

Application for Federal Assistance SF-424

Version 02

* 1. Type of Submission: <input type="checkbox"/> Preapplication <input checked="" type="checkbox"/> Application <input type="checkbox"/> Changed/Corrected Application	* 2. Type of Application: <input checked="" type="checkbox"/> New <input type="checkbox"/> Continuation <input type="checkbox"/> Revision	* If Revision, select appropriate letter(s): <input type="text"/> * Other (Specify) <input type="text"/>
--	--	---

* 3. Date Received: <input type="text" value="10/25/2013"/>	4. Applicant Identifier: <input type="text"/>
--	--

5a. Federal Entity Identifier: <input type="text"/>	* 5b. Federal Award Identifier: <input type="text"/>
--	---

State Use Only:

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

8. APPLICANT INFORMATION:

* a. Legal Name:

* b. Employer/Taxpayer Identification Number (EIN/TIN): <input type="text" value="01-6000001"/>	* c. Organizational DUNS: <input type="text" value="8090459660000"/>
--	---

d. Address:

* Street1:	<input type="text" value="16 State House Station"/>
Street2:	<input type="text"/>
* City:	<input type="text" value="Augusta"/>
County:	<input type="text"/>
* State:	<input type="text" value="ME: Maine"/>
Province:	<input type="text"/>
* Country:	<input type="text" value="USA: UNITED STATES"/>
* Zip / Postal Code:	<input type="text" value="04333-0016"/>

e. Organizational Unit:

Department Name: <input type="text"/>	Division Name: <input type="text"/>
--	--

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

Prefix: <input type="text"/>	* First Name: <input type="text" value="Kim"/>
Middle Name: <input type="text"/>	
* Last Name: <input type="text" value="King"/>	
Suffix: <input type="text"/>	

Title:

Organizational Affiliation:

* Telephone Number: <input type="text" value="(207 624-3566"/>	Fax Number: <input type="text"/>
--	----------------------------------

* Email:

Application for Federal Assistance SF-424

Version 02

9. Type of Applicant 1: Select Applicant Type:

A: State Government

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

* Other (specify):

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

Fish and Wildlife Service

11. Catalog of Federal Domestic Assistance Number:

15.622

CFDA Title:

Sportfishing and Boating Safety Act

*** 12. Funding Opportunity Number:**

F13AS00254

* Title:

Boating Infrastructure Grant Program - Tier 2

13. Competition Identification Number:

F13AS00254

Title:

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

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

City of Portland, Maine; Cliff Island Pier Repair/Rehabilitation & Transient Float Expansion

Attach supporting documents as specified in agency instructions.

Add Attachments

Delete Attachments

View Attachments

Application for Federal Assistance SF-424

Version 02

16. Congressional Districts Of:

* a. Applicant

* b. Program/Project

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

17. Proposed Project:

* a. Start Date:

* b. End Date:

18. Estimated Funding (\$):

* a. Federal	<input type="text" value="258,769.00"/>
* b. Applicant	<input type="text" value="0.00"/>
* c. State	<input type="text" value="0.00"/>
* d. Local	<input type="text" value="277,481.00"/>
* e. Other	<input type="text" value="0.00"/>
* f. Program Income	<input type="text" value="0.00"/>
* g. TOTAL	<input type="text" value="536,250.00"/>

*** 19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

- a. This application was made available to the State under the Executive Order 12372 Process for review on .
- b. Program is subject to E.O. 12372 but has not been selected by the State for review.
- c. Program is not covered by E.O. 12372.

*** 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes", provide explanation.)**

- Yes No

21. *By signing this application, I certify (1) to the statements contained in the list of certifications and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)**

** I AGREE

** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

Authorized Representative:

Prefix: * First Name:

Middle Name:

* Last Name:

Suffix:

* Title:

* Telephone Number: Fax Number:

* Email:

* Signature of Authorized Representative: * Date Signed:

ASSURANCES - CONSTRUCTION PROGRAMS

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

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

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

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

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

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

Previous Edition Usable

Authorized for Local Reproduction

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

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

SIGNATURE OF AUTHORIZED CERTIFYING OFFICIAL Kimberly King	TITLE Transportation Planning Specialist
APPLICANT ORGANIZATION Maine Department of Transportation	DATE SUBMITTED 10/25/2013

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



Hello Dan and Kim,

Al Ortiz wrote: While reviewing the City of Portland's Tier II proposal, I came across a few items where clarifications are needed in order to forward the proposal to the National review team. Those are:

1. The estimated funding (section 18) of the Grants.gov application form includes a total cost that has ineligible cost on it. Seems like the transient eligible cost is \$345,025 but the total cost of \$536,250 is used, please explain why this cost was used.

The spreadsheet that was provided indicates total cost of the project in column a; non allowed cost in column b; and allowable costs in column c. The total cost of the project is \$536,250; \$345,025 is the allowable amount subject to 75% BIG funding. The total cost is included to provide further evidence of the City of Portland's contribution to this project.

2. The budget narrative indicates the use of the pier for the Casco Bay Ferry, the City of Portland's Fireboat (as needed?), and for transients (up to 30 minutes?) however, the proration was made estimating a 50% transient use, please explain why.

If the project is funded, the additional transient floats will afford a much higher percentage of visitors the option to use their own boats, rather than the ferry service. The project narrative states that with the additional floats, the current 30 minute tie up limitation will be eliminated.

3. The proposal narrative indicates that the additional 4 moorings requested are for extended berthing for "resident's guests" who come to Cliff Island by boat, therefore restricting the use of these moorings to residents' guest and not for the use and benefit of the general public. This restriction makes the cost of the moorings (\$40,000) and associated cost ineligible for funding but included in the requested cost. Please explain why these moorings are deemed as eligible.

The guests/renters are members of the general public, who would otherwise resort to using the Casco Bay Lines Ferry for transportation to the island. NOTE: The reference to residents' guests was contained in the original project narrative, submitted on 10/18/2013. An updated replacement project narrative was submitted on 10/24/2013; apparently it did not make it into the application.

4. Two of the proposed transient slips are for 30 minutes maximum use, can you explain what is the benefit to transient recreational vessels other than for loading and unloading? Are any moorings available for transient recreational vessels to use after the 30 minutes are over?

Again, the project narrative that was submitted on 10/24/ 2013 states: "The City of Portland also proposes to replace the two current float systems with MDOT specification floats (Attachment F); and extend the transient berthing by adding four additional MDOT Specification floats to the pier system. The additional floats will increase the capacity of transient berthing from two to twelve vessels, and will eliminate the need for regulating tie up times as is the current condition."

Thanks in advance for your assistance,

Al



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION
AUGUSTA, MAINE 04333-0016

Paul R. LePage
GOVERNOR

David Bernhardt
COMMISSIONER

October 25, 2013

To: B.I.G. Tier 2 Review Team

Please accept this application on behalf of the City of Portland, Maine in replacement of the application filed via Grants.gov on October 18, 2013. The October 18 submittal should be withdrawn from consideration.

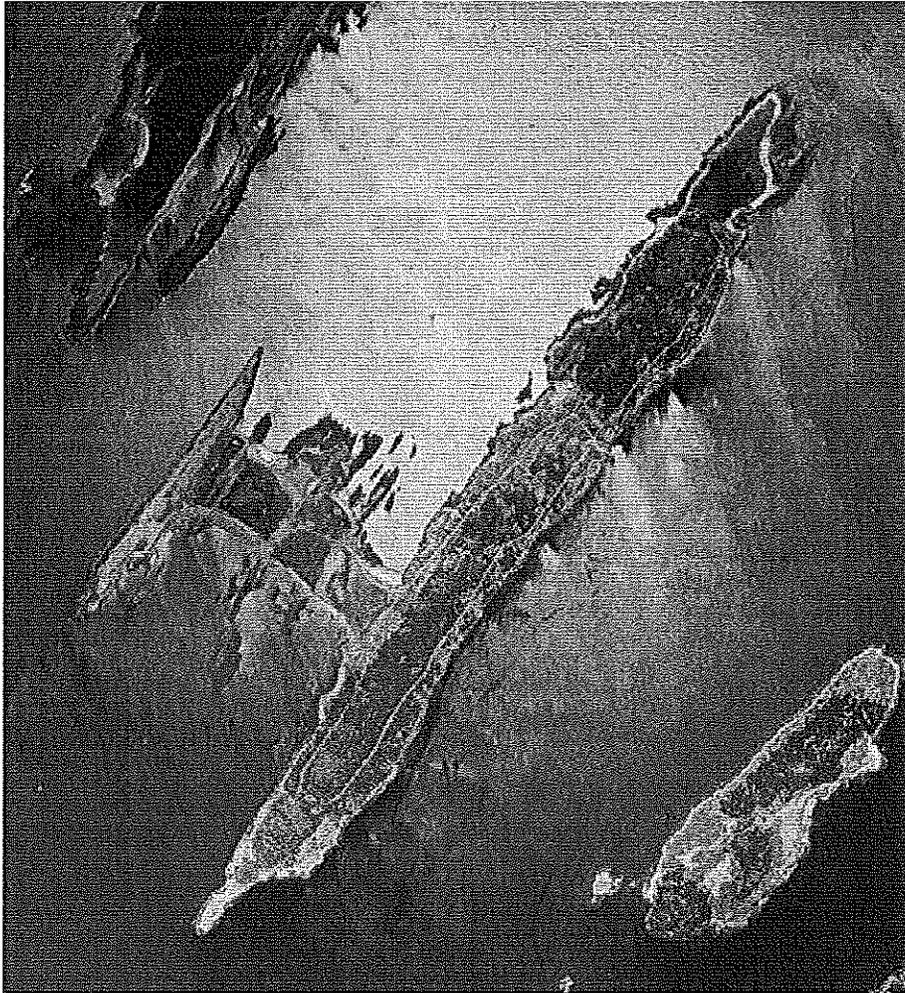
Respectfully Submitted,

A handwritten signature in black ink that reads "Kim King".

Kim King
Maine Department of Transportation



PRINTED ON RECYCLED PAPER



CITY OF PORTLAND, MAINE
CLIFF ISLAND PIER REPAIR/REHABILITATION
& TRANSIENT FLOAT EXPANSION
GRANT PROPOSAL

CLIFF ISLAND PIER REPAIR/REHABILITATION PROJECT NARRATIVE

OVERVIEW:

Portland is the largest city in Maine, and is the county seat for Cumberland County. In 2012, the city a population of 66,214, with the Greater Portland area having a population of 203,914. A unique characteristic of Portland, Maine is that there are a number of islands within the city limits, and several of these island are the year round home to hundreds of city residents, and the seasonal home to thousands of others. One of the islands that is a neighborhood of Portland is Cliff Island. Cliff Island is located approximately 6 miles out to sea from the Portland mainland; it is home to approximately 70 year round residents and 250 seasonal residents. There are two forms of water transportation that residents and tourists use to access Cliff Island – the Casco Bay Lines ferry and private watercraft.

The pier and docking system that is located on Cliff Island is owned and maintained completely by the City of Portland, unlike the majority of public piers in the state, which are owned and maintained by the Maine Department of Transportation. The pier serves as the lifeline to the people of Cliff Island – all food, household goods, and building materials arrive at the pier via the Casco Bay Lines ferry. The pier also serves as the access point for emergency medical services for Cliff Island residents, as the Portland Fireboat, which provides EMS transport for residents, uses the pier for docking/loading of sick/injured persons. This pier is truly the lifeline for Cliff Island.

Attached to the pier, on either side, are ramps which lead to limited transient boating berths. There are currently a total of two floats, which allow for transient berthing of up to four vessels. Due to the limited number of berthing opportunities, the City of Portland regulates the tie up time to 30 minutes per vessel.

a. The need for the proposed project

The Cliff Island Pier is in current need of substantial rehabilitation. In 2012, the City of Portland obtained an assessment of current structural conditions of the Cliff Island Pier from Amy Brendan of TEC Associates, a marine engineering firm. This assessment also included an estimate of repair/rehabilitation costs. Pilings, fender piles, bracing, and caps, and stringers that make up the infrastructure of the pier need rehab/replacement. The decking, railings, and fender systems are also in like condition, and require repair/replacement. The floats and ramps/gangways were also examined, and were found to be in need of repair/replacement.

The detailed report by TEC Associates is included as Attachment A.

b. Discrete, quantifiable, and verifiable objectives to be accomplished during a specific time period

The City of Portland proposes to repair/rehabilitate the Cliff Island Pier, as described in the TEC assessment. Wherever possible the City of Portland proposes incorporate typical Maine Department of Transportation (MDOT) specifications including Typical Pile Plans (Attachment B); and Typical Framing Plans (Attachment C). Also included are a Typical Fender System Section (Attachment D); and a Typical Profile View of a Fender System (Attachment E).

The City of Portland also proposes to replace the two current float systems with MDOT specification floats (Attachment F); and extend the transient berthing by adding four additional MDOT Specification floats to the pier system. The additional floats will increase the capacity of transient berthing from two to twelve vessels, and will eliminate the need for regulating tie up times as is the current condition. The added moorings will allow for extended tie up time for up to four vessels. The City of Portland estimates that this project will be completed and operational by December 1, 2014.

c. Expected results or benefits from accomplishing the objectives

The repair/rehabilitation of the Cliff Island Pier will ensure island residents of the ability to obtain mercantile products from the mainland, along with a stable pier for public ferry docking and emergency medical services administered by the Portland Fireboat. The expanded transient berthing and moorings will allow for increased visitation to the island, and will be an economic boost for the lone island market/café and added opportunities for island vacation rentals.

d. Approach to be used in meeting the objectives, including specific procedures, schedules, key personnel, and cooperators.

The pier repair/rehabilitation will be advertised for public bid in the Spring, 2014; due to the upcoming summer season, the repair/rehabilitation work will commence September, 2014 with a completion date of December 1, 2014. The float expansion project will be completed in concert with the completion of the pier repair/rehabilitation, and floats will be installed at the conclusion of the pier work. All project work will be led by Ms. Kathy Alves, Director of Operations for the City of Portland's Public Facilities Department. Ms. Alves will be supported by additional city staff as deemed necessary.

e. Description of the activity, so the Services can make a preliminary assessment of compliance needs for NEPA, Section 7 of the Endangered Species Act (ESA), and Section 106 of the National Historic Preservation Act. (NHPA)

The proposed project will replace deficient pilings with new pilings. All required permitting will take place before work commences. There is will not be any dredging associated with this project.

f. Project location, including GPS coordinates

The project location is Cliff Island, Portland Maine; N043 41.724' W070 06.612'

CLIFF ISLAND PIER REPAIR/REHABILITATION BUDGET NARRATIVE

The City of Portland is requesting Federal assistance in the amount of \$258,769.00. With a total project budget of \$536,250, the balance of the project funding will be coming from City of Portland Capital Improvement funds. Supporting material contained in the TEC Assessment of 2012 (Attachment A) contains a pier repair budget estimate (less contingency) of \$332,450.00. This estimate does not contain an estimate for engineering costs, or permitting costs. Permits required will include Army Corps of Engineers, Maine Department of Environmental Protection, Portland Board of Harbor Commissioners, etc. Based on current bids for engineering, an estimate of 10% or \$33,000.00. Permitting is estimated at 5% or \$17,000.00 of project costs.

The Cliff Island Pier serves a dual purpose – it serves as the docking point for the Casco Bay Lines Ferry which docks 4 times per day, along with a docking point for the City of Portland Fireboat which docks on an as needed basis. The pier also serves as the infrastructure anchor for the current transient float system, and would continue in that capacity with an expanded transient float system. For BIG funding purposes the City of Portland estimates that fifty per cent (50%) of the project costs are BIG eligible. The attached budget spreadsheet indicates the funding breakdown as such.

The City of Portland also seeks federal funding to replace the current two (2) transient floats and their associated ramps/gangways, along with a proposed expansion of four (4) additional floats to the current system. For BIG funding purposes the City of Portland estimates that one hundred per cent (100%) of the project is BIG eligible, along with engineering costs for these transient floats at 10 10% of project costs for the new floats or \$7,200.00 and permitting for the new floats at 5% of project costs or \$3600.00. Please refer to attached budget spreadsheet.

Finally the City of Portland seeks federal funding to add four (4) moorings for long term transient use. The City of Portland estimates that one hundred per cent (100%) of the project total, including permitting fees is eligible for BIG funding. Please refer to attached budget spreadsheet.

RANKING CRITERIA

A description with appropriate documentation of how the proposed project addresses each of the ranking criteria found at 50 CFR 86.80. Address each ranking criterion with a brief statement or table.

1. Plan to construct, renovate, and maintain tie-up facilities for transient nontrailerable recreational vessels.

The City of Portland is home to several year round island communities. All of the public piers located on these islands are owned by the State of Maine, with the exception of Cliff Island. The Cliff Island public pier is owned and maintained by the City of Portland. Cliff Island is located in Casco Bay, known for strong tides, currents, quickly changing weather patterns, and is approximately six miles from mainland Portland. The island's main source of income during the summer tourist season is vacation rental of homes, and there are currently no public tie-up facilities for transient recreational vessels. The current float system only affords pick up / drop off, and the proposed expansion will allow for those persons renting property as well as day visitors to tie up for extended periods of time.

The fixed pier is an integral component of the expanded float system proposal, and its repair/rehabilitation is paramount to the success of the expansion.

2. Provide for public/private and public/public partnerships to develop, renovate, and maintain tie-up facilities.

The City of Portland works in concert with the Casco Bay Island Transit District, a quasi-municipal entity in the construction and maintenance of the Cliff Island Pier, to ensure that the public ferry is able to dock and offload passengers and freight in a safe manner. The pier design is similar to that of the piers owned and maintained by the Maine Department of Transportation, so that ferry captains can utilize similar approach/departure strategies in maneuvering their vessels.

Given the remote location of Cliff Island, the City of Portland has an excellent working relationship with island based contractors, who will make immediate repairs to piers and floats when a public safety issue is at hand.

3. Use innovative techniques to increase the availability of tie-up facilities for transient nontrailerable recreational vessels.

With this transient float replacement and expansion, the City of Portland will be utilizing MDOT approved float design and construction methods, including the use of composite construction

materials. The City of Portland has already placed several floats of this design at other docking facilities on the mainland, and the floats have shown their durability to extreme weather conditions.

The new float design eliminates “pinch points” which exist in the current float system connection points. While the deck appears continuous, there is an access point for ease of maintenance.

4. Include private, local, and or other State funds in addition to the non-Federal match.

The City of Portland will provide all other funding (\$277,481) not covered by the Federal (\$258,769) through its Capital Improvement Fund. Partial funding (\$80,000) has already been approved, with the balance (\$197,481) scheduled for approval in the FY 15 Capital Improvement budget.

5. Are cost efficient.

The proposed repair/rehabilitation of the Cliff Island Pier rather than a complete rebuild of the structure allows the City of Portland to make use of pilings/bracing that is still in good condition. Construction of multiple floats from a single contractor will allow for a volume discount of approximately 15%. Materials and equipment needed for pier construction will be barged to Cliff Island via private contractor who offers the City of Portland a 50% discount over private companies. Completed floats will be hauled to Cliff Island via the City of Portland Fireboat, eliminating transportation costs. Float composite construction will be virtually maintenance free in comparison with current float systems. Placement of multiple moorings during a single work order provides a mobilization cost savings to the City of Portland.

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

Upon completion of the expanded float system, the Cliff Island transient float system will allow boaters caught in inclement weather an alternative place to tie up to wait out an unexpected storm. As stated previously, Cliff Island is located six miles from mainland Portland, and given the ever changing weather conditions Casco Bay, boaters will have the ability to seek safe harbor at Cliff Island during unexpected weather events.

7. Provide access to recreational, historic, cultural, natural, or scenic opportunities of national, regional, or local significance.

Cliff Island is the most undeveloped island community in the City of Portland, with many acres of land under conservation or forest management easements. There are numerous walking trails that showcase the scenic beauty and rugged Maine coast that Cliff Island is known for. Visitors may also enjoy breakfast, lunch, and dinner at the island's only market and café. Locally, Cliff Island is known for its place in movie history as the film "The Whales of August" was filmed entirely on the island, with many of the residents serving as extras in the film.

8. Provide significant positive impacts to a community.

The proposed project will offer an additional opportunity to attract vacation renters and day sailors to visit Cliff Island, which will provide an economic boost to the island community. This in turn will allow the vacationing public to further travel back and forth between Cliff Island and mainland Portland where Portland's famed Old Port area is a destination spot for hundreds of thousands of visitors every year.

9. Include multi-state efforts that result in coordinating location of tie-up facilities.

Once completed, the tie facilities will be highlighted in City of Portland promotion materials about island visits. Once similar facilities are expanded to other City of Portland islands, a more robust effort will be considered to coordinate efforts with neighboring coastal states.



PORTLAND MAINE

Strengthening a Remarkable City. Building a Community for Life • www.portlandmaine.gov

October 18, 2013

Kim King
Maine Department of Transportation
Augusta, ME 04333

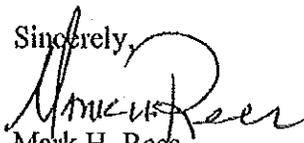
RE: BIG Letter of Financial Commitment

Dear Kim,

Please include in the City of Portland's BIG application for the repair/rehabilitation of the Cliff Island Pier and Transient Float Expansion Project, this letter of financial commitment. With a total project budget of \$536,250, and a BIG federal contribution of \$258,769, the City of Portland recognizes its responsibility to provide \$277,481 in matching funds. Currently the City of Portland has allocated \$80,000 to the project, and the remainder of the funds, \$197,481, will be requested in the City of Portland's FY 15 Capital Improvement Budget. Upon approval by the Portland City Council, these funds will be available in FY 15, which has a start date of July 1, 2014.

Please do not hesitate in contacting me with any questions.

Sincerely,



Mark H. Rees
City Manager

CC: Sheila Hill Christian, Deputy City Manager
Ellen Sanborn, Finance Director
Ian Houseal, Assistant to the City Manager

BUDGET INFORMATION - Construction Programs

DESCRIPTION	a. Original Total Cost	b. Original Cost Not Allowable for participation	c. Original Allowable Cost	d. Current Allowable Cost
1. Pier Repair/Rehabilitation	332,450	166,225	166,225	
1a. Engineering/Permitting	50,000	25,000	25,000	
2. Transient Float Expansion				
2a. Replace two existing floats	\$ 24,000.00		\$ 24,000.00	
2b. Add four additional floats	\$ 48,000.00		\$ 48,000.00	
2c. Replace two ramps/gangways	\$ 30,000.00		\$ 30,000.00	
2d. Engineering/Permitting	\$ 9,800.00		\$ 9,800.00	
3. Mooring expansion - four moorings	\$ 40,000.00		\$ 40,000.00	
3.a. Permitting for moorings	\$ 2,000.00		\$ 2,000.00	
4. TOTAL COSTS	\$ 536,250.00	\$191,225.00	\$ 345,025.00	
	LOCAL FUNDING		FEDERAL FUNDING	
8. Federal assistance requested, calculate as follow: (Consult Federal agency for Federal percentage share.) Enter the resulting Federal share.	277,481.00	Enter eligible costs from 16c \$345,025 Multiply X 75 %	\$ 258,769.00	

CLIFF ISLAND PIER REPAIR/REHABILITATION BUDGET NARRATIVE

The City of Portland is requesting Federal assistance in the amount of \$258,769.00. With a total project budget of \$536,250, the balance of the project funding will be coming from City of Portland Capital Improvement funds. Supporting material contained in the TEC Assessment of 2012 (Attachment A) contains a pier repair budget estimate (less contingency) of \$332,450.00. This estimate does not contain an estimate for engineering costs, or permitting costs. Permits required will include Army Corps of Engineers, Maine Department of Environmental Protection, Portland Board of Harbor Commissioners, etc. Based on current bids for engineering, an estimate of 10% or \$33,000.00. Permitting is estimated at 5% or \$17,000.00 of project costs.

The Cliff Island Pier serves a dual purpose – it serves as the docking point for the Casco Bay Lines Ferry which docks 4 times per day, along with a docking point for the City of Portland Fireboat which docks on an as needed basis. The pier also serves as the infrastructure anchor for the current transient float system, and would continue in that capacity with an expanded transient float system. For BIG funding purposes the City of Portland estimates that fifty per cent (50%) of the project costs are BIG eligible. The attached budget spreadsheet indicates the funding breakdown as such.

The City of Portland also seeks federal funding to replace the current two (2) transient floats and their associated ramps/gangways, along with a proposed expansion of four (4) additional floats to the current system. For BIG funding purposes the City of Portland estimates that one hundred per cent (100%) of the project is BIG eligible, along with engineering costs for these transient floats at 10% of project costs for the new floats or \$7,200.00 and permitting for the new floats at 5% of project costs or \$3600.00. Please refer to attached budget spreadsheet.

Finally the City of Portland seeks federal funding to add four (4) moorings for long term transient use. The City of Portland estimates that one hundred per cent (100%) of the project total, including permitting fees is eligible for BIG funding. Please refer to attached budget spreadsheet.



Overhead View of Cliff Island Pier*

*One Transient Float removed for maintenance



Transient Boat tied up at Cliff Island float

ATTACHMENT A

CITY OF PORTLAND, MAINE
INSPECTION OF TIMBER PIER
CLIFF ISLAND, FERRY DOCK

Send Photos

Inspected: 20 December 2012
By: Brendan Amy

General Notes:

1. Inspection is of the timber structure, the northern floating dock and gangway, and the fender system. No inspection was done below waterline.
2. Timber bents and spans are numbered beginning at the abutment on shore. Stringer, posts, or piles are numbered left to right when facing outward.
3. C1, C3, or C5 represent the severity of the defect with the 1, 3, or 5 being the year that the work should be done. The "B" classification is for normal maintenance work. The "D" classification is for a condition requiring immediate attention and may require restricted operation or removal of a structure from service until repaired.

PILES

Abutment is concrete on ledge. Bents 1 through 8 are older and are creosote treated. Bents 9 and 10 are newer and are CCA treated. There are fender piles at the north and south ends of Bents 8, 9, and 10 in addition to seven fender piles and six dolphin piles on the eastern face of the pier.

Timber Pile Configuration:

<u>Bent</u>	<u>No. of Piles</u>
1-4	4
5a	5
5b	5
6	6
7	8
8	9
9	10
10	13

Bent 1: P1 – Hollow some at bottom, split minor. C5
P2 – Hollow heavy west face full height, 2" shell, split minor. C3
P3 – Hollow minor east face. C5
Piles rest on ledge, ok.

Note - Piles for Bent 2 through Bent 6 sit on ledge and are encased at the bottom in a timber crib filled with stone.

- Bent 2: P1 – Hollow minor at bottom, split minor at top. C5
P2 – Brooming ½" at bottom, split minor. C5
P3 – Hollow minor at bottom, softening minor, large pile.
P4 – Hollow minor at bottom.
Timber crib rotted heavy, few stones fallen out. C5
- Bent 3: P1 – Heart rotted minor.
P2 – Hollow some at top, to 75%. C3
P3 – Heart rotted full height, to 65%. C3
P4 – Softening minor at bottom.
Timber crib rotted heavy. C3
- Bent 4: P1 – Heart rotted at mid height, split at top. C5
P2 – Hollow some full height, to 75%. C3
P3 – Hollow heavy full height, to 65%. C3
P4 – Hollow full height, to 75%. C3
Timber crib rotted heavy, many stones fallen out. C5
- Bent 5a: Piles are all small, 10" diameter.
P1-P5 – Heart rotted heavy full height, split. (C1)
P5 – (2) 10" piles bolted together, both heart rotted heavy, to 30% at bottom. (C1)
Timber crib most timbers missing, most stones fallen out. C1
Replace Bent 5a. C1
- Bent 5b: P1 and P3-P5 are 10" diameter, P2 is 12" diameter.
P1 – Vertically split, heart rotted heavy, to 40%. C1
P2 – Vertically split, heart rotted heavy, hollow at top, to 40%. C1
P3 – Vertically split, heart rotted heavy, hollow some at top, to 50%. C1
P4 – Softening some, heavy split full height, to 85%. C3
P5 – Heart rotted heavy full height, to 40%. C3
Timber crib most timbers missing, most stones fallen out. C3
Replace Bent 5b. C1
- Bent 6: P1-P6 – Hollow some at top.
P1 – Brooming ½".
P4-P6 – 12"x12" shim blocks at top heart rotted minor.
Timber crib most timbers missing or rotted, stones fallen out. C3

Note – The bottoms of Bents 7 through Bent 10 were below waterline, unable to determine attachment to ocean floor or pile condition below waterline.

- Bent 7: P1 – Heart rotted minor at top. C5
P2 – Heart rotted minor at top, split on north face. C3
P3 – Surface rotted minor full height. Shimmed ½".
P4 – Hollow some at top, to 85%. C5
P5 – Hollow some at top, vertically split some, to 75%. C3
P6 – Hollow heavy at top, 2" shell, vertically split. (C1)
P7 – Brooming ¾" bottom half, hollow heavy at top, to 50%. (C1)

Bent 7: P8 – Ok.
(cont.) P9 – Ok.
P9 – Fender pile east side heart rotted some, only supports stairway, ok.
P9 – Fender pile west side heart rotted some, only supports stairway, ok.

Bent 8: P1 – Surface rotted minor, heart rotted minor full height. C5
P1 – Fender pile ok.
P2 – Hollow minor at top.
P3 – Brooming 1" north face, hollow some full height. C3
P4 – Hollow heavy at top, split at top open 1" north face. C1
P5 – Softening minor.
P6 – Shelling 1" north face, solid heart, hollow minor at top. C5
P7 – Softening minor, split at top, heart rotted minor. C5
P8 – Heart rotted top 4', to 80%. C5
P9 – Shelling 1 1/2", 8" heart, to 60% north face, hollow minor at top. C3
P9 – Fender pile heart rotted heavy top 20', no boats this side, ok.

Bent 9: P1 – Ok.
P1 – Fender pile rotted heavy top 8'.
P2 – Hollow minor at top, ok.
P3 – Hollow some full height south face, hollow some at top.
P4 – Hollow minor full height, hollow some at top.
P5-P7 – Hollow minor at top.
P8-P10 – Ok.
P10 – Fender pile heart rotted heavy top 20', no boats this side, ok.

Bent 10: P1 – Softening minor, ok.
P2 – Hollow minor top 1'.
P3 – Hollow minor top 4'.
P4-P9 – Ok.
P10 – Minor softening at top.
P11 – Ok.
P12 – Minor softening at top.
P13 – Ok.
P13 – Heart rotted minor top 15', no boats this side, ok.

BRACING

All bracing is listed by bent number. All longitudinal bracing is listed by span number. All bracing is a C3 unless otherwise noted.

Bent 1: West sway end rotted minor. A
Bent 2: East sway end rotted minor. A
Bent 3: Both sways end rotted some. C5

- Bent 4: East sway rotted heavy, unattached at P1 and P2.
West sway rotted heavy lower half, unattached at P3 and P4.
- Bent 5a: East sway missing.
West sway P1-P3 rotted some. C5
West sway P3-P5 missing.
- Bent 5b: East sway P1-P3 broken in half at bolt at P2, lower half missing.
East sway P3-P5 rotted to zero.
West sway P1-P3 rotted heavy.
West sway P3-P5 missing.
- Bent 6: East sway P1-P3 rotted heavy and unattached at P1.
East sway P3-P6 missing.
West sway P1-P3 rotted heavy and unattached at P3.
West sway P3-6 missing.
- Bent 7: East sway P1-P5 rotted some and unattached at P2-P4.
East sway P5-P8 unattached at P6 & P7.
West sway P1-P5 rotted some and unattached at P3-P5.
West sway P5-P8 rotted minor. C5
- Bent 8: East sway P1-P4 rotted some.
East sway P4-P9 rotted heavy, unattached at P5-P7 and need blocks at P5 & P6.
West sway P1-P2 unattached at P2.
West sway P2-P4 missing.
West sway P4-P9 rotted heavy, unattached at P7.
- Bent 9: Sway bracing newer CCA treated. A
- Bent 10: Sway bracing newer CCA treated. A

CAPS

Caps are considered C5 unless otherwise noted.

- Bent 1: Split minor full length, end rotted both north and south. A
- Bent 2: Top rotted minor, end rotted minor north, heart vertically split and separating around heart minor at south end, split full length minor.
- Bent 3: Top rotted minor, end rotted both north and south, split minor full length.
- Bent 4: Top rotted some, end rotted heavy both north and south, crushing minor over P1, split both east and west faces and on bottom. (C1)

- Bent 5a: Two short caps, one P1-P3 one P3-P5.
Both caps hollow minor, to 80%, should replace with bent. C3
Helper 12" x 12" longitudinal cap between Bent 5a P3 and Bent 5b P3 is hollow minor.
- Bent 5b: Ok, should replace with bent.
- Bent 6: Cap P1-P3 end rotted minor at south end, split minor at south end.
Cap P3-P6 top rotted minor, split some full length both faces and on bottom. C3
- Bent 7: Cap P1-P3 top rotted minor, vertical split minor at south end, split minor both faces and on bottom.
Cap P3-P5 top rotted minor, split minor both faces and on bottom.
Cap P5-P8 top rotted minor, vertical split minor at north end, split minor both faces and on bottom.
- Bent 8: Cap P1-P4 top rotted 1", hollow some over P4, end split minor at south end.
Cap P4-P8 vertical split at north end, split minor full length west face.
- Bent 9: Ok. A
- Bent 10: Ok. A

STRINGERS

Stringers are 6" x 13 1/2" on a 1'-10" center to center spacing.

<u>Span</u>	<u>Span Length</u>	<u>No. Stringers</u>
1	3'-6"	8
2	8'-0"	10
3	18'-0"	13
4	10'-6"	15
5a	10'-6"	16
5b	9'-0"	18
6	14'-0"	22
7	14'-0"	25
8	10'-0"	27
9	11'-0"	30
10	10'-0"	30+4

This pier is being overloaded with a full-sized front loader and a fire truck driven separately onto this pier during the inspection. Many of the stringers have failed or are beginning to fail as a result. It was not possible to make a close inspection of all individual stringers by boat. The first three spans were inspected closely and by hammering. The remainder were inspected visually by boat.

of Strs Defect

- (50 - 60) Horizontal split to varying severity.
- (70 - 80) Top rotted some.
- (15 - 30) Heart rotted some.
- (20 - 30) Bottom rotted some.
- (55 - 70) Checked around heart or vertical split at ends.

If the pier was limited to automobiles and light trucks the stringer condition rating would be C5. If heavier vehicles use the pier it should be load rated and posted and approximately (30) stringers would rate C3.

DECKING

Decking is 4" x 10" S4S. Fair condition, no nail heads sticking up or broken planks but slightly worn. Eastern section between the abutment and Bent 2 sees heavy vehicle traffic and is worn and rotted some. C5

RAILING

Railings are 3½" x 5½" posts with 2½" x 5½" hand rails and chain link fencing. Railings only on the eastern half of pier, could add to north and south sides of pier on western half. C5

Stairway on northern side of pier down to the water is extremely slippery. Hand rail unattached and of inadequate length on south side, no railing on the north side, should attach longer hand rail on the south side. C1

FENDER SYSTEM

The fender system consists of seven (7) fender piles, (2) two dolphins with three (3) piles each and two (2) rows of wales. All fender and dolphin piles are worn some with a few countersunk bolt heads exposed. Piles are considered C5 unless otherwise noted. Wales are ok.

- D1 - Split through top 5'.
- D2 - Split through top 5'.
- D3 - Banded at top, ok.
- F1 - Split minor top 3', banded at top, ok.
- F2 - Split top 6', crushed minor at top, ok.
- F3 - Split through top 6'.

- F4 – Split heavy top 15'.
- F5 – Chipped and worn at top, countersunk bolt slightly exposed at top wale.
- (F6) – Heart rotted some at mid height, split heavy top 8', banded at top. C3
- F7 – Ok.
- D4 – Split heavy top 8'.
- D5 – Split heavy top 8', banded at top, ok.
- (D6) – Heart rotted some at mid height, split heavy top 10', banded at top. C3
- (4) fender and dolphin piles should be banded at top. C3

FLOATS AND GANGWAYS

There are two wooden floats with aluminum gangways attached to this pier, one on the north side and one on the south. The southern float had been removed for the winter at the time of inspection. These floats are held in place by four chains anchored off each corner at separate points. This allows for significant movement of the floats during times of high winds or choppy seas. This movement has caused the north gangway to crack and separate from the decking at the float end and has caused a weld to crack at the steel bracket where it attaches to the pier. C1

REPAIR SUMMARY

Repair costs are estimated using contracted labor. Savings can be achieved using local labor. Additionally, lower priority repairs may be included in more urgent work to save money on mobilization charges.

C1 Repairs

C1 repairs are first priority and should be completed in 2013.

1. Replace Bent 5a and Bent 5b. \$48,500
2. Splice top of (3) piles. \$12,000
3. Replace Bent 4 cap. \$3,000
4. Reattach railing on stairs. \$200
5. Repair north gangway. \$2,000

C3 Repairs

C3 repairs are of lower priority than C1 repairs and should be completed within approximately three years.

1. Replace Bent 1, Bent 3, and Bent 4. \$55,000

2. Replace (4) plumb piles. \$20,000
3. Replace (16) pieces of bracing and re-bolt (2) existing: \$27,000
4. Replace (2) sections of cribwork and riprap. \$15,000
5. Replace (3) caps. \$6,750
6. Replace (30) stringers. \$75,000
7. Replace (3) fender piles. \$8,000

REPAIR COST SUMMARY

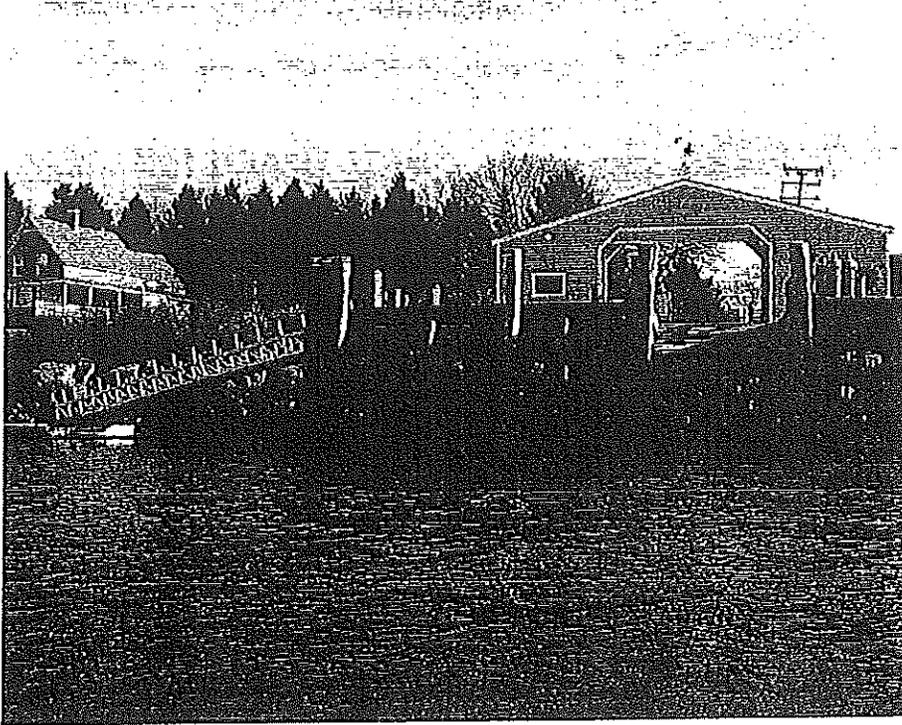
C1 Repairs – \$65,700

C3 Repairs – \$206,750

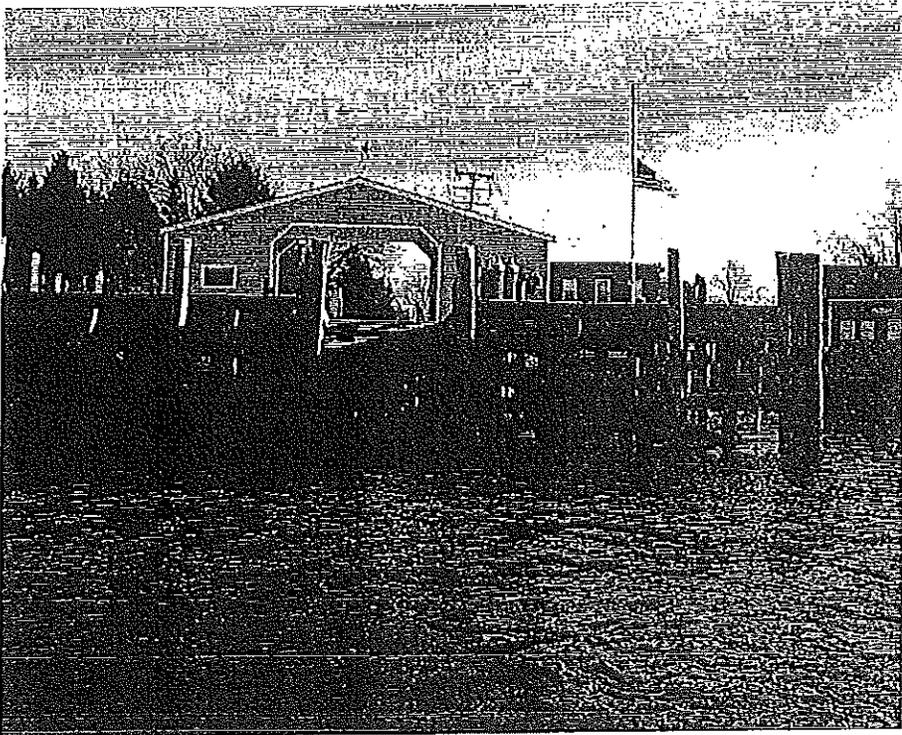
Optional pile system for float on north side – \$60,000

Grand Total – \$332,450

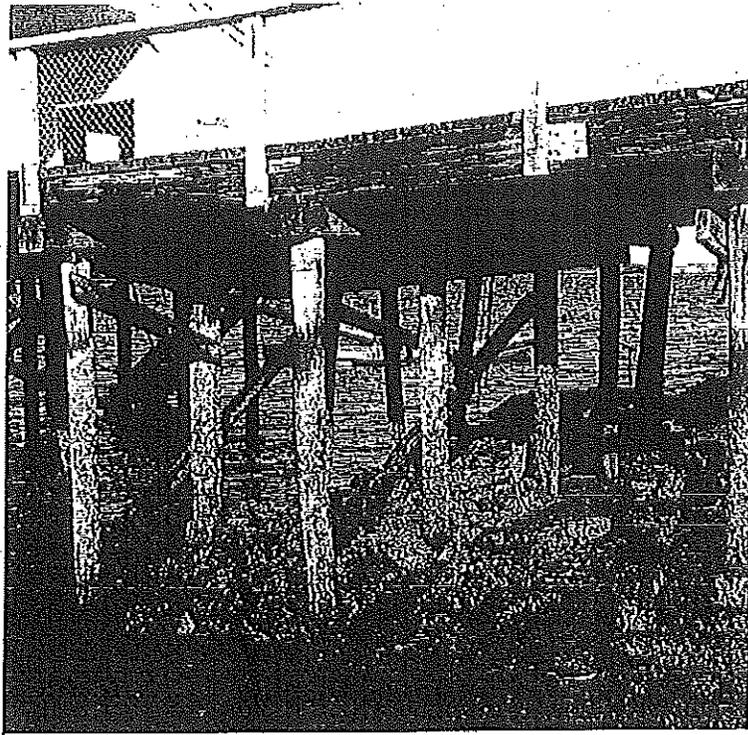
Ten percent contingency – \$365,695



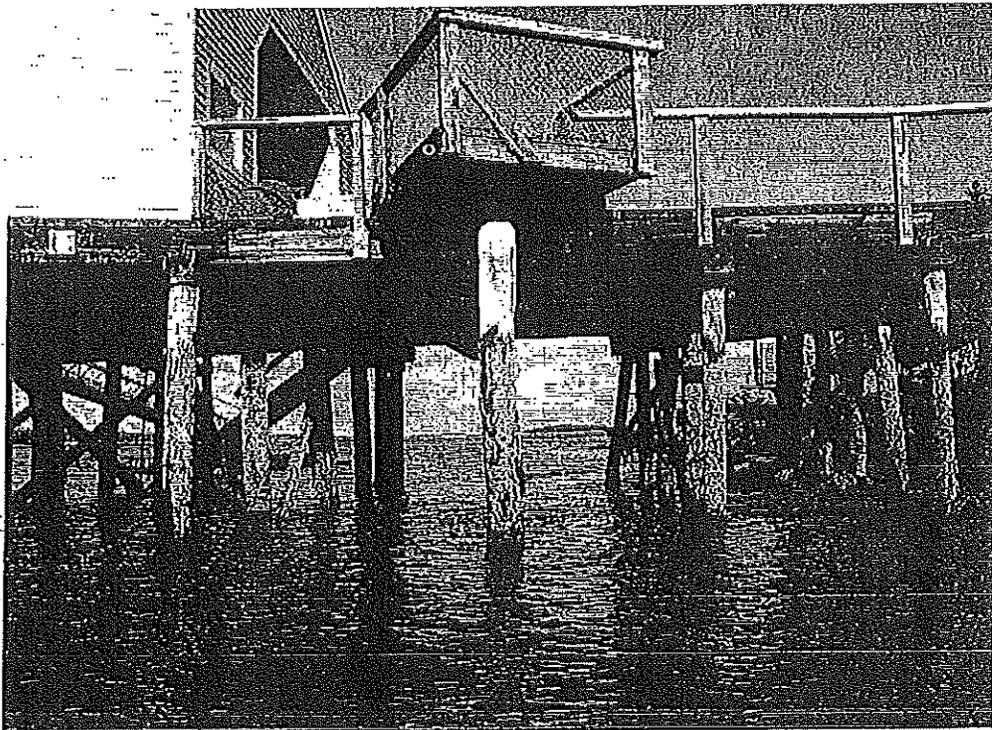
Picture 5 - Looking East



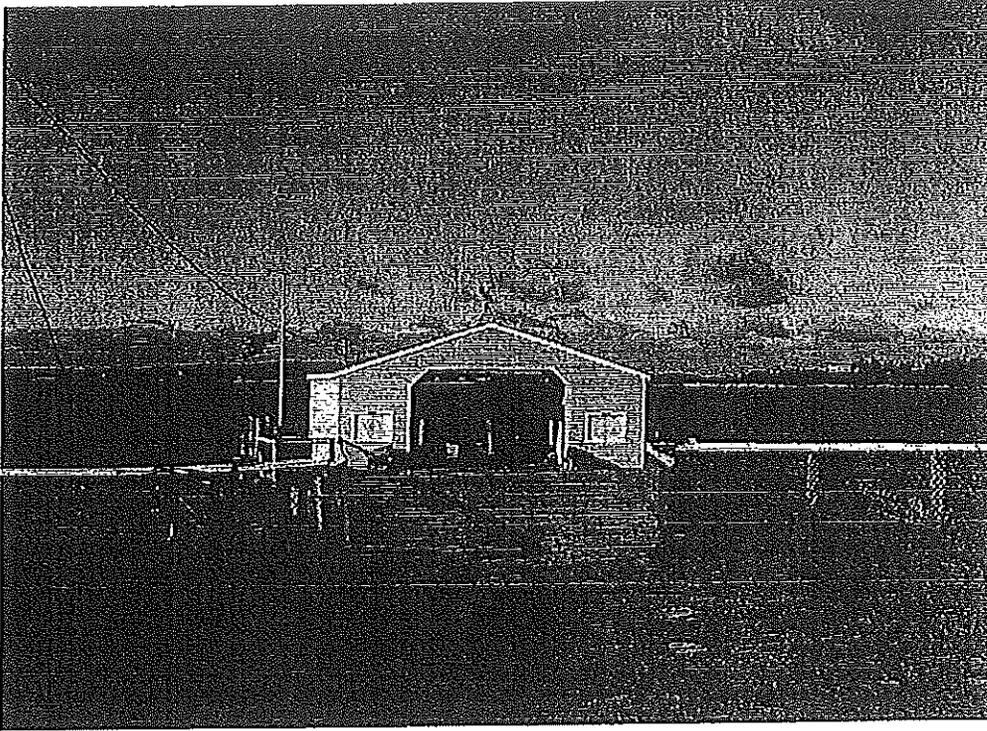
Picture 6 - Looking East



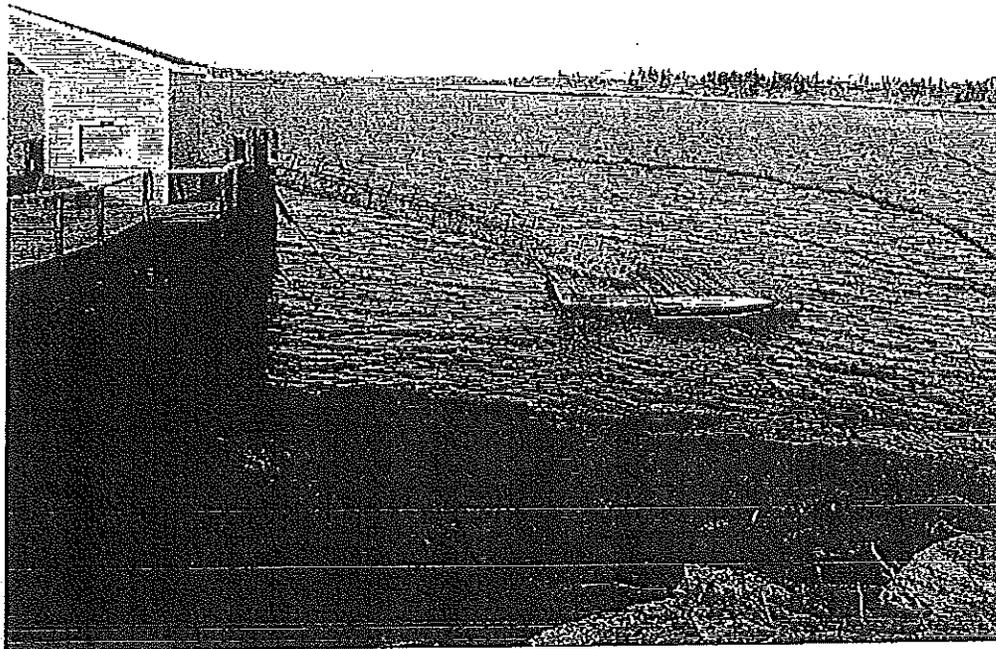
Picture 11 - Looking North at Bents 5a and 5b



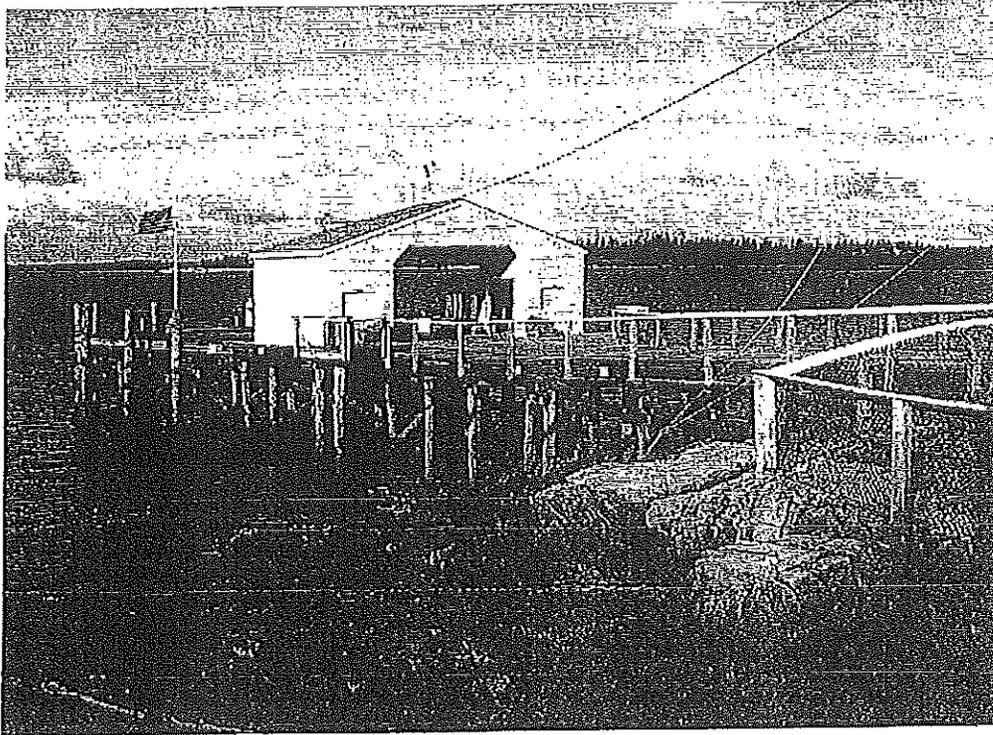
Picture 12 - Looking North at Bents 5a, 5b, and 6



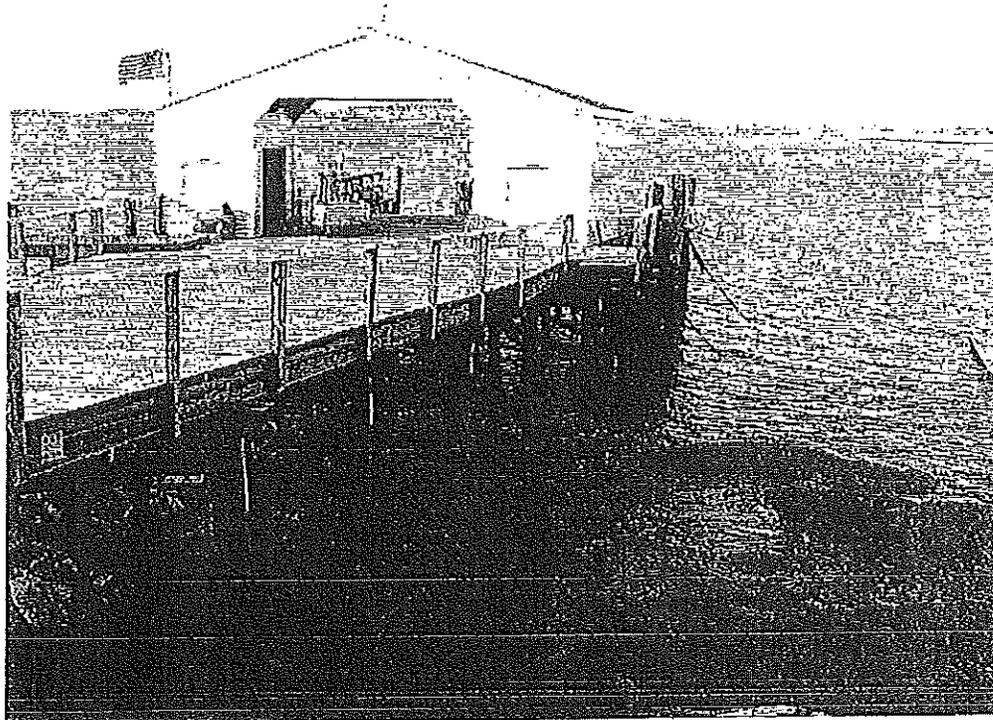
Picture 1 - Looking West at Pier



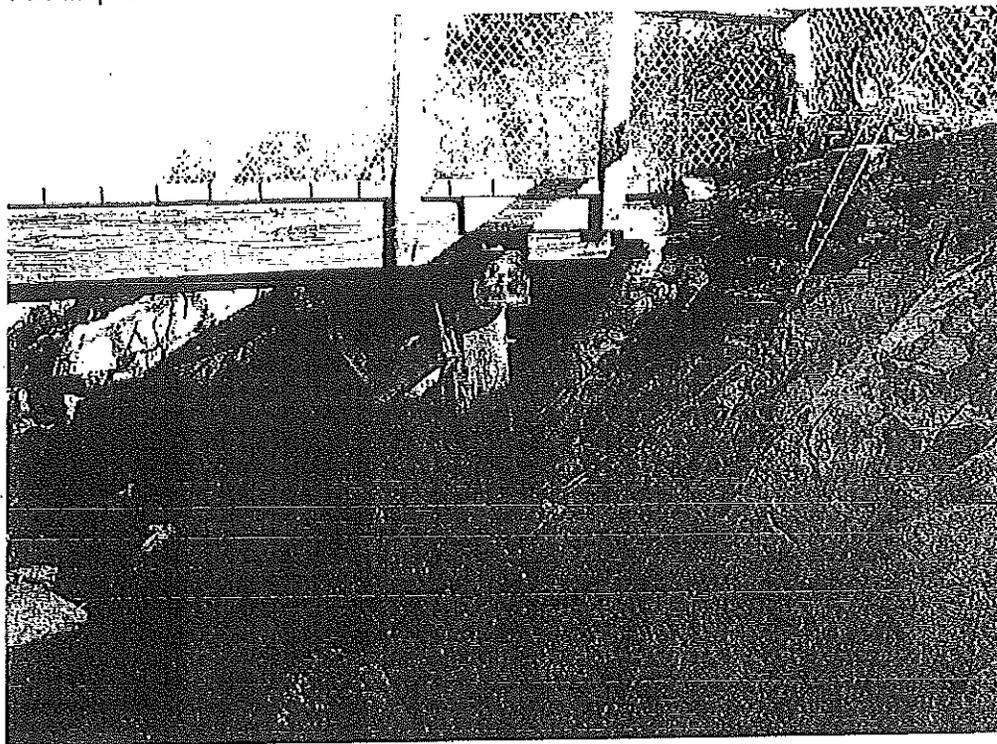
Picture 2 - Looking West at North Float and Gangway



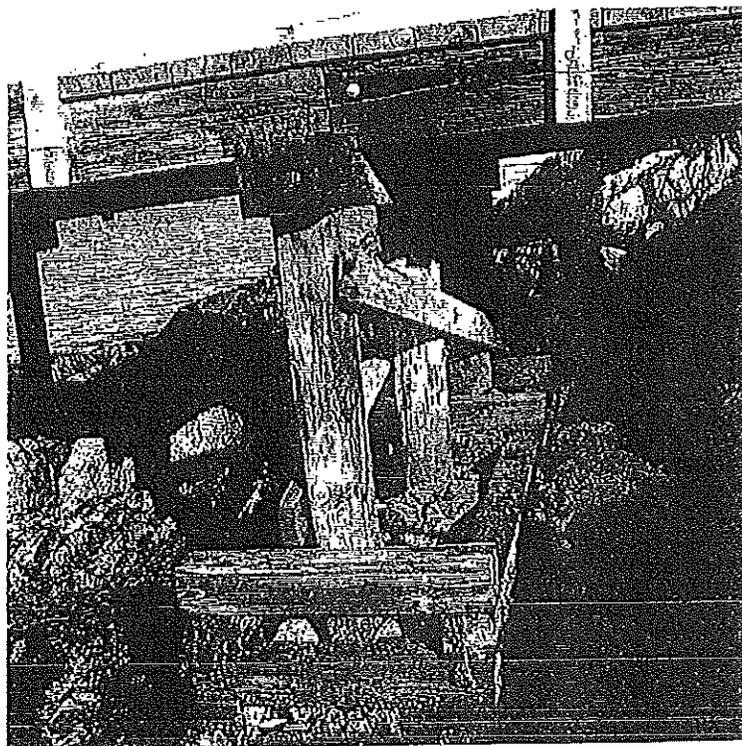
Picture 3 - Looking West at South Side of Pier



Picture 4 - Looking West at North Side of Pier



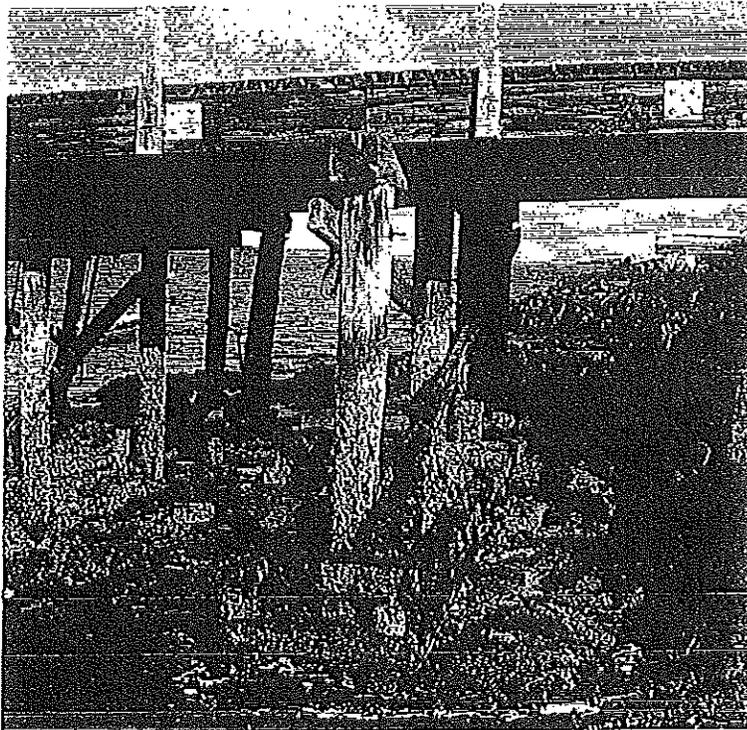
Picture 7 - Looking North at Bent 1



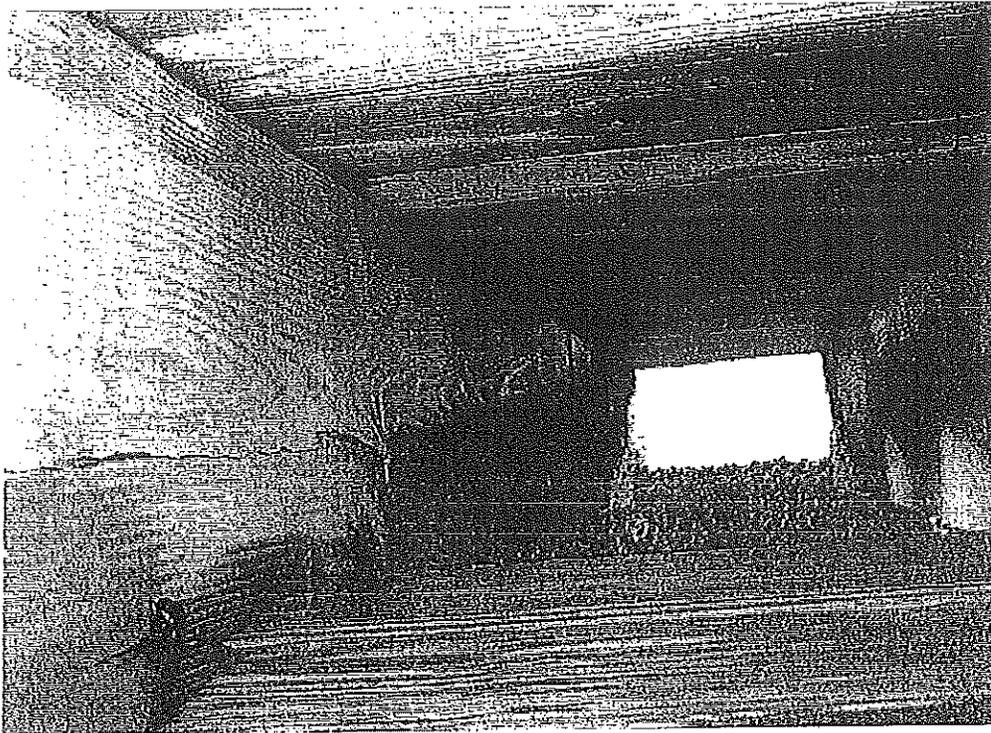
Picture 8 - Looking North at Bent 2



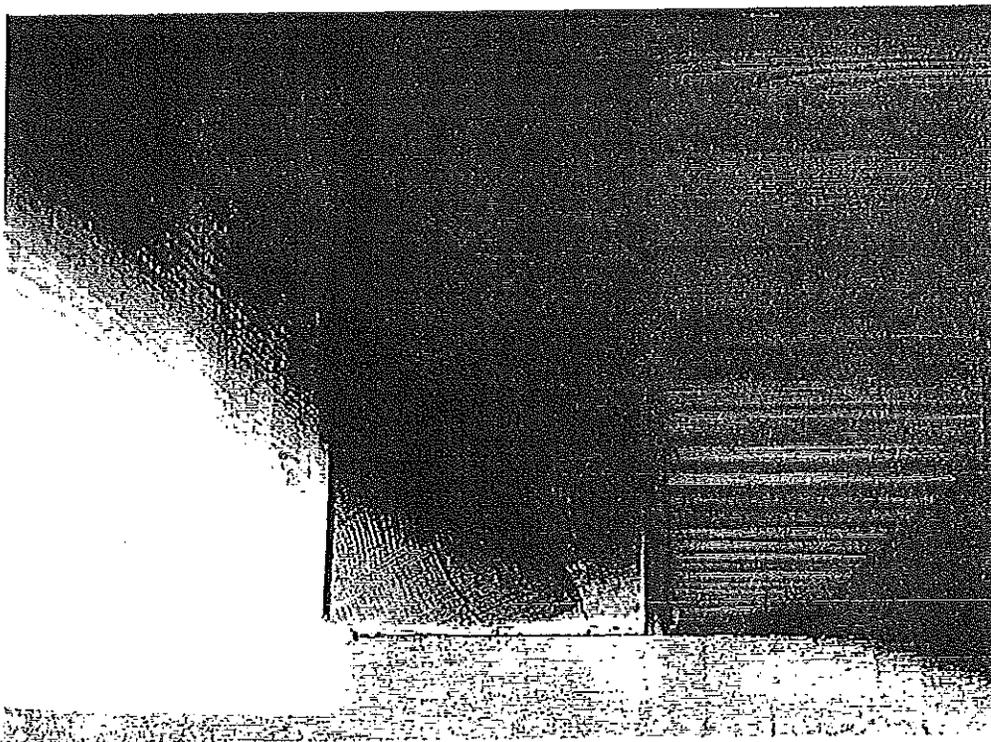
Picture 9 - Looking North at Bent 3



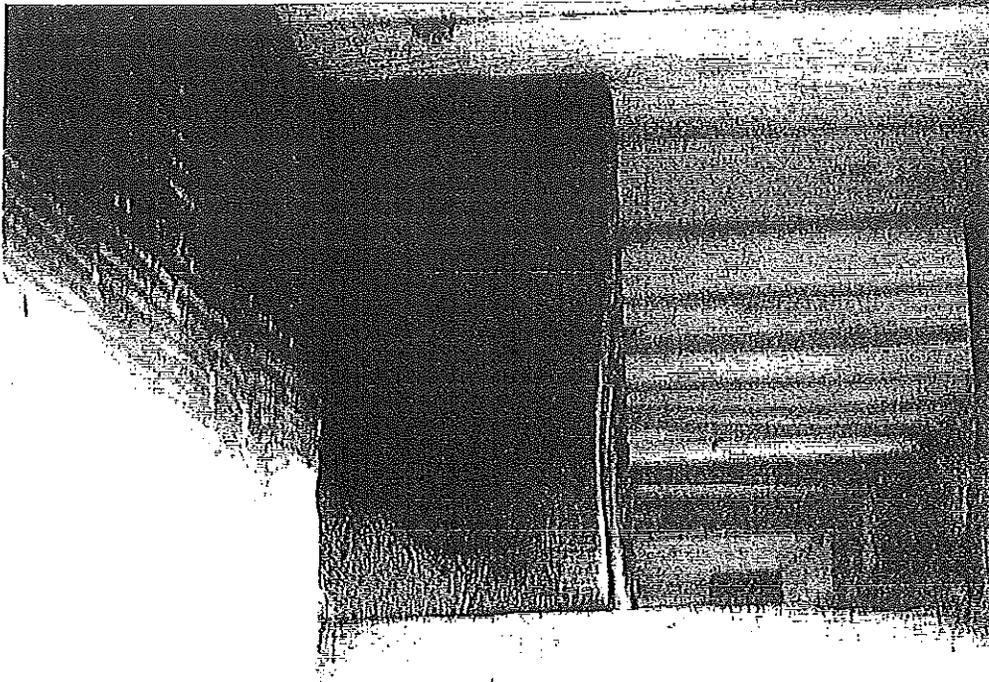
Picture 10 - Looking North at Bent 4



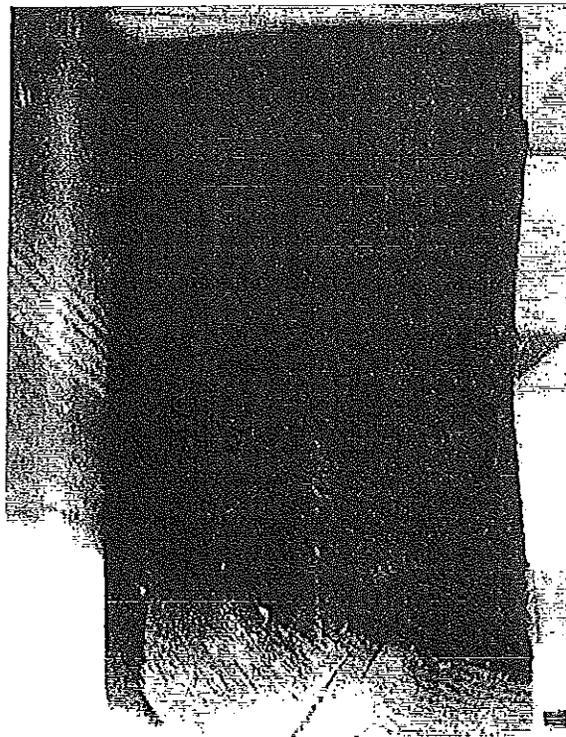
Picture 13 - Horizontally Split Stringer



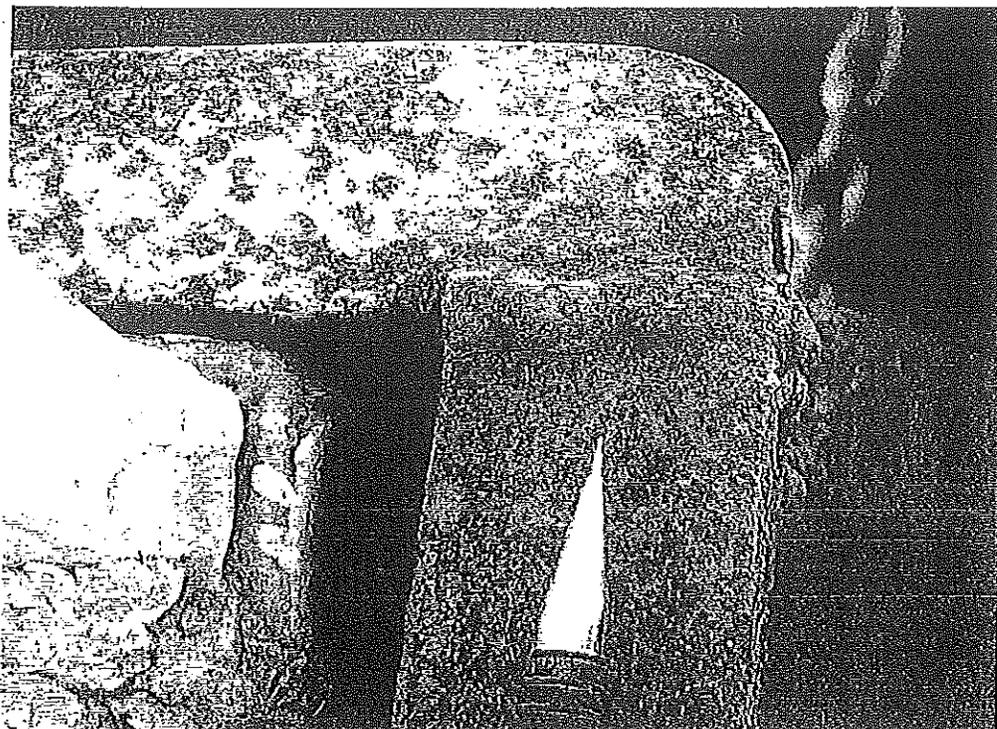
Picture 14 - Stringer End Splitting Around Heart



Picture 15 - Stringer End Vertical Spllt



Picture 16 - Stringer End Vertical Spllt

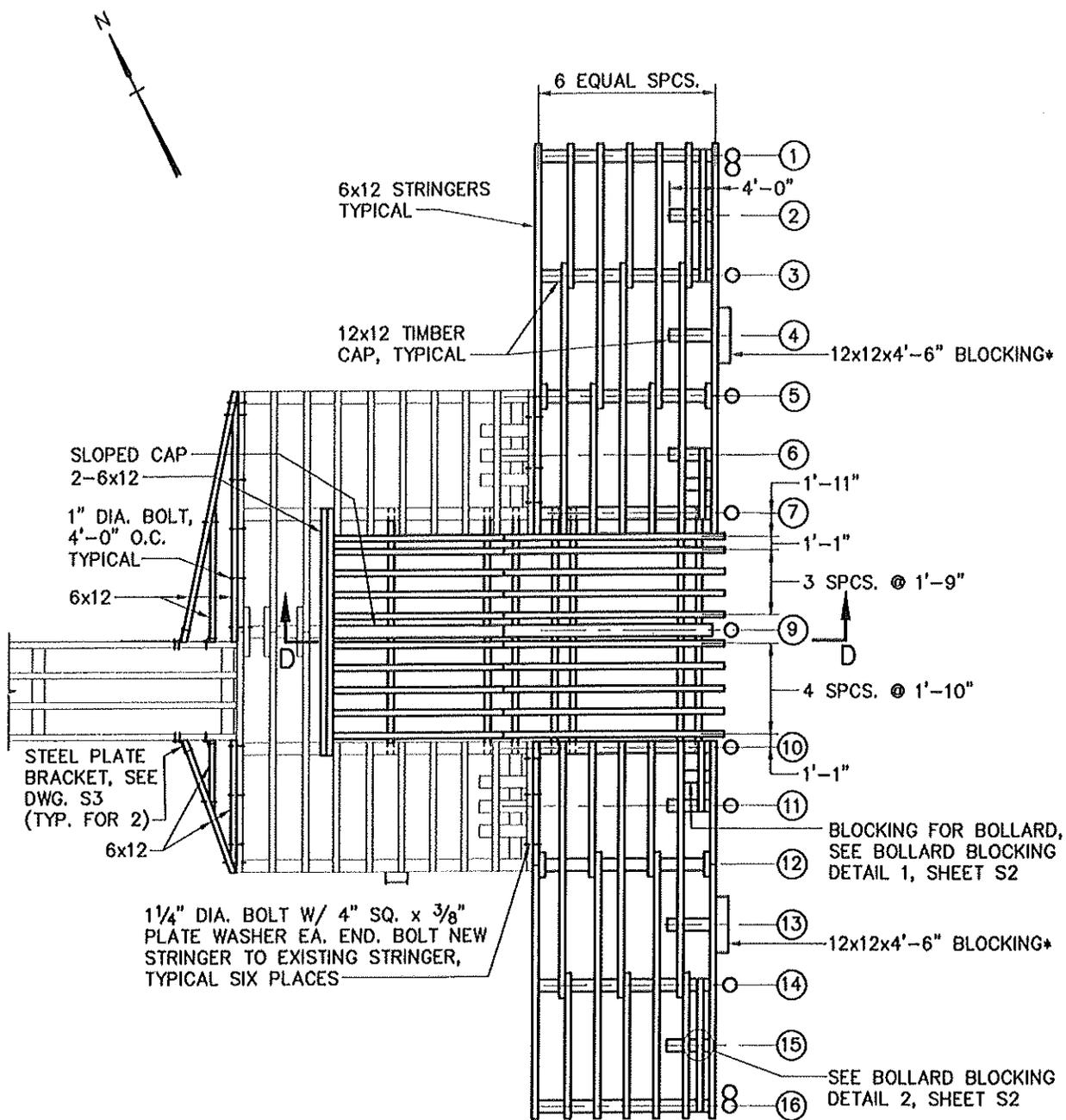


Picture 17 - Broken Weld on Gangway Attachment Channel



Picture 18 - Broken Gangway

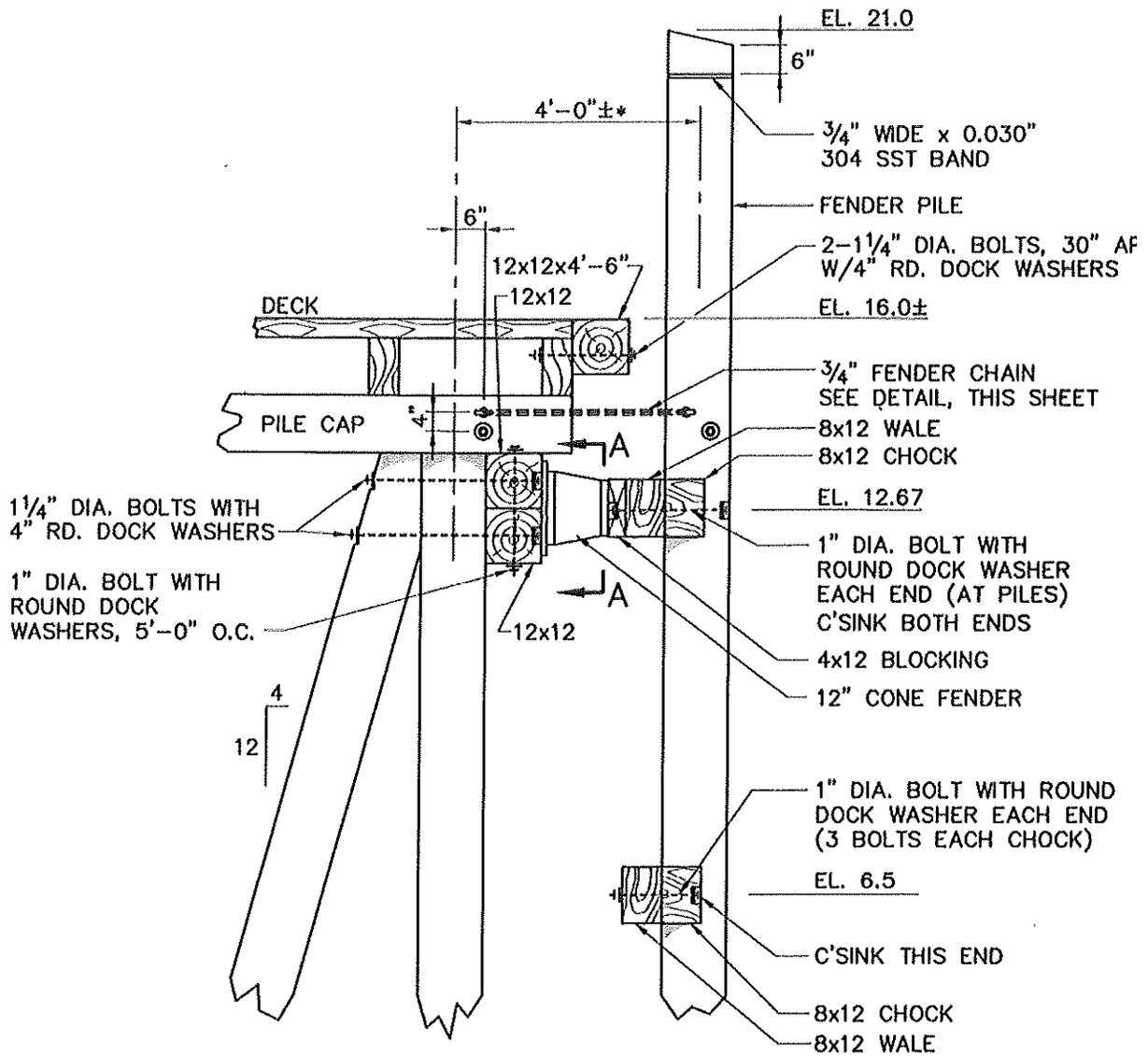
TYPICAL FRAMING PLANS



* BLOCKING FOR PASSENGER RAMP
ACTUAL LOCATION TO BE FIELD
DETERMINED BY RESIDENT/CASCO BAY

FRAMING PLAN

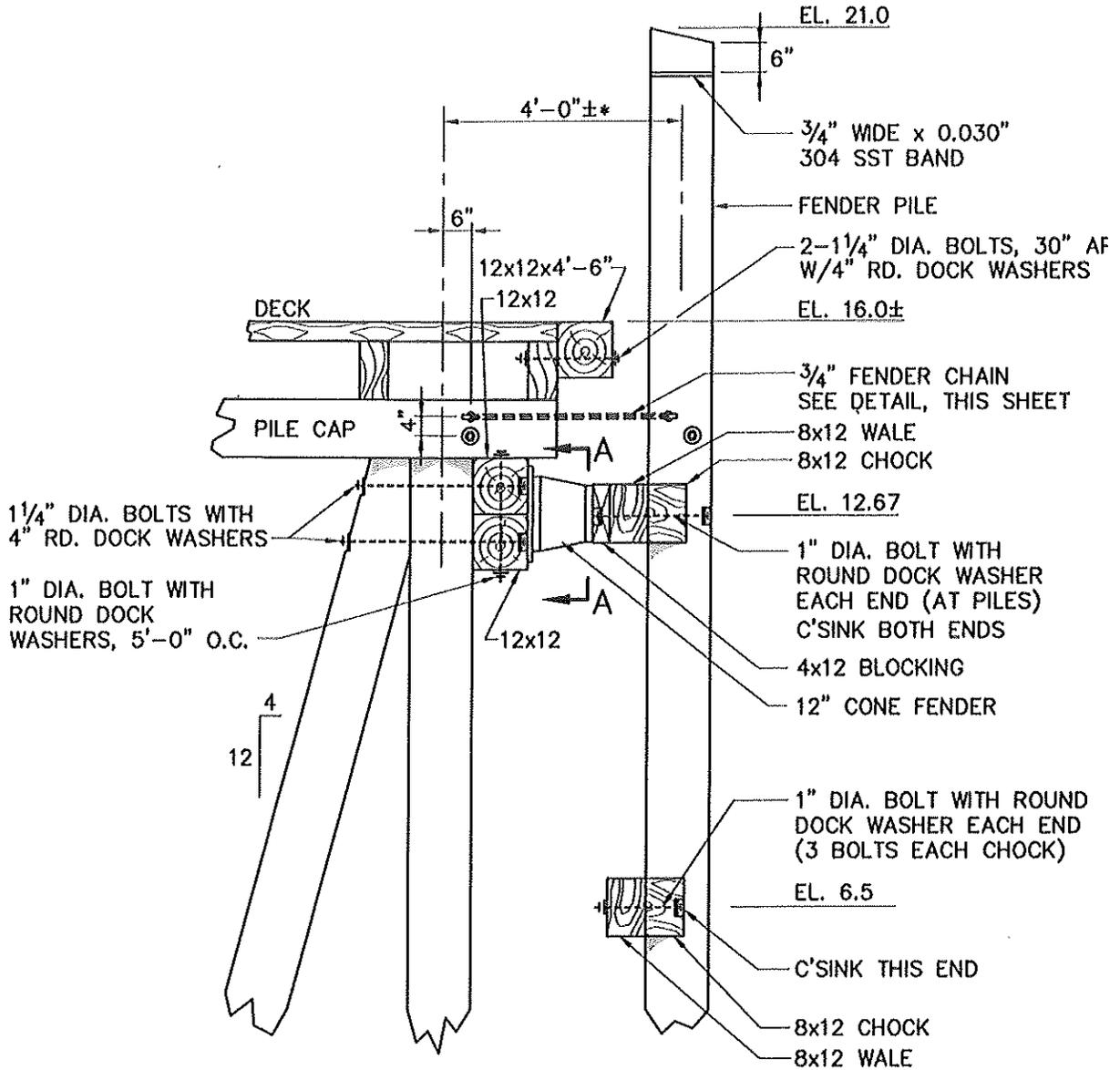
TYPICAL FENDER SYSTEM SECTION



* CONTRACTOR SHALL ADJUST DISTANCE TO SUIT ACTUAL PILE AND LUMBER DIMENSIONS

TYPICAL FENDER SYSTEM SECTION

TYPICAL FENDER PILE SYSTEM

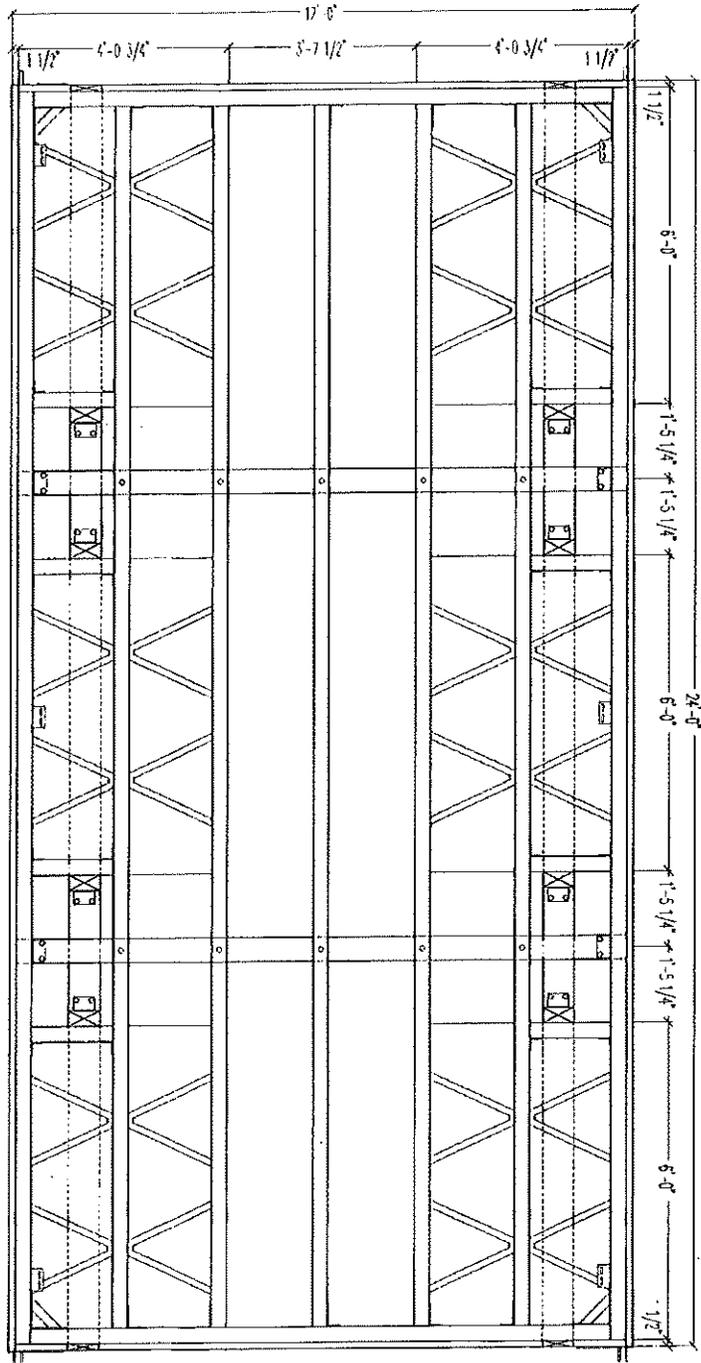


* CONTRACTOR SHALL ADJUST DISTANCE TO SUIT ACTUAL PILE AND LUMBER DIMENSIONS

TYPICAL FENDER SYSTEM SECTION

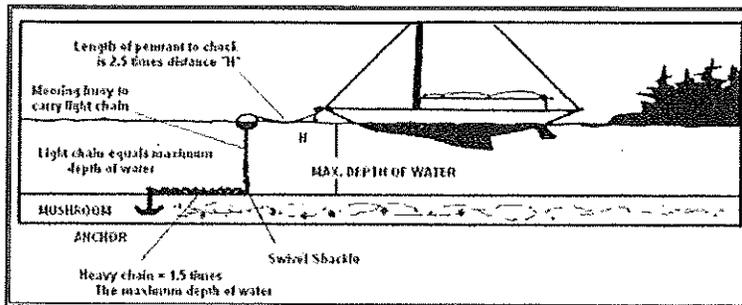
TYPICAL FLOAT PLAN

TOP VIEW - DECK REMOVED



NO. 12' x 24' HEAVY DUTY FLOAT WITH BOTTOM SKIDS	DATE	04-10-01
FORM CFS - 12 x 24B	ISSUANCE	10-4812-12
DESIGNED BY: LPM	By Seawo Ship Construction, Inc.	

For the safety of his/her boat and that of adjacent boats, mooring permit holders are responsible for having their mooring set and making any required adjustments or repairs.



Mooring Gear and Equipment Regulations

- No mooring gear or equipment shall be placed in Portland Harbor waters without first being inspected by the Harbormaster or authorized mooring company to ensure the adequacy of such gear.
- Only authorized mooring companies may service and/or do mooring work in Portland Harbor waters. A permit must first be obtained from the Harbormaster.
- It is the mooring owner's responsibility to ensure that the mooring number and blue stripe be permanently affixed to mooring.
- All mooring gear shall be inspected and/or serviced by the owner, certified diver, or mooring service company at least once bi-annually to determine the condition of gear and to ensure compliance with minimum standards set forth by the Harbormaster.
- All mooring owners or mooring service companies shall notify the Harbormaster's office in writing of all inspections and service completed to mooring gear.
- All mooring floats shall be kept clean to ensure they remain at least six (6) inches above the surface of the water at all times.
- It shall be the permit holder's responsibility to ensure mooring gear is maintained and in serviceable condition at all times.
- The Harbormaster may order that moorings be serviced if found to be overgrown with marine growth and considered a hazard to navigation.
- Moorings not serviced within ten (10) days of notification will be removed.

The Board of Harbor Commissioners recommends a 2.5 to 1 ratio for permanent moorings with the following minimum specifications:

Mushroom, Granite Block, or Pyramid (of ample size/weight) - see chart below

Heavy Chain	1.5 times maximum water depth
Light chain or Nylon line (not floating line)	1.0 times maximum water depth
Pennant	2.5 times the distance from chock to waterline

Buoy (white poly ball preferred)

Must have assigned number and blue band painted 3" (or larger) on buoy

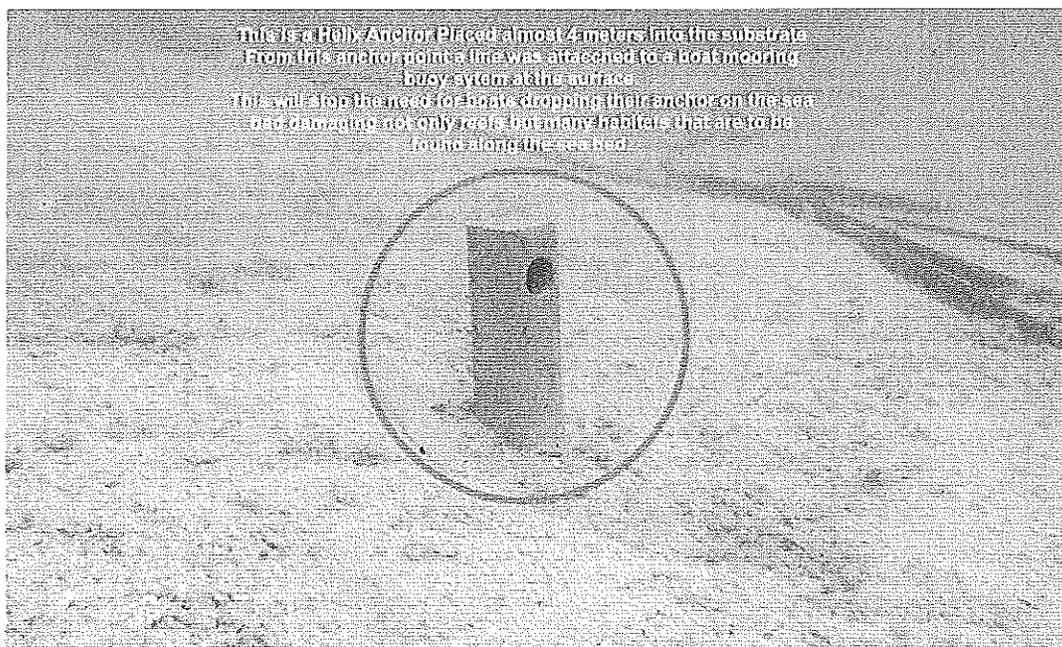
Total scope = Heavy chain + light chain + Pennant

Example: 25 ft. cruiser;
20 ft. maximum water depth;
Distance from chock to waterline = 3 ft.

Requires: 1.5 x 20 = 30 ft. of heavy chain
1.0 x 20 = 20 ft. of light chain or equivalent nylon line
2.5 x 3 = 7.5 ft. pennant

The following chart contains the minimum requirements for seasonal moorings in sheltered waters. Vessels moored year-round and/or in open areas should upgrade 1-3 steps.

Boat Length	Boat Weight	Mushroom Weight	Block Weight	Chain Size (Bottom)	Chain Size (Top)
22'	1,500 lbs	75 lbs	300 lbs	1/2"	3/8"
26'	5,000 lbs	150 lbs	500 lbs	3/8"	3/8"
30'	8,000 lbs	200 lbs	1,000 lbs	5/8"	3/8"
35'	12,000 lbs	250 lbs	2,000 lbs	3/4"	1/2"
40'		500 lbs	3,000 lbs	3/4"	1/2"
50'+ over	Reviewed on an individual basis				



THE CITY WILL PROPOSE A HELIX TYPE ANCHOR
HAS OPPOSED TO THE MUSHROOM OR BLOCK TYPE
INSTALLATION FOR PROPOSED MOORINGS.