for aquarium guests, school groups, students, and community members Objective 2: Utilize RRE as ground zero for enhanced mortality investigations and provide early detection and response to anthropogenic threats and emergency events in Mississippi -RRE's impact on injured turtles will help compensate for injuries that occurred due to the Deep-Water Horizon oil spill -Increase capacity for local stranding response and allow for mortality investigations, addressing restorations outlined for sea turtles -Provide world class veterinary care to Mississippi's stranded turtles to reduce injuries and mortalities -MSAQ employees two veterinarians, both trained by sea turtle experts in medicine, biology, stranding, and rehabilitation. Both have worked at world-renowned facilities -Advanced medical capabilities: dedicated hospital, radiology equipment, surgical suite, endoscopy equipment, CT scanner, mobile necropsy unit, field and in-house laboratory and infectious disease diagnostic capacity -Collaborate with local and national stakeholders -Present and publish scientific findings -Train future scientists and educators Date Entered: Nov 30, 2020	Harrison,, Jackson, Hancock	Yes		No	Yes	No	No	No	No	No		$ 4,000,000.00	$ 600,000.00	

	Infrastructure	108	11/14/2013	Comprehensive Water Quality Enhancement Program in the Mississippi Gulf Coast Region	The Mississippi Gulf Coast Region Utility Board (the â€œBoardâ€) respectively presents to the Mississippi Department of Environmental Quality (MDEQ) this proposal to fund a comprehensive water quality enhancement program in the Mississippi Gulf Coast region through the Resources and Ecosystems Sustainability, Tourist Opportunities, and Revived Economies of the Gulf Coast States Act of 2012 (the â€œRESTORE Actâ€), 33 U.S.C. Â§ 1321. Background The Board was created pursuant to the Gulf Coast Region Utility Act (the â€œActâ€), Miss. Code Ann. Â§ 49-17-701, et seq., as a forum for the six county utility authorities in the Mississippi Gulf Coast region to collaborate and cooperate regarding, among other things, water, wastewater and storm water issues; to assist in the efficient management of water, wastewater and storm water resources; to develop recommendations pertaining to water, wastewater and storm water systems; and to provide assistance, funding and guidance to the member county authorities to assist in the identification of the best means to meet all present and future water, wastewater and storm water needs in the Mississippi Gulf Coast region. Following Hurricane Katrina, Mississippi Governor Haley Barbour designated $655.7 million of the United States Department of Housing and Urban Developmentâ€™s Community Development Blog Grant (â€œCDBGâ€) funds that Mississippi received for water, wastewater, and storm water infrastructure improvements through the Mississippi Gulf Coast Regional Infrastructure Program (the â€œProgramâ€) and the Mississippi Department of Environmental Quality (â€œMDEQâ€) as the agency responsible for accountability of funds, technical oversight, and project management for the Program. Funding under the Program was utilized for projects by the county utility authorities for five of the six counties in the Gulf Coast region (Pearl River, Stone, Harrison, Jackson, and Hancock Counties), with George County opting out of the Program. Under the Programâ€™s Action Plan, the objective was to identify the most critical needs in water and sewer infrastructure in the Gulf Coast Region and to prioritize and implement projects to meet those needs. Projects under the Program provide a backbone for many existing water systems to provide water in the event of future storms and consolidation of wastewater treatment. Water Quality Concerns and Needs Unfortunately, certain activities under the Programâ€™s Action Plan were not eligible for CDBG funding. Accordingly, numerous subdivisions and communities throughout the five participating counties in the Gulf Coast region remain unconnected to new wastewater treatment facilities and rely on decentralized, onsite, malfunctioning septic systems that cannot be repaired or replaced with a functioning onsite sewage disposal system due to the high seasonal water tables and poor soil conditions. The failing septic systems discharge raw sewage and effluent with polluting concentrations exceeding established water quality standards into subsurface and surface waters, contributing significant amounts of pollutants, especially nitrogen and microbiological pathogens. Consequently, excessive nitrogen discharges to sensitive coastal waters and phosphorus pollution of inland surface waters, which increase algal growth and lower dissolved oxygen levels, as well as the contamination of important shellfish beds and swimming beaches by pathogens. Most of the rivers and bayous in the Gulf Coast Region are already on Mississippiâ€™s Section 303(d) List of Impaired Water Bodies, which include stream reaches, lakes, water body and water body segments with chronic or recurring monitored violations of the applicable water quality criteria where required pollution controls are not sufficient to attain or maintain applicable water quality standards. Proposed Water Quality Enhancement Program The only viable solution to this precarious situation facing the Mississippi Gulf Coast is to establish a comprehensive water quality enhancement program to implement a collection system infrastructure to pump the raw sewage in these unconnected neighborhoods and communities to the new wastewater treatment facilities for treatment and disposal. Such a program is an ideal fit for funding under the RESTORE Act, which has the statutory purpose of supporting programs aimed at helping the Gulf Coast region recover from environmental and economic injuries experience as a result of what is [illegible]	Pearl River, Stone, Hancock, Harrison, Jackson	Yes	90	Yes	No	Yes	No	Yes	No	Yes		$ 994,400,000.00	$ -	
	Infrastructure	109	11/19/2013	Habitat Restoration & WQ Management in the mallini Bayou System	Design-Build project involving the dredging of 5.7 miles of 12 inter-connected bayous, construction of a seawater inlet pipeline-pump station and installation of aeration devices. Facility operations intend to manage WQ through the system to eliminate fish kills caused by stagnation & hypoxia, reduce nutrient content & coliform counts, and restore functionality as an aquatic nursery.	Harrison	Yes		No	No	No	No	No	No	Yes		$ 20,375,000.00	$ -	
	Infrastructure	1167	3/1/2015	Gautier Town Center Revitalization	(ORIGINAL ID#11212) Gautier would like to expand our Town Center Area to create an Economic Development hub and to create a mix-use walkable environment. The Gautier Town Center Project, located in Gautierâ€™s central business district just 13 miles from the Alabama state line, consists of two master-planned phases. One phase would be a public infrastructure component including roadways and lighting that will facilitate the construction of retail, industrial, and mixed-use commercial developments including off-campus housing for the adjacent MS Gulf Coast Community College (MGCCC) and a business incubator. The other phase would be implementation of master plan components for the 32-acre Town Commons Park which will be an urban park surrounded by development. The park features spring-fed tributaries that feed the Pascagoula River. While these projects are directly linked, they can each be constructed independently. This Project Description focuses on the infrastructure component and a separate Project Description outlines the Cityâ€™s plans for the Town Commons Park. The City of Gautier is one of the few cities on the Mississippi Gulf Coast that lacks a traditional downtown. The purpose of this project is to develop a multi-modal street grid with town center attractions to facilitate the further revitalization of Gautierâ€™s urban core in proximity to MGCCC and civic buildings. The Gautier Town Center Project incorporates 2.5 miles of roadway, 1.3 miles of multi-use pathway, and a transit link in a 96-acre area to tie retail, residential and recreational areas together. The project will provide the transportation infrastructure necessary for the creation of a traditional downtown in Gautier with an improved living and working environment that has multiple transportation options. The five proposed roadways create a street grid on 233.6 acres north of an existing regional mall, big box retailers, and the Community College. The roadways will facilitate new Town Center mixed-use master-planned development in close proximity to Interstate 10, and will also provide a connector from Gautier-Vancleave Road to Beasley Road- a dead-end road that currently provides the only ingress/egress for the Countyâ€™s landfill, municipal buildings, residential neighborhoods, and heavy commercial uses. In recent years, the City invested Hurricane Katrina recovery dollars in a Town Center Streetscape Project that included a multi-use pathway as a first step towards making Gautier a walkable community and to foster the development of a city core by creating an identifiable town center with the theme â€œNatureâ€™s Playgroundâ€ Other grant funding enabled the City to acquire the 32 acres next to Singing River Mall to be developed as the Town Commons Park. The mall has recently undergone demolition and will re-build with a $90 million private investment into an open-air mall with national tenants, and the right-of-way for the planned roadways has been donated. Community partners on this project include the Mississippi Gulf Coast Community College, Waste Pro, and the Compressed Natural Gas Fueling Station. The Cityâ€™s infrastructure plans are also included in the Gulf Coast Planning Commissionâ€™s Regional Transportation Plan. The City is therefore poised to implement the next phase of transportation improvements. The proposed transportation network will provide access to existing anchors and new recreational areas by constructing urban transportation corridors with street parking and sidewalks as an alternative to the high speed multi-lane arterials such as Gautier-Vancleave Road and US Hwy 90. This infrastructure along with appropriate zoning will bring high density mixed use development creating a much needed â€œdowntownâ€ area. The projected economic effects of the project included expanded employment, increased real estate values and municipal tax revenues, more affordable housing, and enhanced transportation opportunities. This project along with the Town Commons Park Project will result in improved livability and enhanced sustainability for the City of Gautierâ€™s residents and visitors.	Jackson	Yes	100	Yes	No	No	No	Yes	No	Yes		$ 7,500,000.00	$ -	
	Infrastructure	1172	6/13/2013	Graveline Bayou Restoration Project	(ORIGINAL ID#606) Graveline Bayou is located in the southwest corner of the City of Gautier. The bayou is an intricate network of waterways that contain marsh habitats, deeper water habitats, and adjacent coastal habitat for native wildlife. The bayou empties into the Mississippi Sound which is a part of the Gulf of Mexico. Historically, the bayou provided direct easy accessibility to the Gulf of Mexico for commercial and recreational fishermen, as well as sailing, kayaking, and ecological viewing. This allowed commercial fishermen to anchor their boats at their residences, saving harbor fees & slip rental, transportation fees, etc., thereby reducing product costs to the consumer. Due to deterioration of the bayou, accessibility has been severely compromised or completely blocked, and the natural habitats have changed in character. What was once a thriving ecological, commercial, and recreational hub has been reduced to residences with a water view, without the benefit of the Gulf access. The main factors contributing to the deterioration of the bayou: 1. Sediment accumulation at the mouth of the bayou due to sediment transport westward by the prevailing southeast wind, and the associated wave action, has eliminated the ability of most passenger boats and commercial vessels to navigate out of the bayou to the open Gulf. 2. Erosion of upstream drainage channels due to bank erosion is continuously depositing sediment into the upper reaches of the bayou, which then travels further downstream during subsequent rain events, filling in the channel and reducing the allowable depth for navigation. 3. The closure of the mouth of the bayou during the Deepwater Horizon Oil Spill Crisis compounded the sediment accumulation problem removing any agitation of the bayous by boat traffic which may re-suspend and flush out the newly deposited sediment. Boat traffic was greatly diminished on Graveline Bayou in the spring and summer of 2010 because of the fear that oil in the bayou from the blowout could damage engines. As a result, this shallow bayou did not receive the normal bottom sediment scouring associated with boat traffic and the subsequent flushing with the tidal cycle. Now that the bayou depth is less than three feet, scouring is still minimal because boats can no longer navigate the bayou. During an average tidal cycle, approximately 40% of Graveline Bayou is flushed and replaced. This would include any re-suspended sediment present in the water. 4. The depth of Graveline Bayou presents a flood hazard. Following Hurricane Katrina, the bayou began silting in more rapidly than in preceding years. This problem was further exacerbated by the Deepwater Horizon incident. Now, the bayou is so shallow it no longer affords protection to shoreline properties from flooding. In order to restore the bayou, the siltation needs to be removed from the bayou and the area adjacent to the mouth, to restore the bayou and outlet depths. Any compromised banks need to be stabilized and protection measures need to be implemented to prevent re-siltation. The U.S. Army Corps of Engineers has informed the City that they will conduct a study of Graveline Bayou that will include wave action study, jetty need and location, erosion issues and resolution, marsh restoration, flooding concerns, soil migration, etc.	Jackson	Yes	100	No	Yes	Yes	No	Yes	No	Yes		$ 7,200,000.00	$ -	
	Infrastructure	1189	11/9/2011	Round Island Lighthouse	(ORIGINAL ID#11447) This project consists of the restoration and rebuilding of the Round Island Lighthouse. A park including a visitor's center and parking for public access would be constructed surrounding the newly restored lighthouse. Project funds would include the acquisition of the land around the lighthouse as well as work to prepare, improve, and restore the lighthouse and the site.	Jackson	Yes	30	Yes	Yes	No	No	Yes	No	No		$ 9,619,000.00	$ 1,500,000.00	
	Infrastructure	1192	11/9/2011	Beachfront Promenade	(ORIGINAL ID#11448) This project includes the design, engineering, and construction of a 2.7 mile concrete beachfront promenade. Benches, lighting, and landscape plantings as well as monuments and sculptures would be placed along the promenade. The promenade would include numerous pavilions, plazas, and fire pits for enjoyment by visitors. Parking, wash/shower stations, drinking fountains and other amenities could be included. Decorative lighting would be included for the road and promenade area. This promenade will link up with Point Park.	Jackson	Yes	90	No	No	No	No	Yes	No	No		$ 6,979,000.00	$ 2,000,000.00	
	Infrastructure	1260	10/1/2014	Natural Resource Enterprises - Restoring Coastal Habitats and Economies along the Mississippi Gulf Coast	Conduct a series of 6 educational workshops training coastal landowners, sports fishing guides, commercial fishers, resource agency and economic development professionals, and community leaders along the MS Gulf Coast in natural resource enterprise development and associated land & water conservation practices. We will partner with agency and organizational partners, including but not limited to MS Department of Environmental Quality, MS Department of Marine Resources, Gulf Coast Research Laboratory, MSU Coastal Extension Service, Audubon Society, and local boards of supervisors and city officials to host these training events. We will train interested landowners, sports fishing guides, and commercial fishers to develop a diversity of outdoor adventure excursions drawing outdoor enthusiasts to the Mississippi Gulf Coast. Through development of these new businesses and associated conservation, we will improve the environmental health of coastal lands, wetlands, watersheds, estuaries, and the Mississippi Sound on the MS Gulf Coast.	Hancock, Harrison, Jackson	Yes		Yes	Yes	No	Yes	Yes	Yes	Yes		$ 165,094.00	$ -	
	Infrastructure	1604	9/26/2011	Acquisition of Property on Round Island	(ORIGINAL ID#11198) This land acquisition would protect 60.85 acres of Round Island. The property would be transferred to the Mississippi Coastal Preserve system where it would be managed by the Mississippi Department of Marine Resources for the use and enjoyment of the citizens of Mississippi. Such uses include bird watching, kayaking, recreational fishing, and hiking. The Coastal Preserve System manages over 83,000 acres of coastal lands in perpetuity. The island contains a large interior slash pine forest, estuarine and intertidal wetlands, and beach habitat. Gulf-wide coastal island habitats are in decline due to erosion, channelization and geological changes in sand source availability.	Jackson	Yes		No	No	No	No	Yes	No	Yes		$ 1,800,000.00	$ -	
	Infrastructure	1636	5/16/2013	Reduction of Nutrients and Sediments from Agricultural Lands	(ORIGINAL ID#11976) This project would involve landowners with livestock on land ajacent to field ditches, creeks, streams and waterways to reduce the amount of nutrient and sediments entering the stream flow. This would involve assistance to landowners with fencing out of streams, improvements to pasture grass conditions, water sources, feeding areas, grazing rotations and educational meetings to assistance landowners in best management practices and to learn about other sources of funding. This project would reduce the amount of nutrients and sediments entering the waters that flow into the Tombigbee river basin and then the Gulf of Mexico. This would be administered through the NE Miss. RC&D with the assistance of the local Soil and Water Conservation Districts and Miss. Soil and Water Conservation Commission and the Natural Resources Conservation Service office.	Alcorn, Tishomingo, Lee, Itawamba, Prentiss, Chickasaw, Calhoun, Clay, Monroe, Lowndes, Oktibbeha, Webster, Choctaw, Noxubee, Kemper	Yes		Yes	Yes	No	No	No	No	Yes		$ 1,750,000.00	$ -	
	Infrastructure	1657	1/16/2014	Coffee Creek Restoration and Enhancement	Coffee Creek is about 1.25 miles long and drains portions of the City east of Hwy 49 and south of Pass Road. The estuarine channel collects and treats storm water runoff starting around the intersection of 28th St and Gulf Ave with direct outfall to the Mississippi Sound. This restoration project intends on enhancing the Coffee Creek's unsightly outfall, restoring the channelâ€™s natural flows, and improving public access and recreational activities to portions of the sand beach where access was limited due to oiling during the 2010 oil spill. Initially, the project will involve routine maintenance and debris removal on an approximate 1/3 mi stretch beginning at the outfall at the Gulf. These low impact, non-structural improvements will restore natural flows and revitalize coffee creek as a natural corridor and refuge for estuarine wildlife. Secondly, beachfront enhancements are proposed in line with the current "Gateway" projects already underway within Harrison County. These enhancements may consist of aesthetic improvements (landscaping, etc.) and recreational improvements such as fire pits, showers, volleyball courts, pavilions, etc. while providing more access for fishing; the recreational improvements will complement the existing parking field already in place at this location. Further, a kayak rental facility will be constructed to encourage kayaking opportunities. Kayaking improvements will be in line with the Heritage Trails Partnership of the Mississippi Gulf Coast's blueways program. The final intent of this project will be to provide a boardwalk alongside Coffee Creek that will allow access from its outfall at the sand beach all the way to the existing Clower-Thronton Nature Trail just north of the existing railroad (approximately 1/3 miles to the north). A portion of Highway 90 will need to be raised approximately 6' to allow the boardwalk to pass underneath. This boardwalk will provide public access between these two recreational uses, and will encourage economic development and tourism by providing immediate (and safe) access between the upcoming Centennial Plaza development and Gulfport's pristine beaches.	Harrison	Yes	50	Yes	No	No	No	Yes	No	Yes		$ 9,500,000.00	$ -	

	Infrastructure	1661	1/20/2014	Turkey Creek Restoration and Enhancement	Turkey Creek is 13.7 miles long with an approximate 17,800 acre drainage basin. Located in the City of Gulfport, the City of Long Beach, and Harrison County, Mississippi, this transitional freshwater/estuarine water body collects, stores, and treats storm water runoff for multiple municipalities. Turkey Creek holds high levels of debris deposited by storm events and local residents. With its natural flows impeded, during high flow conditions, this creek overflows the south stream bank and causes widespread flooding. In a 2005 "Flood Damage Reduction Study," the United States Army Corps of Engineers (USACE) recommended selective clearing and snagging for identified portions of the creek. Subsequent attempts to do so by Harrison County were halted by public protest from organizations such as: the NAACP, the North Gulfport Coalition, and the Sierra Club. Initially, this project proposes the formation of a "Turkey Creek Improvement Committee" consisting of the above referenced municipalities and organizations. This committee would be focused on Public Outreach and be tasked with suggesting improvements to be designed and approving final design prior to construction. Anticipated improvements would be limited to low impact methods such as shoreline stabilization, sediment and debris removal, stream maintenance, etc. These improvements will restore natural flows and will revitalize the natural refuge and natural corridor this creek provides to all sorts of estuarine wildlife. This project also proposes improvements within the watershed (drainage inlets and piping), particularly near the intersection of Creosote Rd and Rippy Rd. These improvements will allow storm water to flow more efficiently thereby reducing the flood levels in the lower Turkey Creek Basin. Flood level reduction will help spur economic development and community resilience. Further, additional emphasis would be placed on opening up recreational activities to residents and eco-tourism. These improvements could include additional access points for fishing and kayaking. Turkey Creek is already a designated "blueway" by the Heritage Trails Partnership of the Mississippi Gulf Coast; recreational improvements will be coordinated with this program.	Harrison	Yes		Yes	No	No	No	Yes	No	Yes		$ 5,000,000.00	$ -	
	Infrastructure	1681	1/22/2014	Hancock County Marsh Living Shoreline	After 46 acres of dredge material is installed Trident is proposing to plant approx: 802,000 native coastal grasses and plants with RZHO (compost). Placed every 2.5 feet. Monitor growth for 1 year. Hire local labor and suppliers. Project coincides with installation of the Geo-TECH-Jetti Units. Project ID #1679 Planning on budgeting for the installation of dredge fill and 46 acres of subtidal oyster reef on another project sheets.	Plaquemines (I think he meant to put Hancock)	Yes		Yes	Yes	No	Yes	No	Yes	Yes		$ 2,110,000.00	$ -	
	Infrastructure	1703	2/4/2014	Pass Christian - Johnson Bayou Drainage Improvements	Study flooding effects and improve drainage characteristics of Johnson Bayou. This project will serve to reestablish the optimum drainage characteristics of Johnson Bayou and lessen the effects of flooding of adjacent properties caused by the restrictions (i.e., overgrowth of vegetation, sediment buildup, erosion, etc.) that currently exist in the channel. Work involved will include removing vegetative debris and sediment buildup from the side slopes and flow line of the channel; determine and establish the optimum cross-sectional area of the bayou for improved drainage characteristics, stabilize the surrounding ground with rip-rap or gabions on the side slopes, replant replant native vegetative species in the floodplain to help prevent erosion, etc.	Harrison	Yes		No	No	No	No	No	No	Yes		$ 2,450,000.00	$ -	
	Infrastructure	1797	4/1/2014	Mississippi Dusky Gopher Frog Preservation Parcel at Tradition	Acquisition of 270-acre, currently owned by Columbus Communities, LLC, contiguous with the Desoto National Forest in central Harrison County, Gopher Frog Preservation Parcel at Tradition would serve multiple environmental purposes: a. enhance future water quality and habitat of the estuarine ecosystem comprised of the Biloxi River watershed flowing into the Biloxi Bay-Mississippi Sound, thereby aiding in the restoration of these natural resources harmed by the BP oil spill, and b. increase permanent habitat around Glen"s Pond, the primary breeding site of the Mississippi Dusky Gopher Frog (endangered species), the Red Cockaded Woodpecker (endangered species), and the Gopher Tortoise (threatened species), which, with Longleaf Pine, are important to the restoration of natural resources in the Coastal Plain. This additional habitat would likely increase the population and survivability of the MS Dusky Gopher Frog. This 270-acre parcel borders critical habitat recently designated by USFWS for the MS Dusky Gopher Frog. Approximately 100 MS Dusky Gopher Frogs breed in Glen"s Pond, in the National Forest adjacent to the parcel proposed for acquisition, making this parcel and the Desoto National Forest contiguous for ease of controlled burns and other ecosystem management techniques. Recently, USFWS has successfully hatched Dusky Gopher Fog eggs from Glen"s Pond in another pond nearby. If acquired by a state or federal agency or a land trust, the Tradition parcel could be dedicated as a perpetual preserve for a)enhancing the survivability of the MS Dusky Gopher Frog and the Gopher Tortoise, b) restoration of longleaf pine on the parcel, and c) enhancement of water quality in the estuary formed by Biloxi River, Bay of Biloxi, and Mississippi Sound. Restoring the longleaf pine ecosystem on this parcel would also create habitat for another endangered species, the Red-cockaded Woodpecker. It is our understanding that biologist from the USFWS and the Center for Biological Diversity, who have studied the MS Dusky Gopher Frog, support the acquisition of this parcel by an appropriate governmental agency or land trust to enhance the habitat, range and survivability of the MS Dusky Gopher Frog and its partner, the Gopher Tortoise, a threatened species. The Dusky Gopher Frog spends part of its life cycle in Gopher Tortoise burrows along with approximately 300 other species of animals, plants and fungi. In order to increase the chance of survivability of the MS Dusky Gopher Frog, biologists predict that by improving the quality of the additional habitat through controlled burns, relocation of Gopher Tortoises, and planting of longleaf pine, the MS Dusky Gopher Frog population from Glen"s Pond would likely increase, allowing government biologist to transfer more of the eggs or frogs that hatch in Glen"s Pond to other historically suitable habitats in the Southeastern United States, further increasing the range and survivability of this endangered species.		Yes		No	Yes	No	No	No	No	Yes		$ -	$ -	
	Infrastructure	2199	11/13/2014	BBID Bulkhead	Project Description The Harrison County Development Commission (HCDC) will construct a 950â€™ bulkhead and dock facility in the Bernard Bayou Industrial District (BBID) for companies requiring access to the BBID Industrial Seaway. The BBID is the largest industrial park in Harrison County serving over 200 companies that employ 3,000 people. The bulkhead will offer docking facilities for marine activities including boat building and repair, marine construction and other companies traversing the Intracoastal Canal and the deep waters of the northern Gulf of Mexico. Purpose of Grant Funding Continued development and economic growth of the BBID is a high priority to the Commissioners of the HCDC. The purpose of the project is to prepare a shovel ready site offering immediate access to the BBID Seaway. The 34 acre site will allow the HCDC to successfully recruit new capital investment and jobs to Harrison County. It will increase the multimodal activity for companies requiring motor freight transportation and traffic on the intracoastal and inland waterways. Marine related support services such as machine shops, construction material suppliers and equipment maintenance mechanics will directly benefit from new marine related development on the Seaway. Project Benefits âIncreased capital investment in real and personal property âHigher paying jobs requiring higher skill sets âProject ready site providing immediate access to the Seaway âSite is located in a fully developed Industrial Park providing all necessary infrastructure âProvides further stabilization of the bank adjacent to Gulf Ship - one of Harrison Countyâ€™s largest employers Project Cost â$4,100,000 to include: bulkhead, dredging, site preparation, fill, engineering âRequested Amount for Grant Funding: $4,100,000 Project Support	Harrison	Yes	100	Yes	No	No	No	No	Yes	No		$ 2,000,000.00	$ -	
	Infrastructure	4255	12/3/2014	North Rail Connector	The Port of Pascagoula is upgrading the transportation and shipping infrastructure in and out of its Bayou Cassotte Harbor to increase the efficiency and sustainability of emerging markets in the state of Mississippi. Mississippi Export Railroad has partnered with the Port of Pascagoula, Jackson County, CSX, Green Circle Bio Energy, the United States Department of Transportation, and others to carry out the Port of Pascagoula Intermodal Improvement Project. This project establishes a more efficient rail connection into the port and develops a modern facility for receipt, storage, and export of wood pellets. Jackson County, the Port of Pascagoula, and Mississippi Export Railroad seek funding for the final component of the Port of Pascagoula Intermodal Improvement Project â€" a 4,300 foot rail connection. The project partners seek funding for the final component which ties the entire project together - approximately 4,300 feet of rail which will connect the rail bridge over the Escatawpa River to the new route made possible by the TIGER grant. This connection will route unit trains from the existing Mississippi Export Railroad line on to the newly re-established line, funded by the TIGER grant.	Jackson	Yes	100	Yes	No	No	No	No	No	No		$ 6,400,000.00	$ -	
	Infrastructure	4261	12/19/2014	Convention Center Complex	Mississippi Coast Coliseum and Convention Center has a disadvantage in competing for business.Most convention center complexes offer accommodations, dining options and shopping. Since the Coast Coliseum and Convention Center does not offer additional amenities within the complex or walking distance, many groups will not consider hosting their meetings or events on the Mississippi Gulf Coast. By purchasing the 20 acre plot of land on Beach Boulevard, Mississippi Coast Coliseum and Convention Center would secure the integrity of the footprint of the complex and would be able to then offer developers a lease of the land without it being an additional investment to them. The Coast Convention Center and the Mississippi Gulf Coast Regional CVB would commit marketing and sales dollars toward attracting convention and meeting groups that would utilize the facility. Property value is estimated at $5,000,000. The convention center complex would: 1.Sustainable 2.Creates jobs 3.Community and private developer shared investment 4.Coast-wide impact 5.Generates new State and local tax revenues Supporting facts 1.60% of meetings and conventions that can be accommodated by Gulf Coast facilities will not even consider the MS Gulf Coast because they require a Convention Center Headquarters Hotel 2.The MGCRCVB and Coast Coliseum & Convention Center staff have tracked more than $27 million in lost potential revenue over the past 3 years due to not having a Convention Center headquarters hotel 3.Our ability to accommodate these additional meetings and conventions will expose our destination to new visitors, increase much needed midweek occupancy when these meetings and conventions are typically held and could potentially translate into an incremental $90 million in direct spending according to past research 4.This project would create permanent jobs in the hotels, dining and shopping establishment along with construction jobs.	Harrison	Yes	100	Yes	No	No	No	Yes	Yes	No		$ 5,000,000.00	$ -	

	Infrastructure	4264	12/19/2014	Mississippi Aquarium	This project proposes a world-class aquarium to be built along U.S. Highway 90 in Gulfport, Mississippi on a total of approximately 18 acres of land overlooking the redeveloped Jones Park and Small Craft Harbor. Depending on features, shows, and exhibits, it could be as large as 130,000 square feet, and cost in the neighborhood of $120,000,000. This facility will serve to fill the void left by the loss of the Marine Life Oceanarium and provide for a much-needed family-friendly and education-oriented tourism facility for our Gulf Coast market. Unlike many projects that seek either full funding or have no stakeholder buy-in, this proposal has been in the works for some time, with the understanding by Gulfport city leaders that in seeking support, local commitment must be demonstrated to emphasize the significance of the shared vision of making this a reality. On December 2, 2014, the City Council unanimously approved obligating $14 million of City funds toward the purchase of approximately 10 acres of land to be acquired for this project site. When combined with the County Library and CTA properties, there will be roughly 18 acres for development as a campus for this project which has the potential to also include retail, restaurant, and lodging amenities. The appeal of this location is not only the scenic overlook, but the elevation itself is more desirable than at the waterâ€™s edge. It is important to note that this section of Gulfportâ€™s downtown remains under-utilized, undeveloped, and modestly blighted. From an urban renewal standpoint, this is a home run! Obviously, the economic benefit to Gulfport and the surrounding communities can be a game changer through increased tax revenues and site leases. The Gulfport Redevelopment Commission will have developmental authority over this project, and has taken a methodical approach to performing due diligence measures in order to achieve an accurate picture of what the potential for this ambitious development represents. To that end, David Kimmel, former Construction Project Manager and Executive Director of the Georgia Aquarium, has been hired as a consultant to assess options, reach out to industry contacts, and make recommendations to guide our progress. A market assessment is currently underway with the objective of confirming the range of customer draw, anticipated number of visitors, exhibit type, animal/species features, interactive attractions, physical plant requirements, square footage size recommendations and configuration, and ticket prices our market will bear. From a partnership standpoint, we have the commitment of the Harrison County Board of Supervisors to transfer title to a parcel of land containing the old Harrison County Library building adjacent to the existing campus. Coast Transit Authority has committed to developing that structure and the adjacent underutilized parking garage into a multimodal transit station, to include visitor information and pedestrian services, bicycle rentals, and bus stop access. In conjunction with the Mississippi Department of Transportation, they are also engaged in developing support for a pedestrian tramway/crosswalk over U.S. Highway 90 which would provide a much needed safety component for public access between the aquarium property and the Jones Park/Small Craft Harbor area. To further demonstrate the viability of this project, we have already received commitment from the private sector, with a developer desiring to build a minimum 200 room hotel in conjunction with the aquarium build-out. We have also had more than a passing interest from companies in the business of aquarium construction and operation that are at present performing their own market assessments for this project. We are seeking support from the State of Mississippi through bond proceeds, and have spoken to our Federal delegation about the impact this development could have. Finally, we anticipate developing partnerships with the University of Southern Mississippiâ€™s Gulf Coast Research Laboratory and Mississippi Stateâ€™s College of Veterinary Medicine which will serve to greatly enhance the breadth of mission we expect this transformational facility to have. This project is consistent with at least four (4) of the eight (8) eligible requirements of the Restore Act and GoCoast 2020. The enhancements to tourism, workforce, infrastructure, marine research & education, and environmental stewardship through making Mississippiâ€™s Aquarium a reality will have generational economic development benefits and provide a cure for one of the most identified lapses in our Gulf Coast region â€“ family-oriented attractions - a component necessary to helping our region achieve Premier Tourism Destination status.	Harrison	Yes		Yes	Yes	No	No	Yes	Yes	No		$ 120,000,000.00	$ 14,000,000.00	
	Infrastructure	4289	1/5/2015	Tourist Corridor and Gateway Beautification Signage and Landscaping	Supporting facts 1.A more attractive appearance, tourist friendly public amenities and coordinating tourist information signage is needed in order to maximize the effectiveness of programs and marketing that generates trial to our destination. 2.According to a recent visitor perception study, the beauty of the area is an attribute that drives visitor satisfaction. Of those that were not satisfied with their visit, 36% noted cleanliness and the perception of Katrina recovery issues as a major reason. 3.This research also shows that one of the reasons cited for not visiting the Ms Gulf Coast is lack of a variety of things to do. With over 600 visitor amenities, attractions and activities available, it is clear that we need to improve our communication of tourism offerings. 4.Improving visitor signage will increase awareness of tourism offerings and increase length of stay and therefore economic impact. 5.A recent study in a competing market indicated that 20% of their visitors pass through one or all of our Coastal counties on their way to their market, however there is very little directional signage on the major by-ways appealing to visitors. 6.Improving the visitor experience will generate return visits and invaluable word of mouth advertising for our destination, especially in this age of social media when personal experiences and endorsements are the most trusted source of information for travelers. 7.Harrison and Hancock County already have fully developed plans with costs that include tourist friendly areas, signage, parking, amenities and more that would make Beach Boulevard and Hancock County waterfront and beach areas a true visitor destination. These plans could easily be expanded and coordinated for Jackson County tourist areas. Managing these plans as one project with inter-local agreements and cooperation between municipalities will enhance and strengthen our destination marketing as one Mississippi Gulf Coast. 8.Several parts of the plan have already been funded and are expected to be completed this year including way-finding signage coordinated with a tourism entity directory. 9.Additional jobs will be created to complete construction and installation of the new facilities and enhancements as well as potential permanent jobs necessary to provide ongoing maintenance. Required funding Major gateway signage and landscaping at MDOT approved and permitted locations on I10 and at selected Highway 90 intersections (20 locations x 2 exits) - $600,000	Hancock,Harrison ,Jackson	Yes	100	No	No	No	No	Yes	No	Yes		$ 600,000.00	$ 60,000.00	
	Infrastructure	4296	1/8/2015	Mississippi Gulf Coast Fiber Ring	Currently, the Mississippi Gulf Coast lacks a comprehensive fiber network engineered to be survivable in the event of a natural disaster and to support limitless economic development. C Spire proposes to build a redundant, survivable fiber optic ring for the Mississippi Gulf Coast to provide both a backbone network for the Coast as well as fiber connectors to commercial and residential cores across the coastal region. This network would provide the infrastructure necessary to support economic development projects of unlimited size anywhere in this region and to provide fiber internet connectivity for existing large, medium, and small businesses as well as coastal residents.	Hancock,Jackson, Harrison	Yes	100	Yes	Yes	No	Yes	No	Yes	No		$ 20,000,000.00	$ -	
	Infrastructure	4301	1/9/2015	Sanitary Sewer Improvements Ocean Springs	The project consists of renovating five sanitary sewer pump stations. the work includes raising the top of the wet well and site elevations to eliminate potential pump station flooding; reworking piping to reduce the risk of possible physical damage from adjacent traffic which would cause sewage spills; elevating pump station control panels to eliminate repetitive loss and replacement due to flooding; installing secure lockable wet well and valve pit covers to improve safety and security; and drainage improvements to correct erosion and flooding issues at the sites. The improvements will reduce potential damage to the natural environment including nearby drainage ways and wetlands, reduce hazards to health and safety due to sewer overflows, sewer spills and provide improved security of the facilities.	Jackson	Yes	250000	No	No	No	No	No	No	Yes		$ 300,000.00	$ -	
	Infrastructure	4341	3/12/2015	West Harrison Water & Sewer District Water System Connection Project Phase III	Project consists of installation of associated water distribution system and residential connections to provide potable water service to approximately 1,000 new water customers. Phase III would consist of installation of approximately 50,000 LF of 8" PVC water line, fire hydrants and associated valves, fittings and meters for residential connections. This project will connect to an existing water transmission system installed as part of the Gulf Region Program and provide much needed customer base to begin utilization of the Gulf Region W-13 Water Project.	Harrison	Yes		Yes	No	No	No	Yes	No	No		$ 660,000.00	$ -	
	Infrastructure	5372	6/30/2015	Colonial Estates Sewer System	The immediate health need of Colonial Estates Subdivision is to eliminate the septic tank systems present int he area. The septic systems are old and failing. The soil type and ground water elevation are not favorable to the property operation of septic systems. Additional development of the area is prohibited due to the lack of a sanitary sewer system. The proposed sanitary sewer system for Colonial estates will service approximately 40 existing home sites that are currently on septic tank systems. The proposed system will have the capacity to serve the 225 developable lots in the immediate area and an additional 250 developable lots adjacent to Colonial Estates. The proposed system will consist of 16,250 feet of gravity sewer main, a pump station and 3,000 feet of sewer force main.	Jackson	Yes		No	No	No	No	No	No	Yes		$ 2,300,000.00	$ -	
	Infrastructure	5503	7/18/2016	Center of Hope	The Center of Hope "A Place Called Home" will be a facility serving homeless families and single men and women (some of them veterans) on the Coast of Mississippi in Gulfport. The Center will be a 28,500 sq ft facility, providing 120 beds, multipurpose room and kitchen, administrative offices, meeting rooms, child play/study areas and a chapel. This is a transitional housing center that will provide homeless residents a safe, secure location to get back on their feet. We will evaluate them on a case by case basis to determine their overall needs. We are partnering with several different groups and organizations to give them the tools needed so they can be productive members of society.		Yes		No	Yes	No	No	Yes	Yes	No		$ 5,700,000.00	$ 4,500,000.00	
	Infrastructure	5515	10/5/2016	SP-12: Modifications to Menge Avenue & Red Creek Pump Stations and Connection of Long Beach Industrial Park	The Johnson Road pump station conveys all waste water from the City of Long Beach through 23,200 feet of 24-inch concrete-lined force main to the Long Beach/Pass Christian Wastewater Treatment Facility (LB/PC WWTF) located in Pass Christian. This force main was installed in the 1990â€™s from key pump stations within Long Beach to the Johnson Road pump station and on to the LB/PC WWTF. Since May 2014, there have been ten (10) bypasses at this pump station releasing an estimated 500,000 gallons of sewage/rainwater due to system limitations and excessive flows. An additional bypass occured on the force main along Menge Avenue in August of 2015 releasing an estimated 800 gallons of raw sewage from an air release valve. These bypasses ultimately drain into waters leading to Bay St. Louis. The force main associated with this system has been repaired on numerous occasions and has experienced failures that have resulted in spills of untreated wastewater until emergency repairs corrected the failure. Investigation of these failures have shown severe deterioration of the concrete liner raising legitimate concerns about the integrity of the pipe. This project would abandon the existing 24-inch force main from Johnson Road to the LB/PC WWTF by re-routing flow to HCUAâ€™s newly constructed 512 system located along Menge Avenue. Furthermore, the proposed project would eliminate the existing Long Beach Industrial Park Wastewater Treatment Facility (currently permitted to discharge 600,000 gallons/day into a tributary of Johnson Bayou) by redirecting flows in the industrial park into the system to be constructed from the Johnson Road pump station. The project is proposed to be constructed in two phases: Phase 1 would reduce the flows to the Johnson Road pump station by redirecting flows from the Alverado and Wisteria pump stations to the HCUAâ€™s Red Creek pump station and redirecting the remaining flows from the Johnson Road pump station to the HCUAâ€™s Menge Avenue pump station. This project will include modifications to the pumps at the Alverado and Wisteria pump stations and installation of approximately 12,850 linear feet of 12-inch force main from the Alverado pump station and approximately 285 linear feet of 6-inch force main from the Wisteria pump station to connect into the Red Creek pump station. Rerouting remaining flows from the Johnson Road pump station to the Menge Avenue pump station will include rehab/modification of the Johnson Road pump station, rehab/modification to the Menge Avenue station to adjust for increased flows, and installation of approximately 9,000 linear feet of 18-inch force main. The existing force main to be taken out of service will be disconnected and abandoned in-place. Phase 2 will reroute flows from the existing Long Beach Industrial Park treatment facility to the Menge Avenue pump station. A 450 GPM pump station will be constructed near the existing treatment facility and approximately 2,400 linear feet of 8-inch force main will be installed from the new pump station to connect to the 18-inch force main installed in Phase 1. Phase 2 would include the decommissioning of the existing treatment facility. If necessary, HCUA is prepared to assist in this project through contribution of funds (either other grants funds or HCUA funds) and in-house contributions.		Yes	100	No	No	No	No	No	No	Yes		$ 3,149,459.00	$ -	
	Infrastructure	5516	10/5/2016	SP-13: Repair/Replace Price Bros. Pipe & Nicholson Pump Station Rehabilitation	Flows from the City of Long Beach are delivered to Harrison County Utility Authority (HCUA) pump stations and transported through concrete-lined force mains to an HCUA pump station on Johnson Road for conveyance to the Long Beach/Pass Christian Wastewater Treatment Facility (LB/PC WWTF) located in Pass Christian. These force mains were installed in the 1990â€™s and have been repaired on numerous occasions and have experienced failures that have resulted in spills of untreated wastewater until emergency repairs corrected the failure. Investigation of these failures have shown severe deterioration of the concrete liner raising legitimate concerns about the integrity of the pipe. The primary HCUA pump station upstream of Johnson Road pump station is located on Nicholson Avenue. Since March 2014, there have been three (3) bypasses at this pump station causing overflows of sewage/rainwater to the adjacent drainage ditch due to system limitations and excessive flows. An additional release of sewage occurred on the force main along Pineville Road, apparently a result of pipe failure. These bypasses ultimately drain into waters leading directly to the beach along U.S. Highway 90. The proposed project includes the replacement of two segments of the existing force main that generally conveys sewage from the Nicholson Avenue pump station (serving the City of Long Beach) to the Long Beach/Pass Christian WWTF. Approximately 10,700 linear 18-inch force main will be replaced along Nicholson Avenue, Allen Road and Pineville Road. Approximately 4,500 linear feet of 24-inch force main will be replaced along Beatline Road and Johnson Road. The project also includes the rehabilitation of the Nicholson Avenue pump station. The corrosion and cracking in the concrete structure of the wet well will be repaired and then lining will be installed. The existing piping from the pump connection through the valve box to the force main leaving the pump station site will also be replaced. Implementation of this project should improve water quality through the elimination of bypasses/ overflows through the repair, replacement and upgrade of the existing facilities. If necessary, HCUA is prepared to assist in this project through contribution of funds (either other grant funds or HCUA funds) and in-house contributions.		Yes	100	No	No	No	No	No	No	Yes		$ 2,592,350.00	$ -	
	Infrastructure	5531	2/14/2017	Atlantic Street Sewer Collection System	Proposed project includes the installation of low pressure sanitary sewer force mains, grinder stations, associated valves and pump stations to connect approximately 75 existing houses to a lower pressure grinder sewer system. This collection system would allow for collection and treatment of sanitary sewer in a low lying, tidally influenced area. Currently, during heavy rains and high tides, the on site treatment systems (primarily septic tanks) are discharging raw sewage to nearby drainage systems and thus contaminating the local environment and canals.	Hancock	Yes	100	Yes	No	Yes	No	Yes	No	No		$ 3,000,000.00	$ -	
	Infrastructure	5533	2/16/2017	Hancock County Sewer Force Main Beach Crossings	This project consists of replacing existing above grade sewer force main crossings with bored in place crossings that cross approximately 12 existing natural drainage ditches along Beach Blvd. These crossings serve to transport sanitary sewer from various areas of southern Hancock County and include major users such as The Silver Slipper Casino. The crossings constitute constant maintenance due the frequent immersion in salt water during storm or high tide conditions. They also pose an environmental threat due to the location of the crossings and close proximity to the MS sound should any leaks occur. The proposed crossing would consist of an HDPE casing pipe and HDPE carrier pipe which would be fused to the existing force main thus virtually eliminating any maintenance and likelihood of any future leaks.	Hancock	Yes	100	Yes	No	Yes	No	Yes	No	No		$ 500,000.00	$ -	

	Infrastructure	5536	3/6/2017	Gulf of Mexico Citizen Scientist Initiative: Development of a Mobile App for Marine Assessment (MAMA)	Introduction Advances in mobile phone technology have made it possible for citizens to contribute valuable data for ecological monitoring and scientific investigation. Citizen Scientist initiatives harness the massive numbers of people who are sportsmen and women, amateur naturalists and even the casual observer of nature, to submit observations and data that accumulate in a paralleled database. These initiatives have broadened opportunities for public participation in science and have served to â€œdemystifyâ€ the scientific process for the average citizen. Thanks to the internet and smart phones, data can be acquired, uploaded, evaluated, and accessed with amazing rapidity. Worldwide access to these data has served to encourage public participation in biological monitoring and has provided unprecedented opportunities for collaboration among scientists. There is a long history of citizen scientist involvement in biological research. Arguably, the earliest example of this involvement is the Audubon Society Christmas Bird Count that provided information to establish bird migratory patterns in the U.S. Other more recent citizen scientist initiatives include the Great Backyard Bird Count, NestWatch, the ZomBee Project, Wildlife Health Event Reporter and MERCCURI (a bacterial diversity project). Citizen scientist volunteers are being successfully employed around the world to generate databases that would be logistically impossible and prohibitively expensive for most research project budgets. In the Gulf of Mexico Citizen Scientist Initiative (GMCSI) proposal we will recruit and train citizen scientists in the use of a mobile phone app for marine assessment (MAMA) that will be developed. MAMA will allow Gulf Coast citizens and visitors to a.) upload photos, measurements, GPS location and other data regarding specimens they have captured, observed, and identified b.) submit photos of endangered/unusual specimens of fish and other marine creatures for identification, c.) track the abundance and health of fish species of interest seasonally and regionally, d.) document invasive species in Gulf waters, and e.) monitor changes in the health of coastal ecosystems and shoreline erosional changes. The curated long-term data set would be available to researchers and resource managers for scientific management. A database of this type can be an invaluable resource for assessing changes in the health of Gulf of Mexico ecosystems. Benefits of the Gulf of Mexico Citizen Scientist Initiative 1) Long-term data acquisition: A particularly valuable aspect of citizen scientist initiatives is the potential for long-term data acquisition. Data sets longer than a few years are rare in ecology and are sorely needed, particularly in marine systems. Once the mobile phone app is developed and distributed, we envision an â€œarmadaâ€ citizen scientists collecting data for multiple years. 2) Coastal resident (and beyond) involvement: The GMCSI will recruit coastal residents as well as any other interested parties, that may act as â€œsentinelsâ€ to document and monitor changes in coastal populations of marine organisms. We firmly believe there is an untapped wealth of volunteers in Mississippi that would be glad to assist in this regard and, in particular, many individuals retired from academia and professional careers that would love to be involved. However, all interested parties, young and old alike, would be encouraged to participate.	Hancock,Pearl River	Yes		Yes	Yes	Yes	No	Yes	No	Yes		$ 1,711,190.00	$ -	Monitoring
	Infrastructure	5542	6/1/2017	Gautier Town Center (The Commons Park)	The City of Gautier's Town Center is located in the Central Business district, and plans are currently being developed for revitalizing the property of the old Singing River Mall into a major retail development for the City, Jackson County and the outlying areas. The proposed development being considered would include an open air mall, box stores and national tenants to attract interstate commerce. Jackson County does not contain a mall; however, there was one within the City of Gautier prior to the BP oil spill. It has since been torn down and suffered greatly as a result of the oil spill. The Gautier Town Center Project is located in Gautier's central business district. The Town Center is anchored by municipal buildings, commercial strip centers, MGCCC, and the mall project. Due to Gautier being situated along Highway 90 and being a "bedroom community", it has no downtown area. Furthermore, Gautier is home to a Waste Pro home office, and a transfer station is proposed along Beasley Road, which is a dead end road that currently provides the only ingress/egress for a landfill, Waste Pro, municipal buildings, residential neighborhoods and heavy commercial uses. Therefore, the Town Center Project includes a network of roadways to facilitate the new town center commercial development and provide a connector from Gautier-Vancleave Road to Beasley Road. The Gautier Town Center Project incorporates 0.5 miles of roadway and 1 mile of multi-use pathway to link together retail, residential and recreational areas. It will also provide the transportation infrastructure necessary to accommodate the industrial type development nearby. The City has approximately 33 acres of property immediately north of the Town Center. The City has leveraged funds from both Tidelands and the Coastal Impact Assistance Program to acquire the property necessary for the Commons Park and to provide initial transportation infrastructure, lighting, sidewalks and streetscape improvements for the planned project. The City is proposing to develop a large recreational area and public park in conjunction with the Commons Development. A great portion of the property consists of wetlands. Throughout these areas, nature trails will be constructed to permit public access throughout this pristine ecological area. Small pavilions and tree houses will be placed along these trails to provide resting areas and opportunities to view the wildlife. Educational plaques depicting the wildlife and various species of plant life will be strategically placed throughout the nature trails explaining the wildlife habitat and ecological area. The center portion of the park will consist of a Great Lawn and festival grounds that will be a focal point for large crowd gatherings. The City of Gautier has an annual Mullet and Music Festival, which is held in conjunction with Cruisin' the Coast. The City of Gautier anticipates becoming an official stop for Cruisin' the Coast in the near future and is already an event destination. The Mullet and Music festival and Cruisin' the Coast brings thousands of people from throughout the country to the coastal area, resulting in substantial revenue for the coast region and the state as a whole. These annual events are unique to the Mississippi Gulf Coast and Gautier. To the west end of the lawn, there will be a large open pavilion that will be designated for special events such as festivals, family reunions, and so on. An amphitheater is proposed for the east end of the lawn and would be utilized as an outdoor entertainment venue. Positioned along the south edge of the lawn, there will be a multiuse football/soccer field, restrooms, pickleball courts, and a musical playground area. The multiuse football/soccer field would also be utilized as a vendor's site and festival grounds to support special events. In addition, the property currently has a small lake, which will be expanded and enhanced. The Great Lawn and a portion of roadway and trails are strategically positioned as such to provide immediate access to the small lake. Enhancements for the lake would include adding benches and a musical water feature to create a serene recreational area for visitors. Along the coast from Louisiana to Florida, there are songwriters festivals held that attract tourists from all over the United States. Jackson County currently hosts the Mississippi Songwriters Festival, which was started in 2010 and has grown ever since. This positions the county to become a major venue and complete the gap along the southeast coastal area "the songwriters festival circuit. As	Jackson	Yes	80	Yes	Yes	No	Yes	Yes	Yes	Yes		$ 15,000,000.00	$ -	
	Infrastructure	5543	6/1/2017	Graveline Bayou Inlet Restoration	Graveline Bayou is relatively an undisturbed estuary in South Mississippi that supports salt and brackish marsh areas, along with several oyster beds throughout this estuarine bay and bayou. Furthermore, it supports an abundance of wildlife that makes this area an excellent location for fishing and birdwatching. As development materialized further inland, erosion has attributed to much loss of wetlands, other native vegetation along the shoreline and muddy/sand beach areas at the inlet. This narrowed inlet aided in a full self-scour of the channel alignment of the near shore waters and permitted ease of navigation. With the ongoing erosion of this inlet, water velocities are diminished and it is not able to adequately keep the navigational channel cleared of sediment, thus resulting a change of course, degrading coastal habitat and the need for more maintenance dredging to support marine use of waterway. The scope of this project would be restore the inlet to a prior year boundary that would be conducive to achieving similar ecological benefits once met prior to the inlet eroding. It would be the intent to establish a protective jetty around the designed boundary of both sides of the inlet to re-establish the original width. The jetty, which would be comprised of local material dredged from the near shore or inland areas of this Bayou. The jetty would incorporate native vegetation and, if necessary, a portion would be hardened to ensure stability of structure to withstand the regular impact from tidal flows and storm surge. Once the jetty was constructed and fortified, the interior area of the re-established boundary would be utilized as a Beneficial Use Disposal Site for placement of suitable dredge spoils for the purpose of replacing this eroded shoreline. Ideally, as continued maintenance dredge materializes within the area, said dredge spoils if deemed suitable could be placed within this Beneficial Use Site. Such action would yield lower dredge costs due to proximity of dredge disposal site and would permit government agencies more opportunities to dredge needed bayous for the purpose of flood minimization and enhanced recreational access. Upon completion of the proposed Beneficial Use Site, native vegetation would be planted to establish the ecological environment which once existed for expanding the native wildlife's habitat. The project benefit would be to restore this pristine estuary and bay back into a sound ecological state, re-establish the lost habitat area and to minimize the required maintenance dredging in the near shore waters which is vital to support the discharge of this watershed and navigable access.	Jackson	Yes		Yes	No	Yes	No	Yes	No	Yes		$ 6,000,000.00	$ -	
	Infrastructure	5765	2/25/2018	Mississippi Oyster Shell Recycling Program	The Mississippi Commercial Fisheries United, Inc. proposes for funding an oyster shell recycling program that engages Mississippi restaurants, oyster processors, and the general public to establish a recycling program that provides free oyster shell pickup, training, and drop-off locations to recycling otherwise discarded oyster shells. Oyster shells are the preferred cultch material for oyster reef restoration but due to their limited supply has been used minimally in recent restoration efforts. Alternative cultch materials have thus far proven to be largely ineffective at restoring oyster reefs in the Mississippi Sound. Funds for this project would include the procurement and management for necessary collection materials, transportation vehicles, employees, land for shell staging, and heavy equipment for shell sanitation. Similar successful projects have been implemented in other Gulf states such as Alabama, Louisiana, and Texas. The Mississippi Commercial Fisheries United, Inc. launched a successful pilot oyster shell recycling effort in 2017 that focused on collecting oyster shells at a local seafood festival; nearly 2,000 lbs of oyster shells were collected in one day. A detailed project proposal and estimated project budget for the proposed Mississippi Oyster Shell Recycling Program included as an attachment.	George,Harrison,Jackson,Hancock,Mobile,St Tammany,Stone,Pearl River	Yes		Yes	No	Yes	Yes	No	Yes	Yes		$ 300,000.00	$ 50,000.00	
	Infrastructure	5852	9/10/2018	Mississippi Coastal Improvement Program (MsCIP) Deer Island Ecosystem Restoration Program	Scope of Work: This Project will complement the existing Federal restoration projects at Deer Island by minimizing the fracturing of diversity and creation of an additional 400 acres of highly productive wetlands, beach and dune and maritime forest habitat. Planned improvements include restoration of a portion of the northern and southern shorelines of the island, and new stone training dikes to prevent future erosion. Project will also restore emergent coastal tidal marsh, restore vital nodal connections of marsh/estuarine habitat for Gulf Sturgeon (threatened species) feeding and nursery use as well as federally protected migratory species, project will restore critical winter habitat for Piping Plover (threatened species), and nesting habitat for raptors including Bald Eagle as well as listed sea turtles, project will also fully restore barrier island and natural hydrologic conditions to MS Sound as well as historical inflows of Gulf water into the sound area. The project will also fully restore historic geomorphic features through restoration, stabilization of island elevations and shoreline profiles. Background and Cost: A feasibility study was completed in September 2009. The recommended total project, estimated to cost $25,800,000 with an estimated Federal cost of $16,770,000 and an estimated non-Federal cost of $9,030,000. Of this amount, $1,231,000 is estimated to be needed to complete PED (design phase elements) with an estimated Federal cost of $800,000 and an estimated non-Federal cost of $431,000. Funding Status: This project is currently unfunded. The next potential chance for funding will be from the FY 20 (October 2019) budget. Ahead of this, local non-Federal Sponsor support via a Letter of Intent will be needed. Would like to further discuss the LOI with you going forward.	Harrison	Yes		Yes	No	Yes	No	Yes	Yes	Yes		$ 25.00	$ 431,000.00	
	Infrastructure	5853	10/15/2018	Sunset Drive to Dunbar Ave Sanitary Sewer Improvements	Project consists of cleaning, videoing, addressing point repairs for damaged sewer main sections and lining of sewer main and manholes to prohibit bypass of sanitary sewer during heavy rain events. This section of sewer main is one of the oldest sections in the city and has continued to degrade over the years.	Hancock	Yes	100	Yes	Yes	No	No	No	No	No		$ 350,000.00	$ -	
	Infrastructure	5854	10/15/2018	Lift Station Repair at Ramoneda St.	Project consists of pump station upgrades to include new pumps, internal wet well rehabilitation with new discharge pipes and valves, liner of wetwell and bypass valves installed near the valve box. This pump station is continually in a state of disrepair and undersized to handle existing demand. Also, during heavy rain falls the pumps are over worked causing periodic bypass of sanitary sewer into the nearby environment.	Hancock	Yes	100	Yes	Yes	No	No	Yes	No	Yes		$ 250,000.00	$ -	
	Infrastructure	5859	11/5/2018	Mississippi Gulf Coast Near Shore Water Quality Project	This Storm Water Filtration Project is proposed to address the ongoing poor near shore water quality issues which continuously plague the Mississippi Gulf Coast. Each year, segments of our coastline have "Water Contact Advisories" posted as a result of elevated bacteria levels found within the near shore waters. These Advisories are to discourage individuals from accessing these areas and being a tourist destination, this overall perception has a negative lasting impact. Although there are several aspects of addressing this problem underway, such as upgrading sanitary sewer systems and implementing Eco-Friendly "Green" solutions, they do not fully address all of the bacteria sources contributing to these periods of elevated bacteria levels within our near shore waters. This Storm Water Filtration System technology is designed to capture the storm water run off during rain events, force through a treatment process to remove sediment and bacteria, retain the contaminants for disposal within the sanitary sewer system and return the treated storm water back into the discharging outfall. Ideally, the treatment facility should be positioned near the discharge outfall location or as close as geographically permitted to maximize the area of watershed treated. However, this technology can be placed in strategic locations based on existing conditions to treat various segments throughout a watershed. This flexibility of an adaptable design specific to existing conditions, makes for an ideal approach to treat storm water run off for clean acceptable near shore water quality. A more detailed presentation is attached with this project information.	Harrison	Yes	95	Yes	No	Yes	No	Yes	No	Yes		$ 12,000,000.00	$ -	

	Infrastructure	S872	2/14/2019	Buccaneer State Park Enhancement	Buccaneer State Park is Mississippi's only state park with direct access to the Gulf of Mexico, Located within the city limits of Waveland, the park is situated on approximately 398 acres, offering beach access, nature trails, recreational vehicle campsites and an 18-hole disc golf course. One of Buccaneer State Park's most popular amenities is Buccaneer Bay Waterpark. The 4.5 acre waterpark is open during summer months, offering families opportunities to enjoy a double water slide, a wave pool and a water playground for young children. The park is largely a local attraction, drawing the majority of visitors from neighboring states, with 75 percent of out-of-state visitors coming from Louisiana. Buccaneer State Park with its proximity to the Gulf of Mexico, variety of recreational and environmental assets, and new funding opportunities, offers an incredible opportunity to transform the park into a regional attraction. The enhanced park will add a new dimension to Mississippi Gulf Coast's tourism, offering an experience that will be competitive with neighboring Gulf Coast states and their planned and proposed restoration and recreation projects. Additionally, the park will support Mississippi's economy by providing new recreational opportunities for Mississippi residents while drawing significantly greater numbers of out-of-state visitors. The proposal detailed in this report are consistent with the Gulf of Mexico Energy Security Act of 2006 (GOMESA) and the RESTORE objectives of supporting park infrastructure and outdoor recreation. Additionally, this proposal is aligned with all top-line goals of the Mississippi Department of Wildlife, Fisheries and Parks' Statewide Comprehensive Outdoor Recreation Plan (SCORP), 2015–2019. The Buccaneer State Park master plan is an $8 million project to offer greater access to Mississippi's natural coastal beauty while investing in one of our state's most desirable state parks. Buccaneer is one of Mississippi's top-five state parks and the only state park in Mississippi to consistently operate profitably, year after year. The proposed funding would be provided through a combination of potential RESTORE through MSDEQ and Gulf of Mexico Energy Security Act (GOMESA) Land and Water Conservation Fund (LWCF) grants that support outdoor recreation and conservation projects, with local matching funds appropriated by Hancock County of up to $1 Million and potentially assistance from the Mississippi Legislature for $4 Million in general obligation bond assistance.	Hancock	Yes		No	No	No	No	No	No	No		$ 8,600,000.00	$ 1,250,000.00	
	Infrastructure	S874	2/21/2019	MSU Northern Gulf Aquatic Food Research Center	Despite Mississippi's relatively short coastline, the Mississippi Gulf Coast produces an abundance of natural resources and economic impact. Coastal Mississippi was once renowned as "the seafood capital of the world," however, today approximately 90% of the fish consumed in the United States are imported. The entire Gulf Coast produces 70 percent of the nation's oysters, 69 percent of domestic shrimp and is a leading producer of domestic hard and soft-shell blue crabs. In 2014, the Mississippi seafood industry generated total economic impacts of $199 million and created 4700 jobs. As a component of this industry-wide impact, the Mississippi seafood processing industry annually produces approximately $100 million in economic impacts and supports approximately 1000 jobs in coastal counties. Gulf seafood contains many of the nutritional and taste qualities desired by consumers, including high-quality protein and vitamins, low calories and saturated fats, and high omega-3 fatty acids. Consumers have responded to these qualities by increasing seafood consumption, as reflected by a nearly 3-fold increase U.S. per capita consumption of shrimp over the past 25 years. Yet safety and quality of seafood products remain an important public health and economic issue as illustrated by water quality related beach closures and consumption restrictions associated with the Deep-Water Horizon oil spill. In addition to the oil spill, Hurricane Katrina and the opening of the Bonnet CarrÃ© Spillway have contributed to the dramatic decrease in oyster production. The Mississippi Governor's Oyster Restoration and Resiliency Council made a determination in 2015 to restore oyster reefs to promote oyster aquaculture and set a goal of 1 million sacks of annual oyster production by 2025. The increased focus on oyster restoration and aquaculture production in MS will greatly enhance the state economy. However, outbreaks of food-borne pathogens in raw oysters have produced a negative impact on oyster marketing. To successfully restore production and marketing of oysters and other seafood, research ensuring food safety and value-added utilization is needed. Additionally, catfish is the most important aquaculture product in the United States with a total production of about $400 million per year, concentrated in the mid-south coastal states. Mississippi leads in catfish production with a farm gate value of approximately $200 million. Eleven catfish fillet processing industries, with 7 in Mississippi, 2 in Alabama and 2 in Louisiana add value to catfish products. The total economic impact of the catfish processing industries is approximately $1 billion. However, to compete with imported catfish products, the USDA-ARS Research Unit in Stoneville in conjunction with the catfish processing industries have identified badly needed research areas to recover more meat, extend shelf-life and better utilize its by-products. The northern Gulf of Mexico region lacks a strong, modern seafood research center. Mississippi State University's Coastal Research and Extension Center supports a team of scientists and specialists at the Pascagoula Seafood Processing Laboratory that provides services to the state's seafood industry. However, the space and facilities have become inadequate to fulfill the increasing needs of the industries. The proposed development will establish a robust, state of the art base for conducting aquatic food research and product innovations. In addition to industry partners, the interest of a multitude of state and federal agencies (USDA-ARS, NOAA, FDA, MSDEQ, USM, and MDMR) on the gulf coast creates a rich opportunity for collaboration and synergism to promote the fish and seafood industries not only in Mississippi but also in the entire northern gulf. In addition to advancing science and technology to promote the utilization of seafoods and catfish, the Aquatic Food Research Center will serve as the base to build a strong value-added food processing cluster to promote the economy in the state and the region. To accomplish this goal, a permanent structured building of approximately 19,500 sq ft with components of the space and laboratory capacities, and examples of functions are outlined tentatively as below.	Harrison	Yes	100	Yes	Yes	Yes	No	No	No	No		$ 15,700,000.00	$ 500,000.00	
	Infrastructure	S872	2/14/2019	Buccaneer State Park Enhancement	Buccaneer State Park is Mississippi's only state park with direct access to the Gulf of Mexico, Located within the city limits of Waveland, the park is situated on approximately 398 acres, offering beach access, nature trails, recreational vehicle campsites and an 18-hole disc golf course. One of Buccaneer State Park's most popular amenities is Buccaneer Bay Waterpark. The 4.5 acre waterpark is open during summer months, offering families opportunities to enjoy a double water slide, a wave pool and a water playground for young children. The park is largely a local attraction, drawing the majority of visitors from neighboring states, with 75 percent of out-of-state visitors coming from Louisiana. Buccaneer State Park with its proximity to the Gulf of Mexico, variety of recreational and environmental assets, and new funding opportunities, offers an incredible opportunity to transform the park into a regional attraction. The enhanced park will add a new dimension to Mississippi Gulf Coast's tourism, offering an experience that will be competitive with neighboring Gulf Coast states and their planned and proposed restoration and recreation projects. Additionally, the park will support Mississippi's economy by providing new recreational opportunities for Mississippi residents while drawing significantly greater numbers of out-of-state visitors. The proposal detailed in this report are consistent with the Gulf of Mexico Energy Security Act of 2006 (GOMESA) and the RESTORE objectives of supporting park infrastructure and outdoor recreation. Additionally, this proposal is aligned with all top-line goals of the Mississippi Department of Wildlife, Fisheries and Parks' Statewide Comprehensive Outdoor Recreation Plan (SCORP), 2015–2019. The Buccaneer State Park master plan is an $8 million project to offer greater access to Mississippi's natural coastal beauty while investing in one of our state's most desirable state parks. Buccaneer is one of Mississippi's top-five state parks and the only state park in Mississippi to consistently operate profitably, year after year. The proposed funding would be provided through a combination of potential RESTORE through MSDEQ and Gulf of Mexico Energy Security Act (GOMESA) Land and Water Conservation Fund (LWCF) grants that support outdoor recreation and conservation projects, with local matching funds appropriated by Hancock County of up to $1 Million and potentially assistance from the Mississippi Legislature for $4 Million in general obligation bond assistance.	Hancock	Yes		Yes	No	No	No	No	No	No		$ 8,600,000.00	$ 1,250,000.00	
New	Infrastructure	S874	4/4/2019	MSU Northern Gulf Aquatic Food Research Center	Despite Mississippi's relatively short coastline, the Mississippi Gulf Coast produces an abundance of natural resources and economic impact. Coastal Mississippi was once renowned as the seafood capital of the world. However, today approximately 90% of the fish consumed in the United States are imported. The entire Gulf Coast produces 70 percent of the nation's oysters, 69 percent of domestic shrimp and is a leading producer of domestic hard and soft-shell blue crabs. In 2014, the Mississippi seafood industry generated total economic impacts of $199 million and created 4700 jobs. As a component of this industry-wide impact, the Mississippi seafood processing industry annually produces approximately $100 million in economic impacts and supports approximately 1000 jobs in coastal counties. Gulf seafood contains many of the nutritional and taste qualities desired by consumers, including high-quality protein and vitamins, low calories and saturated fats, and high omega-3 fatty acids. Consumers have responded to these qualities by increasing seafood consumption, as reflected by a nearly 3-fold increase U.S. per capita consumption of shrimp over the past 25 years. Yet safety and quality of seafood products remain an important public health and economic issue as illustrated by water quality related beach closures and consumption restrictions associated with the Deep-Water Horizon oil spill. In addition to the oil spill, Hurricane Katrina and the opening of the Bonnet CarrÃ© Spillway have contributed to the dramatic decrease in oyster production. The Mississippi Governor's Oyster Restoration and Resiliency Council made a determination in 2015 to restore oyster reefs to promote oyster aquaculture and set a goal of 1 million sacks of annual oyster production by 2025. The increased focus on oyster restoration and aquaculture production in MS will greatly enhance the state economy. However, outbreaks of food-borne pathogens in raw oysters have produced a negative impact on oyster marketing. To successfully restore production and marketing of oysters and other seafood, research ensuring food safety and value-added utilization is needed. Additionally, catfish is the most important aquaculture product in the United States with a total production of about $400 million per year, concentrated in the mid-south coastal states. Mississippi leads in catfish production with a farm gate value of approximately $200 million. Eleven catfish fillet processing industries, with 7 in Mississippi, 2 in Alabama and 2 in Louisiana add value to catfish products. The total economic impact of the catfish processing industries is approximately $1 billion. However, to compete with imported catfish products, the USDA-ARS Research Unit in Stoneville in conjunction with the catfish processing industries have identified badly needed research areas to recover more meat, extend shelf-life and better utilize its by-products. The northern Gulf of Mexico region lacks a strong, modern seafood research center. Mississippi State University's Coastal Research and Extension Center supports a team of scientists and specialists at the Pascagoula Seafood Processing Laboratory that provides services to the state's seafood industry. However, the space and facilities have become inadequate to fulfill the increasing needs of the industries. The proposed development will establish a robust, state of the art base for conducting aquatic food research and product innovations. In addition to industry partners, the interest of a multitude of state and federal agencies (USDA-ARS, NOAA, FDA, MSDEQ, USM, and MDMR) on the gulf coast creates a rich opportunity for collaboration and synergism to promote the fish and seafood industries not only in Mississippi but also in the entire northern gulf. In addition to advancing science and technology to promote the utilization of seafoods and catfish, the Aquatic Food Research Center will serve as the base to build a strong value-added food processing cluster to promote the economy in the state and the region. To accomplish this goal, a permanent structured building of approximately 19,500 sq ft with components of the space and laboratory capacities, and examples of functions are outlined tentatively as below.	Harrison	Yes	100	Yes	Yes	Yes	No	No	No	No		$ 15,700,000.00	$ 500,000.00	
New	Infrastructure	S955	12/3/2020	Enhanced sea turtle mortality investigations	This project will enhance NOAA's existing necropsy facility to expand sea turtle mortality and supplementary investigations, and meaningfully improve the collaboration through the in-person and remote participation of researchers and education staff in Mississippi and beyond. Data gathered from necropsies constitutes the most vital source of knowledge on mortality factors and sometimes represents the sole source of that information. Enhancements to the necropsy laboratory (e.g. AV technology for remote participation, ceiling-mounted examination lighting, floor drainage, safety upgrades, and height appropriate necropsy tables) would considerably improve the capacity of the facility to manage sea turtle necropsies in a sterile and collaborative environment. Upgrading the facility is a cost effective approach since it takes advantage of an existing structure. The modernized facility will serve as an important resource for the state Sea Turtle Stranding and Salvage Network by providing a collaborative, technologically advanced work environment for its constituent partners and organizations to conduct postmortem examinations of stranded sea turtles. This will allow for early detection of natural and anthropogenic mortality events such that mortality sources can be addressed more rapidly and solutions implemented wherever possible. In conjunction with the Backtracking Analysis and Mortality Mapping tool developed by NOAA researchers, these timely necropsies will also help to pinpoint the origins of these mortality sources. Necropsies conducted at this facility would also assist with sample collection and analyses for law enforcement cases enabling more rapid responses for these investigations. The proposed work will contribute significantly to the natural resource issue of restoring and protecting sea turtles species within Mississippi waters. The project would expand and improve the information collected on sources of sea turtle mortality in Mississippi.	Jackson	Yes		No	Yes	No	No	No	No	No		$ 150,000.00	$ -	
New	Infrastructure	S992	7/16/2021	Colonial Estates Area Septic Tank Abatement Project	Extension of public sewer service to underserved Colonial Estates area just outside Ocean Springs City Limits. Project will extend sewer service to the area and convert existing residential structures from existing individual onsite wastewater treatment systems (IOWDS) and connect them to public sewer. The new collection system will provide immediate service to existing homes and allow abandonment of approximately 115 existing septic systems. The collection system would be sized to accommodate connection of the approximate 150 remaining lots should future development occur. This project is 1 of 2 phases with the 2nd phase abandoning another approximately 150 septic tanks.	Jackson	Yes	100	Yes	No	No	No	Yes	No	No		$ 2,800,000.00	$ -	
New	Infrastructure	S993	7/20/2021	Jackson County Septic System Abatement Project - Phase 2	Extension of sewer collection systems to underserved areas of Jackson County including Vancleave, Hurley, Three Rivers, & Helena Areas while allowing for the conversion of approximately 900 residences from on-lot septic systems to public systems at no cost to the resident. Converted on-lot systems would be owned and maintained by JCUA.	Jackson	Yes	100	Yes	Yes	Yes	No	Yes	No	No		$ 4,500,000.00	$ -	

PROJECT ALREADY UNDER BROAD PROGRAM OR TOO BROAD AS WRITTEN TO BE IMPLEMENTED (GREEN CELLS)

	Go Coast	PROJECT ID	PROPOSAL DATE	PROJECT NAME	DESCRIPTION	LOC. COUNTY	INFRASTRUCTURE COMPONENT	INFRASTRUCTURE_BUDGET_PCT	ACT_ECONOMIC_DEVELOPMENT	RESEARCH AND EDUCATION	SEAFOOD	SMALL BUSINESS	TOURISM	WORKFORCE DEVELOPMENT	ECORESTORATION	ACT_OTHER	ESTIMATED_COST	FUNDING AVAILABLE	COMMENTS
	Infrastructure	1195	9/5/2012	North Jackson Marsh Restoration/Enhancement	(ORIGINAL ID#11791) Historically, this area has provided many critical functions to the marsh ecosystem and City of Waveland. As a transitional estuarine/freshwater wetland the area: 1) provides the marsh with fresh water; 2) collects, holds and treats much of the City?s storm water runoff; 3) provides a natural refuge for estuarine species; and 4) is the heart of natural corridors for plants, amphibians, reptiles and birds. Alteration and development has seriously derogated the area?s ability to provide these functions. A nonstructural restoration/enhancement of the area can play a key role in the City?s recently approved Hazard Mitigation Project. As proposed here a multifaceted approach will be used to restore/enhance the area by: 1) removing accumulated debris and sediment, 2) remove invasive plant species, 3) restore, expand and enhance the area?s various wetland habitats, and 4) incorporate minor stream bank enhancements to the area between the pond and northern limits of Jackson marsh. Enhancement/restoration activities will include selective (hack and squirt) herbicide applications to remove invasive species, grubbing, sediment and debri removal. Once grubbing and sediment/debris removal activities have been completed, native wetlands species will be planted and monitored within the site. A restrictive covenant/conservation easement will be placed on the property to prevent any adverse impacts to the property once restored. The City of Waveland has an existing contract with the Pickering Firm, Inc. which will allow them to provide the environmental, engineering and other professional services needed for the project. The area will function as a city recreational park area with an emphasis on nature.	Hancock	Yes		No	Yes	No	No	No	No	Yes		$ 380,000.00	$ -	

	Infrastructure	1222	11/9/2011	Hancock County Utility Authority - Waveland Sewer Collection Repairs	(ORIGINAL ID#11455) This project consists of sewer collection repairs north of the CSX Railroad and East of Waveland Avenue to the city limits. The estimated cost of the project is $10 million. HCUA Board of Directors prioritized this project as Number 1.	Hancock	Yes		No	No	No	No	No	No	No	No		$ 10,000,000.00	$ -	Environmental Focus
	Infrastructure	1223	11/9/2011	Hancock County Utility Authority - Replacement of the Jourdan River Shores Sewer Collection System and Water Distribution System	(ORIGINAL ID#11454) This project consists of replacing the sewer collection system and the water distribution system in Kiln, MS. The sewer system is an old privately owned system (TES)) that was not maintained properly over the years and has many breaks and/or leaks through out the community. This area being so low will drain directly into the Jourdan River which feeds directly to the Bay of St. Louis and the Gulf of Mexico. A new lift station was installed in the Summer of 2014 and will transport any wastewater to the Northern Regional Waste Water Treatment Facility. The estimated cost of the project is $8 million.	Hancock	Yes	95	No	No	No	No	No	No	No		$ 8,000,000.00	$ -	
	Infrastructure	1224	11/9/2011	Hancock County Utility Authority - Acquisition of the TESI Certificate at Oak Harbor & Repairs to the Water & Sewer Systems	(ORIGINAL ID#11453) This project consists of acquisition of the Utility Partner's Water and Sewer Service Certificate at Oak Harbor Subdivision in Pearlington, MS. This project will include the purchase of the franchise certificate as well as the needed repairs to the water distribution and sewer collection infrastructure. Once repairs to system are complete the area will be service by infrastructure completed in the Gulf Region Water & Waste Water Plan. Included is the decommission of an on-site waste water treatment facility by directing the flow to the Western Regional Waste Water Treatment Facility. The estimated cost of the project is $6.5 million.	Hancock	Yes	90	Yes	No	No	No	No	No	No		$ 6,500,000.00	$ -	
	Infrastructure	1266	12/4/2013	NRDA Project Proposals State of Mississippi May 13, 2011	The Nature Conservancy in Mississippi is pleased to present the following Project Proposals that we feel are eligible for early NRDA funding based on guidance provided in the "Framework for Early Restoration Addressing Injuries Resulting from the Deepwater Horizon Oil Spill" document. These Projects support the conservation and restoration of critical Gulf of Mexico habitat types including sub-tidal oyster reefs, coastal marsh and forest, sea grass beds and acquisition and restoration of critical coastal lands through the existing Coastal Preserve Program of Mississippi administrated by the Mississippi Secretary of State's Office and the Department of marine Resources. Specifically, these projects meet the requirements delineated in paragraph 6 in that they: - Contribute to making the environment and public whole by restoring, rehabilitating, replacing, or acquiring the equivalent of nature resources or services injured as a result of the spill; - Address one or more specific injuries to natural resources or services associated with the incident' - Seek to restore natural resources, habitats or natural resource services of the same type, quality, and of comparable ecological and/or human use value to compensate for identified resource and service losses resulting from the incident; - Are not inconsistent with the anticipated long-term restoration needs and anticipated final restoration plan; and - Are feasible and cost-effective. The Nature Conservancy has been actively engaged in conservation of the Gulf of Mexico ecosystem for nearly 40 years including over 15 years in Mississippi. During that time we have restored or protected hundreds of thousands of acres of a variety of habitat types across the five Gulf states in partnership with our state and federal colleagues as well as private landowners and businesses. We are well-versed on the ecology of the Gulf and are expert at developing, implementing, and monitoring restoration projects. 1. Hancock County wetlands stabilization and oyster restoration project 2. Restoration and enhancement of coastal marsh and transitional forests in Coastal Mississippi 3. Using living shoreline technology to mitigate the effects of previously hardened shorelines 4. Living shorelines - wetlands restoration projects, Mississippi Gulf Coast, Harrison and Jackson Counties 5. Sub-tidal oyster reef restoration in Biloxi Bay, Mississippi 6. Sub-tidal oyster reef restoration in Bay St. Louis, Mississippi 7. Mississippi Coast wide seagrass community based conservation program 8. Acquisition of property on Round Island, Jackson County, MS 9. Acquisition of property on Deer Island, Harrison County, MS 10.Acquisition of Private Coastal Lands for Preservation, Hancock, Harrison, and Jackson Counties, MS	Hancock, Harrison, Jackson	Yes		Yes	Yes	Yes	No	Yes	No	Yes		$ 51,535,865.00	$ -	
	Infrastructure	1712	12/24/2015	BP for restoring the gulf fisheries	This program will address fishery management needs in the Gulf of Mexico for the commercial, CFH and the recreational anglers. This "BluePrint for Restoring The Gulf Fisheries will be lost if not funded . This program will provide help with discards of reef fish, provide Seafood for the Consumer and provide a pilot program To test a method that will allow anglers the opportunity to fish all year for red snapper and grouper. This program will also allow the opportunity to study behavioral science. This program will address accountability and sustainability of our coastal marine resource and those that rely upon the resource for food , jobs and pleasure. The programs infrastructure contain many components. This program will include state agency's , commercial, CFH and private anglers. It will also have help from the Southeast science center with its design. A full proposal will be submitted if the council feels they are interested in a proposal that would test a license limitation for our recreational anglers. The fish would be leased from the present commercial quota so that it would not impact the regular open season. It would also collect data that is presently missing and needed inorder to have a sustainable fishery for years to come. It will cost 31/2 million to lease the fish for the pilot study. The remaining amount will be spent on outreach. Forms, Techs. Tags , PI, analysis etc.	Harrison, Hancock, Jackson	Yes	15	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Data needs	$ 5,000,000.00	$ -	
	Infrastructure	1716	2/6/2014	Proposed RESTORE Fund Land Acquisitions	The Land Trust for the Mississippi Coastal Plain (LTMCP) is an accredited Land Trust dedicated to the conservation, promotion, and protection of open spaces and green places of ecological, cultural or scenic significance in the counties of the Mississippi coastal Plain. This proposal is intended to provide a brief overview of several properties the Land Trust for the Mississippi Coastal Plain has determined to be in line with the goals set forth in the Gulf Coast Ecosystem Restoration Council's Proposed Comprehensive Plan entitled, The path Forward to Restoring the Gulf Coast: A Proposed comprehensive Plan: 1) Restore and Conserve Habitat 2) Restore Water Quality 3) Replenish and Protect Living Coastal and Marine Resources 4) Enhance Community Resilience 5) Restore and Revitalize the Gulf Economy. The proposed properties are dispersed throughout three of the six coastal counties in which the Land Trust for the Mississippi Coastal Plain Operates. Jackson County: Graveline Bayou-Cumbest 369 acres, Graveline Bayou-Whitehead 739.67 acres, Graveline Bayou-Mahoney 6.99 acres, Seapoint 16.64 acres, Bluff Creek 59.14 acres, Brickyard Bayou 138.82 acres; Harrison County: Turkey Creek 634.17 acres, Canal Land 218.50 acres; Hancock County: North Beach 41.169 acres, Ansley Area 331.57 acres, Magnolia Branch 19.89 acres, Cure Land Co. 132.85 acres. The attached document is designed to illustrate the value each of these properties holds. Acquisition of any one of these proposed sites and its subsequent conservation will increase property, economic, and aesthetic value of the area in which the site is located. The properties, if acquired by the Land Trust for the Mississippi Coastal Plain, all have the potential to restore and conserve habitats by providing havens for our unique coastal habitats and all species that reside within them. They can restore water quality by protecting our watersheds and, in turn, our water supply clean. They can enhance community resilience by offering educational opportunities and revitalize the Gulf economy by creating interesting new low-impact recreational spaces where adults, children, citizens, and visitors can fully immerse themselves in the beauty and intrigue of the Mississippi Gulf Coast in its restored natural state. Funding these acquisitions will ensure a legacy is left for our future, as RESTORE funds are meant to do.	Harrison, Hancock, Jackson	Yes		Yes	Yes	No	No	Yes	No	Yes		$ -	$ -	
	Infrastructure	1723	2/7/2014	Restore MS Endangered species	My proposal is to locate video camera on some of the piers/bridges in our coastal communities to help document the interactions of sea turtles with fishing gear. By doing so it will help to provide data for the science center to analysis to see what they can recommend to the anglers that are coming in contact with the turtle While fishing from these piers / bridges. I am aware of 11 or 12 piers where fishermen are coming in contact with two hundred or more Endangered species of turtles around these piers since the oil spill. This study will also help provide the effort data . The second part of the program is to provide some type of education about what the anglers can do to minimize contact and inter action with these turtles. There will be a outreach component of the study to interview those that do fish from the piers and document their interactions and their success of releasing the turtles unharmed. The cameras will also help ground truth what is taking place on these fishing piers as they relate to the interactions under the endangered species Act.	All MS Counties	Yes		No	Yes	No	No	Yes	No	Yes		$ 15,000,000.00	$ -	
	Infrastructure	1802	4/5/2014	Yazoo Lake Channel Dredging	Sediment needs to be removed from the channel leading to Yazoo Lake to restore a functional navigational channel. Sediment gathered while access to the lake was limited during the oil spill response process. If determined feasible, spoils from the channel and harbor area can be used to restore lost marshland near the mouth of the harbor, increasing opportunities for ecological restoration in an area directly impacted by the spill.	Jackson	Yes		No	No	No	No	Yes	No	Yes		$ 1,345,500.00	$ -	
	Infrastructure	1803	4/5/2014	Property Acquisition East Pascagoula River (Fletchas Acquisition)	Property owned by the Fletchas family has long been used as an industrial shipyard on some of the most attractive waterfront property in the City. This project proposes to acquire the property, remediate, and clear it for further development.	Jackson	Yes		Yes	No	No	Yes	Yes	Yes	Yes		$ 10,189,000.00	$ -	
	Infrastructure	2063	7/25/2011	Coastal Zone Acquisition Fund	This is a fund to acquire easements or fee title to key properties for ecological restoration and management. The initial fund will purchase select conservation properties with the remainder used to establish a true, interest-generating endowment with a protected principal. An anticipated annual interest yield could be several million dollars depending upon the initial principal invested and the overall investment risk selected by the endowment managers. No other course of action would so dramatically affect the ecological character of the Coastal Zone than the purchase of ecologically significant properties that are otherwise at high risk for development. In many cases these properties are water associated and tend to have high ecological sensitivity but are frequently attractive for development from an aesthetic standpoint. Many of these properties are at increased risk for development because they contain uplands which are not protected by any comprehensive regulatory structure. However, the long term cost of such development is likely unacceptable both in ecological terms and in terms of resiliency to storm damage. The vulnerability of developed versus natural lands to storm surge damage is tremendous as post-Katrina observations have so vividly illustrated.	Hancock, Harrison, Jackson	Yes		No	No	No	No	No	No	No	Yes	Yes	$ 500,000,000.00	$ -	
	Infrastructure	2071	7/27/2011	Coastal Land and Marsh Protection	This is a general recommendation, not tied to a specific project: Instead of habitat restoration, focus instead on purchasing lands in fee title or in easement to protect these fragile and ecologically important areas that are threatened by future development while they still exist. As you know, land development usually causes conditons that are irreversible. By protecting these areas in perpetuity, we would permanently protect these areas and the ecological services they provide for a multitude of coastal terrestrial and aquatic species. By doing so, we not only protect habitat for many species, but also prevent future damage to human structures as a result of climate change (severe weather events such as hurricanes, sea level rise, etc.). It is my personal opinion that protecting as much currently undeveloped land as is possible from future land development, especially in coastal areas that typical exhibit a more rapid growth rate than in other areas, is the singlemost important thing we should be doing with available funding. To me it is a more valuable use of dollars than habitat restoration, which is very costly and may or may not be successful.	Gulf of Mexico	Yes		No	No	No	No	No	No	No	Yes	Yes	$ -	$ -	
	Infrastructure	4316	2/19/2015	Bay St Louis stream restoration, canal dredging project and Removal of Derelict Boat Houses and Piers Project	Bay St Louis has over 27 miles of waterways inside the city limits. The waterways include natural streams and a system of canals that connect to the Jordan River and Bayou Lacroix. The entire system is in great need of maintenance dredging and debris removal to cure the residual impacts of sediment and trash accumulated from decades of hurricane and flood deposits. Dredging the entire system would have multiple benefits that would include but not be limited to improving: water quality, flood prevention with better drainage/runoff, navigation, recreational safety and useful byproduct(sediment removed could serve as marsh replenishment material). BSL proposes to remove the numerous derelict boat houses and damaged piers/pilings from along the water front on Beach Blvd. These structures pose a navigational danger to boaters, fisherman and recreationalists which frequent the water front.	Hancock	Yes		Yes	No	Yes	No	Yes	No	Yes		$ 15,000,000.00	$ -	
	Infrastructure	5453	12/11/2015	GoCoast Trust Fund	The proposed project will fund a perpetual GoCoast Trust Fund that will provide: (1) debt and equity financing of qualified private and public projects that will repay loans with interest and yield a return on equity investments; and (2) grants to public agencies for urgent public projects that do not generate revenue directly, especially eco-restoration projects. The Trust Fund will provide a long-term, economically-sound framework to stimulate regional economic recovery and growth that serves long-term public interests, and it will have the flexibility to adjust to market-driven changes in the regional, national and world economies. The GoCoast Trust Fund will be governed by a three-member Board of Trustees, composed of one resident from each of Hancock, Harrison and Jackson counties. The Governor shall appoint the trustees, subject to the approval of the Mississippi Senate and House of Representatives, for four-year terms, coterminous with the Governor. All actions of the Board of Trustees must be by unanimous vote of the Trustees. Operating expenses of the Trust may be funded from Trust Fund income and any public or private grants obtained by the Trust. On or before September 1st of each year, the Trustees shall submit to the Governor, the Legislature, and MDEQ (1) a â€œPlan of Investmentsâ€ for the next state fiscal year itemizing all proposed investments and projects for the next fiscal year, (2) financial statements of the Trust for the previous year, and (3) financial statements projected for the next five years. Prior to submitting each Plan of Investments, the Board of Trustees must submit the Plan to all state Senators and state Representatives representing any part of the three Coast counties. If a majority of Senators and Representatives submit an objection (in writing) to any specific project in the Plan, then that project shall be deleted from the list of projects that may be funded by the Trust in that fiscal year. The Trust will operate in the nature of a public investment bank to fund projects that address economic development; infrastructure; eco-restoration; research and education; seafood; tourism; or workforce development. Priority will be given to projects that stimulate and accelerate long-term, regional economic recovery and growth; job production; tax-base expansion; and quality of life for Mississippi Gulf Coast residents. Selection must be based on projects that, â€œabut forâ€ GoCoast Trust assistance, otherwise would likely not go forward within a strategic timeline and scope of development according to the long-term strategic plan adopted by the Board of Trustees. The operating office of the Trust shall be located within the three Coast counties. Preference will be given to projects that leverage financing from private sources and other public sources, including state and federal grants and incentive programs, such as New Market Tax Credits, Tax Increment Financing, Mississippi Tourism Rebate Program, Public Improvement Districts, Business Improvement Districts, and Community Development Financial Institutions, like the Gulf Coast Renaissance Corporation. Each project will demonstrate it has an economically sound basis for repaying the investment and, where feasible, yielding an appropriate return on investment. Although lending and investment criteria will be designed to perpetuate and grow the Trust Fund, the Board of Trustees will have the flexibility to set terms that may be less than market rate in order to incent timely, qualified projects that make long-term, systemic improvements to the regional economy and quality of life.	Hancock, Harrison and Jackson	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes		$ 100,000,000.00	$ -	
	Infrastructure	5465	2/16/2016	Computerized RESTORE	Developing Working Proposals to hire University Researchers and Marketers to address the RESTORE act and present the proposal 100% into dimensional sections for fundamental learners comprehensive training and developmental studies in progress. Each University Researcher that provide a biographical sketch, resume, CV etc. will be assessed to his or hers RESTORE ACT decision making teams. There will be implementation of US Military and International interventions and redesign ROTC Workforce Innovation Training and Development.		Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes		$ 18,000,000.00	$ -	

	Infrastructure	5509	9/8/2016	Sanitary Sewer System Rehabilitation Project	Need for Project: Significantly reduce I/I; consolidate facilities, reduce operating costs, reduce sanitary sewer overflows. Scope of Work: Installation of 40,000 LF of new 12" and smaller SDR 26 PVC gravity sewer system and abandonment of 40,000 LF of existing 50+ yr old clay pipe sewer system; installation of 25,000 LF of CIPP lining in 12" and smaller 50+ yr old clay and concrete pipe sewer system; 40,000 LF of 4" sanitary sewer service lines to replace existing 50+ yr old bituminous wood fibre pipes and clay pipes; 4000 LF of new 12" force main pipe to replace 50+ year old pipe; 150 new gravity sewer manholes; interior lining of 100 existing gravity sewer manholes, 200 point repairs of existing gravity sewer system, consolidation of pump facilities with construction of a single new sewer lift station to allow abandonment of six existing small sewer lift stations. Project Benefits: Significantly reducing I/I Reduce operating cost by reducing electrical costs associated with pumping, reducing wastewater treatment costs, reducing spot repair costs, reducing repairs associated with root intrusion, reduce root intrusion chemical costs, reduce maintenance cost by reducing #'s of pump stations, reduce sanitary sewer overflows that harm the sensitive coastal environment and damage the ecosystem, reduce raw sewage dumps to drainageways that discharge to coastal beach areas and cause health hazards for residents and vacationers enjoying recreational activities along the coast line, reduce raw sewage dumps to the streams and discharge to Gulf waters damaging fishing and shellfish industry.	Jackson County	Yes	100	Yes	No	Yes	No	Yes	No	Yes		$ 15,745,027.00	$ 1,574,502.70	
	Infrastructure	5510	9/22/2016	City of Ocean Springs Sewer Improvements Project	The City of Ocean Springs proposes to complete a major citywide sewer rehabilitation project. The existing system was constructed in the 1950's and 1960's utilizing clay pipe. The system has experienced multiple failures which leads to malfunctions and reduced capacity.Sewer pipe has collapsed a several locations within the last year and the city has conducted local repairs as needed which depletes the city's limited public works budget. During heavy rain events the system overflows at several locations around the city resulting in discharges of sewage to surface ditches and drainage ways that ultimately discharge to the Back Bay of Biloxi, Fort Bayou and the Mississippi Sound along Front and East Beach. A total of 35 mayor pump stations and 14 minor pump stations will be upgraded. Approximately 60,000 linear feet o 8" pipe, and 20,000 linear feet o 12" pipe will be replaced. The City plans to rehabilitate approximately 30,000 linear feet of 8" pie and 15,000 linear feet of 12" pipe with a cured in place pipe lining (CIPP) Cured in place pipe is a trenchless (or no-dig) pipeline rehabilitation process involving a textile liner tube and liquid resin combination. The City plans to replace 417 manholes. Several pump station control panels will be replaced and numerous meter upgrades will be completed. There will be professional inspections and tests conducted to insure quality and construction according to the City of Ocean Springs standards. The improvements to the sewer system will reduce potential damage to the natural environment including nearby drainage ways and wetlands, reduce hazards to human health and safety due to sewer overflows, sewer spills and provide improved security of the facilities. This would help to improve water quality on the Gulf Coast for recreation with reduced beach advisories, improve water quality for sea life in the bays and estuaries of the Mississippi Sound, improve habitat for species that inhabit the wetlands along the coast and improve water quality for the fish nurseries and oyster reefs. A healthy environment is also beneficial to the fishing and oyster industries preserving or creating jobs in those industries.	Jackson County	Yes		No	No	No	No	No	No	Yes		$ 30,000,000.00	$ -	
	Infrastructure	5539	6/1/2017	Southeast Gautier Sewer and Storm Sewer Infrastructure Upgrade	The southeast portion of the City of Gautier has experienced repetitive flooding and sewer back up. To address this ongoing problem, the City is proposing to upgrade its sewer and storm sewer systems. The overall improvement plan is to upsize the gravity sewer lines, slip line all manholes/laterals and upgrade all existing sewer pump stations serving this area. The City also is proposing to replace deteriorated and undersized drainage pipe, clear and construct profiled channel ditches to expand the capacity of the drainage flow and to construct a sediment retention basin north of U.S. 90 to retain a percentage of water from entering the drainage system through this area during rain events. The benefits of this project is improving the quality of life for the residents who experienced repetitive flood loss over the years. Eliminating the sewer back up into the storm sewer system, increasing the capacity of storm water run-off where acceptable and to retain storm water at strategic locations will improve the water quality of the City's bayous and the Mississippi Sound.	Jackson	Yes	95	Yes	No	Yes	Yes	Yes	Yes	No		$ 10,000,000.00	$ -	
	Infrastructure	5549	5/1/2017	Old St Martin Wastewater System Rehabilitation and Replacement Project	Construct a new 70,000 LF gravity sewer collection and 60,000 LF of cured in place gravity sewer system to replace old dilapidated sewer system of clay sewer pipe, brick manholes and unreliable pressurized residential grinder system (600 units). New collection system will be highly reliable system of modern materials of construction with fail-safe systems to prevent sanitary sewer overflows at old collection manholes and at unreliable residential grinder stations subjected to clogging and failure of numerous electrical components. Sanitary sewer overflows in the Old St Martin area can inject harmful bacteria and viruses that damage the coastal environment including oyster bed reefs, fish and other marine life. These bacteria and viruses can also find their way back into humans by ingestion. Fears of virus mutation in marine life and potential for transmission back to humans.	Jackson	Yes	100	Yes	No	Yes	Yes	Yes	No	Yes		$ 10,000,000.00	$ 1,000,000.00	
	Infrastructure	5555	5/15/2017	Sewer Infrastructure Rehab Project	Diamondhead Water and Sewer District is located in Hancock County Mississippi within the City of Diamondhead. We provide water and sewer service to approximately 4300 customers and a population of 9100. The District's certificated area is located within watershed areas that drain with open ditches and nominal amounts of subsurface drainage. The discharge points for these watershed areas are tidally influenced due to the geographical location of the District's certificated area. Located along the Southern Certificated Area Boundary is the Northern Shoreline of the Bay of St Louis, the Western Certificated Area Boundary is the East Shoreline of Rotten Bayou and the Northern Certificated Boundary is the Southern Shoreline of Rotten Bayou and Bayou LaSalle. Forty years ago the clay sewer mains were installed in the District's certificated area at the primary material for sewer mains. At the time of installation, pipe bedding standards were not as widely understood as they are today. The rigid nature of clay makes it very brittle and when unstable soil conditions are introduced, cracking will occur. Once a clay sewer pipe cracks and starts to leak the surrounding soil enters the pipe with any flow creating voids and uneven loads and eventually the pipe will collapse. The District is currently experiencing large amounts of inflow and infiltration as a result of a large portion of our infrastructure consisting of cracked and leaking 40 year old clay pipe that needs rehabilitation. The increase in I&I causes excess amounts of water into the sewer infrastructure resulting in sewage overflows, costly cleanup and potential hazards to the environment The scope of work for this project is to rehabilitate 174,250 lineal feet of cracked, broken and failed clay sewer mains, point repair mains and remove roots. The rehabilitation of the clay sewer mains will consist of cured-in-place pipe (CIPP) and CCTV of all mains after rehabilitation. The District's CCTV software will need to be updated in order to complete reports necessary reports and proper documentation of the rehab improvements. The benefit of this project is to restore and conserve habitat; restore water quality; replenish and protect living coastal and marine resources and enhance community resiliency.	Hancock,Harrison	Yes	80	Yes	No	No	Yes	No	Yes	Yes		$ 6,732,000.00	$ -	
	Infrastructure	5562	5/17/2017	Master Sewer System Study	Diamondhead Water and Sewer District is located in Hancock County Mississippi within the City of Diamondhead. We provide water and sewer service to approximately 4300 customers and a population of 9100. The District has significant amounts of inflow and infiltration, aging sewer mains of which 47% are 30 plus year old sewer clay pipe, lift stations and discharge force mains that need all need to be reviewed for current and future service needs. The district needs a Master Sewer System Study conducted for the sewer collection system to: evaluate inflow and infiltration, lift stations and discharge force mains; to serve as a logical, cost-effective framework for making organizational changes; to assist with meeting new environmental regulations and for environmental impact. The scope of work for this project will consist of advertising for RFQ's, selecting a firm to complete the Master Sewer System Study and completion of the Study. The benefit of this project is to evaluate the Sewer System hence creating a tool that will assist with significantly reducing flood waters from entering the sewer infrastructure, reducing sewage overflows hence restoring water quality; replenishing and protecting living coastal and marine resources; restoring and conserving habitat and enhancing community resiliency and to assist with meeting new environmental regulations and for environmental impact.	Hancock	Yes		Yes	No	Yes	Yes	Yes	Yes	No		$ 100,000.00	$ -	
New	Infrastructure	5987	7/16/2021	Springwood Sewer Collection System	This project would provide sanitary sewer service for the Springwood Subdivision. The project will use individual grinder systems at each residence that will discharge into a small diameter sewer collection system. A proposed sewer lift station at the corner of Oak and Kingswood will pump the sewer through a 4-inch sewer force main to the nearest lift station by Cypress Street on US Hwy. 90.	Hancock	Yes		Yes	No	Yes	No	Yes	No	Yes		$ 2,573,150.00	$ -	
New	Infrastructure	5988	7/20/2021	Bay St. Louis Lift Station Upgrades	The lift station will need upgrades to both pumps and the electrical system to increase capacity. These upgrades are needed do to the possibility of overflows near waterways and wastewater going out into the Bay of St. Louis. Also, pipes and valves will need to be replaced.	Hancock	Yes		Yes	No	Yes	No	Yes	No	Yes		$ 600,000.00	$ -	