

Application for Federal Assistance SF-424

Version 02

*** 1. Type of Submission:**

- Preapplication
- Application
- Changed/Corrected Application

*** 2. Type of Application:**

- New
- Continuation
- Revision

*** If Revision, select appropriate letter(s):**

*** Other (Specify)**

*** 3. Date Received:**

10/23/2013

4. Applicant Identifier:

5a. Federal Entity Identifier:

*** 5b. Federal Award Identifier:**

State Use Only:

6. Date Received by State:

7. State Application Identifier:

8. APPLICANT INFORMATION:

*** a. Legal Name:**

Maine Department of Transportation

*** b. Employer/Taxpayer Identification Number (EIN/TIN):**

01-6000001

*** c. Organizational DUNS:**

8090459660000

d. Address:

*** Street1:**

16 State House Station

Street2:

*** City:**

Augusta

County:

*** State:**

ME: Maine

Province:

*** Country:**

USA: UNITED STATES

*** Zip / Postal Code:**

04333-0016

e. Organizational Unit:

Department Name:

Division Name:

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

Prefix:

*** First Name:**

Kim

Middle Name:

*** Last Name:**

King

Suffix:

Title:

Organizational Affiliation:

*** Telephone Number:**

(207) 624-3566

Fax Number:

*** Email:**

kim.king@maine.gov

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:**

Rehabilitation and expansion of existing waterfront boatyard facility to attract and accommodate ocean-going transient boaters.

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.

Add Attachment

Delete Attachment

View Attachment

17. Proposed Project:

* a. Start Date:

* b. End Date:

18. Estimated Funding (\$):

* a. Federal	<input type="text" value="165,504.00"/>
* b. Applicant	<input type="text" value="0.00"/>
* c. State	<input type="text" value="0.00"/>
* d. Local	<input type="text" value="93,496.00"/>
* e. Other	<input type="text" value="0.00"/>
* f. Program Income	<input type="text" value="0.00"/>
* g. TOTAL	<input type="text" value="259,000.00"/>

*** 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.

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 10/23/2013

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



Ortiz, Alberto <alberto_ortiz@fws.gov>

FW: Clarifications Needed for Kittery Point Yacht Yard's Proposal (FY 14 - Tier II)

1 message

King, Kim <Kim.King@maine.gov>
To: "alberto_ortiz@fws.gov" <alberto_ortiz@fws.gov>

Fri, Nov 22, 2013 at 2:25 PM

Al, Dan and I have both talked to Kittery and Dan asked that I additionally send the attached statement to you. I have also posted it in the body of the reply from Tom (further below).

"This 50% estimate is based on actual documented (business records) usage by transients at our facility under current conditions. We consider this a conservative estimate of future transient usage ."

From: King, Kim
Sent: Friday, November 22, 2013 2:17 PM
To: 'alberto_ortiz@fws.gov'
Cc: Stewart, Dan
Subject: RE: Clarifications Needed for Kittery Point Yacht Yard's Proposal (FY 14 - Tier II)

Additional clarification on Question 1 is being provided through me via a telephone call with Tom Allen:

Tom misunderstood your question here. KPYY breaks out transient revenues vs. seasonal revenues on slip space. He reviewed 5 years of financial record to determine the average transient use. During the past 5 years, the transient use range was between 30 and 60 percent, thus arriving at 50 percent. Going back 6 to 10 years, Tom noted that they did have a season where the transient use of the slips was 100 percent.

Tom is available this afternoon at (603) 661-1622 if you'd like to speak with him directly.

Thank you Al for your consideration of this project. Kim

From: Tom Allen [<mailto:tallen@kpyy.net>]
Sent: Tuesday, November 19, 2013 4:23 PM

To: Stewart, Dan

Cc: King, Kim

Subject: FW: Clarifications Needed for Kittery Point Yacht Yard's Proposal (FY 14 - Tier II)

See below:

While reviewing the KPYY Tier II proposal, I came across a few items that were a bit confusing and where clarifications are needed in order to forward the proposal to the National review team. Those are:

1. Please clarify why 50% proration is used for those repairs to existing structures, and how that was calculated. How did you arrive at the \$37,166 for the repair costs? This amount is represented in items #15, 16, 17 & 18 on the Budget Information chart (attached). These items have been highlighted for reference and represent repairs to existing structures. 50% was used as these structures are currently 50% utilized by transients in season. The other 50% is utilized for servicing boats. We estimate that the replacement structures will continue to be utilized 50% transient boat users (26 ft. and larger).

This 50% estimate is based on actual documented (business records) usage by transients at our facility under current conditions. We consider this a conservative estimate of future transient usage

2. Please explain why the restrooms are 100% for transient use. Are other restrooms available to seasonal and other users? Yes, other bathrooms are available for non-transient users. Seasonal customers have a passcode to the office with bathrooms, a sitting room, desk, coffee etc. The new restroom and shower will be for "transient users only" and available 24 hours a day.

3. On page 5 of the RFA or Request for Applications, it is indicated that "contingency reserves are ineligible and must not be included in estimated costs." Please explain why item 12 "Contingency - Option B" is not to be considered a contingency reserve. We put the moorings that that are likely needed in as a contingency, but they should have been included within budget item #6. I have attached the corrected budget.

4. On page 7, under Benefits/Local Impacts there is mention of "Increased temporary access for seasonal mooring and local customers for water, charging, loading and unloading." please, explain this as it relates to the transient project. It is possible that a boater may pull up occasionally as a side benefit to the structures for a moment or two, but does not affect the prorating. We could envision this occurring, if it does at all, just prior to or after the transient season. The structure is still dedicated for 100% transient use for vessels greater than 26 feet. We just mentioned it as a side benefit as that may occur, but just as well may not. It should be noted that KPYY has never had a transient vessel under 26 feet.

5. Also on page 7, the 2nd to last bullet reads: "Additional structure could provide a safe harbor to commercial fisherman in the off season." Please explain this use and how it relates to the transient project. We have no plans to use these facilities for commercial fisherman, it is just a potential benefit of the structure. For example, if a storm like Hurricane Sandy was forecasted to impact the area late in the season (after the transients have left), this structure could be used for emergency purposes. This not does affect the 100% transient use. The floats will be out of the water or along the shore and unavailable for any users during the winter months of December to April. This statement was meant only as an emergency situation, and potential benefit of improved

facilities.

6. Please clarify if the bathroom will have separate areas for men and women or if it will be one for both users. The proposed new bathroom is single user unisex.

Thanks in advance for your assistance,

Al

—

Alberto Ortiz

CVA & BIG Programs Regional Coordinator

Wildlife and Sport Fish Restoration Program, Region 5

U.S. Fish and Wildlife Service

300 Westgate Center Drive

Hadley, MA 01035-9589

Phone: (413) 253-8406

Fax: (413) 253-8487

Tom

Thomas J. Allen

President

www.kpyy.net



 Please consider the environment before printing this email

 **2013 BIG Spreadsheet Ver2.xls**
40K

SF 424 Application for Federal Assistance

Applicant Identifier: KPYY



**Kittery Point Yacht Yard Corp.
48 Bowen Road
Kittery, ME 03904**

**EIN: 20-1138255
Duns: 82511308**

**Contact: Tom Allen
ph: 207.439.9582
tallen@kpyy.net**

October 2013

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 - a. Needs**
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 - d. Approach/ Management**
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 - f. Project Location**

- 3. Ranking Criteria**

- 4. Site Plan (Drawings/ Maps/ Photos)**

- 5. Letter of Commitment**

- 6. Supporting Documents**

1: Project Budget

The following is a summary of the grant request. Line items are detailed in the table below. Line item #12 (#6 Contingency) may be eliminated prior to construction if pilings can be driven in lieu of additional moorings to secure the new float system. Quotations supporting the detail within the table are included in Section 6.

New Construction:	(Includes all improvements that are 100% transient dedicated)	1. \$206,687
Rehabilitation Construction:	(Includes all repairs to existing structures that are 50% transient dedicated)	2. \$ 37,166
Soft Costs:	(Includes all design, environmental, construction permit fees, taxes)	3. \$ 15,147
Total Value of Project (add lines 1 through 3):		4. \$259,000 (100%)
Total Local Match Contribution: (minimum 25% match of BIG eligible costs)		5. \$ 93,496 (36%)
Funds Potentially Requested from USFWS:		6. \$165,504 (64%)

The private entity will commit to the match if the BIG grant is approved. KPYY currently has access to an uncommitted capital expenditure line of credit for facility improvements through Kennebunk Savings Bank for up to \$100,000.

BUDGET INFORMATION FOR KITTERY POINT YACHT YARD TRANSIENT CAPACITY EXPANSION KITTERY, MAINE

(BUDGET BELLOW REPLACED – SEE ATTACHED)

Item	Description	Contractor	Qty	Cost ea.	Total Cost	% Transient Dedicated	Total Amount Transient Eligible	BIG Federal Request	KPYY Match
1	Construction of 6'x95' elevated walkway leading to fixed pier	Riverside & Pickering Marine	1	\$33,895	\$33,895	100%	\$33,895	\$23,388	\$10,507
2	Construction of 8'x15' fixed pier on 10x10 timbers w/ handrails and end of pier gantry	Riverside & Pickering Marine	1	\$16,775	\$16,775	100%	\$16,775	\$11,575	\$5,200
3	Installation of 5'x80' aluminum arched ADA gangway	Riverside & Pickering Marine	1	\$35,605	\$35,605	100%	\$35,605	\$24,567	\$11,038
4	Construction of (1) 12'x20' landing float	Riverside & Pickering Marine	1	\$6,850	\$6,850	100%	\$6,850	\$4,727	\$2,124

5	Construction of (4) 8'x20' transient floats with piling inset	Riverside & Pickering Marine	4	\$4,568	\$18,270	100%	\$18,270	\$12,606	\$5,664
6	Option A: Installation of float system w/ 2 5,000lb granite moorings, 3 pilings and 1 tripod	Riverside & Pickering Marine	1	\$13,231	\$13,231	100%	\$13,231	\$9,129	\$4,102
7	Equipment mobilization charges	Riverside & Pickering Marine	1	\$3,780	\$3,780	100%	\$3,780	\$2,608	\$1,172
8	Construction of (2) 8'x24' commercial grade transient floats w/ 2 new 5000lb granite blocks	Riverside & Pickering Marine	2	\$10,800	\$21,600	100%	\$21,600	\$14,904	\$6,696
9	Construction of (5) 6'x20' commercial grade floats for transient float system	Riverside & Pickering Marine	5	\$3,426	\$17,130	100%	\$17,130	\$11,820	\$5,310
10	Estimated Me. Taxes on removable structures above	Riverside & Pickering Marine	1	\$5,643	\$5,643	100%	\$5,643	\$3,894	\$1,749
11	Regulatory agency application fees, filing and building permit application fees	Riverside & Pickering Marine	1	\$8,393	\$8,393	100%	\$8,393	\$5,791	\$2,602
12	#6 CONTINGENCY Option B: Install float system w/ no pilings- (8) 5000lb granite moorings	Riverside & Pickering Marine	1	\$8,899	\$8,899	100%	\$8,899	\$6,140	\$2,759
13	Install (3) pedestals w/ fresh water plumbing and 30A, 50A, 120V power to new float system	K. Bridge Electrical Contractors	1	\$16,800	\$16,800	100%	\$16,800	\$11,592	\$5,208
14	Install ADA compliant plumbing incl Lav, WC, Shower, water heater in existing pier shed	Rhodes Plumbing	1	\$6,350	\$6,350	100%	\$6,350	\$4,382	\$1,969
15	1) Refinish existing shed above incl. insulation, siding, ADA door. 2) Plumb fresh water to new floats system pedestals.	MGX	1	\$7,502	\$7,502	100%	\$7,502	\$5,176	\$2,326
16	Re-deck 20'x50' existing pier	Riverside & Pickering Marine	1	\$9,245	\$9,245	50%	\$4,623	\$3,190	\$6,055
17	Replace (3) 8'x20' commercial grade floats	Riverside & Pickering Marine	3	\$4,567	\$13,701	50%	\$6,851	\$4,727	\$8,974
18	Replace (2) 6'x20' commercial grade floats	Riverside & Pickering Marine	2	\$3,425	\$6,850	50%	\$3,425	\$2,363	\$4,487
19	Repairs to existing pier incl install of (3) class B float piles, (1) stub pile, 8x8 cap and cross bracing	Riverside & Pickering Marine	1	\$7,370	\$7,370	50%	\$3,685	\$2,543	\$4,827
20	Estimated Me. Taxes on removable structures above	Riverside & Pickering Marine	1	\$1,111	\$1,111	50%	\$556	\$383	\$728

TOTAL

\$259,000

\$239,862

\$165,504

64%

\$93,496

36%

BUDGET INFORMATION FOR KITTERY POINT YACHT YARD TRANSIENT CAPACITY EXPANSION, KITTERY, MAINE									
									69%
Item	Description	Contractor	Qty	Cost ea.	Total Cost	% Transient Dedicated	Total Amount Transient Eligible	BIG Federal Request	KPYY Match
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6	Installation of float system w/ (8) 5000lb granite moorings	Riverside & Pickering Marine	1	\$22,130	\$22,130	100%	\$22,130	\$15,270	\$6,860
7	Equipment mobilization charges	Riverside & Pickering Marine	1	\$3,780	\$3,780	100%	\$3,780	\$2,608	\$1,172
8	Construction of (2) 8'x24' commercial grade transient floats w/ 2 new 5000lb granite blocks	Riverside & Pickering Marine	2	\$10,800	\$21,600	100%	\$21,600	\$14,904	\$6,696
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19	Estimated Me. Taxes on removable structures above	Riverside & Pickering Marine	1	\$1,111	\$1,111	50%	\$556	\$383	\$728
	TOTAL				\$259,000		\$239,862	\$165,504 64%	\$93,496 36%

2: Project Statement

a. Needs

Kittery Point Yacht Yard Corp. (“KPY”) is submitting this request for both a limited rehabilitation of an existing structure and expansion to construct a new dedicated structure consisting of a walkway, pier, ramp and float system to accommodate up to 15 transient vessels.

KPY is Kittery’s last remaining waterfront full service boatyard providing boaters with seasonal in water storage, winter storage, mechanical services, fiberglass repair, carpentry, rigging, restorations, cosmetic repair, refinishing, and limited transient accommodations. KPY is an active dealer for several recognized marine propulsion manufacturers including Caterpillar, John Deere, Yanmar and Yamaha. Its’ average stored vessel is 36’ LOA. It has been an active full service boatyard since 1962 and is a registered “Platinum Level” certified Clean Marina, a nationally recognized designation for environmental stewardship. It is also one of only a handful of operations to achieve S.H.A.R.P. certification from OSHA for occupational and safety excellence. In 2010, the company was awarded the national “Innovation Award” from ABBRA (the American Boatbuilders & Repairers Association); the oldest and most recognized association for the marine industry.

KPY’s mooring field and slips are located in the most protected and accessible basin in the Piscataqua River watershed. It is considered the number one Hurricane Hole in the area. The existing mooring field consists of 43 moorings and 8 slips. The majority of moorings (approximately 80%) are leased seasonally and only the remaining 8-10 are set aside for transient use. There is an extensive waiting list for these seasonal moorings. The slips space is also limited and approximately 50% of this space is dedicated to servicing vessels in need of maintenance or repair. Accordingly, the capacity to offer accommodations to transient vessels is extremely limited. The company continually turns down requests from transient vessels in season. Our ability to accommodate large power vessels is even more limited as these boats require dockside power and services, not available on a mooring.



Limited docking spaces of existing float system.



Open access with no bridges to the Gulf of Maine.

Demand in the Kittery area for transient vessels is growing each year as the Piscataqua watershed becomes more recognized as a must visit and stop over destination. This southernmost port in the state is the gateway to Maine and some of the finest cruising grounds in the world. As vessels are headed Downeast in the

spring and summer months, the Kittery area presents itself as a logical stop and stay-over destination. The same situation presents itself in the fall as vessels are headed toward more southern latitudes. More and more, Kittery along with its neighbor, Portsmouth, across the river, is being recognized for its historic, cultural, and scenic assets as well as its many restaurants and shopping/ supply amenities. Currently, the entire York County, ME and Portsmouth, NH areas are very limited in their capacities to offer transient moorings or dockage. The Kittery Port Authority currently has only two transient moorings and limited dock space. It has been reported by the Towns of Kittery, ME; York, ME; and Portsmouth, NH that each has a minimum 10 year waiting list for seasonal mooring applications. The town of Kittery also recognizes the importance of adding boating infrastructure and currently has a pending BIG project to integrate transient boat slips into the existing town piers in Pepperell Cove, but the added capacity is limited.

The proposed project would add a separate pier and float system adjacent to the service floats that would be dedicated for transient boaters. Though KPYY's primary operations are centered in service and repair, transient boats represent a critical component of its overall business and increases awareness of its services beyond the local area. The company advertises the area as a transient destination in both regional and international publications and as an exhibitor in boat shows it attends from Newport, RI to Rockland, ME. It also advertises the area and its services in international boating resources. The following are a few of the publications KPYY advertises in annually.



<http://www.yachtinsidersguide.com/>



<http://www.pointseast.com/index.shtml>



<http://www.maineharbors.com/>

b. Objectives

The primary objective of this project is to increase KPYY's capacity to accommodate transient boaters to a total of 15 transient slips (12 new, 3 existing). The following are the specific objectives:

- Secure all permits by March 2014 (ACOE, MDEP, NRPA, local building permits).
- Add a new dedicated float system to accommodate up to 12 transient vessels of 26' or longer just off peninsula and adjacent to the existing structure by September 2014 including:
 - i. (1) 15' x 8' elevated pier;
 - ii. (1) ADA compliant 80' ramp;
 - iii. (1) 20'x12' main float;
 - iv. (4) four 20'x8' floats;
 - v. (5) five 20'x6' floats for transient and dinghy tie up;
 - vi. (3) three power pedestals on main floats with 120v, 50amp and 30amp connections;
 - vii. (2) two fresh water spigots on float system; and
 - viii. (1) 6'x95' elevated deck walkway for transient foot traffic from pier to main yard.
- Modify two current moorings to accommodate 4 transient floating slips off new structure by May 2014.
- Replace 5 dilapidated floats consisting of (3) three 20'x8' floats and (2) two 20'x6' floats in existing structure by May 2014. This will secure existing capacity for 3 transient slips.
- Repair and enhance support footings on existing pier and cap existing deck by September 2014.

- Modify existing shed structure to include ADA compliant bathroom and shower facility off existing pier by September 2014.
- Ad campaign through existing channels advertising added capacity at least 3 months before project completion.

Existing float capacity is 360' lineal feet of dock space of which 180' lineal feet is used for transients or 50%. The new structure will add 308' lineal feet of new transient dock space, including two floating docks. This is an increase in transient dock space of almost 200% and will significantly enhance KPYY's capacity to service transient vessels.

The cost for the replacement floats and the pier improvements tied to the existing structure were allocated at 50% transient use. The bathroom and shower improvements on this existing pier will be 100% transient dedicated and will be accessed by both structures.

Pending grant approval, all improvements will be completed within twelve months of March 31, 2014.

c. Benefit/ Local Impact

Currently, this facility does not have the infrastructure to provide transient slips and is ideally suited to provide these accommodations. Our transient business is limited to a maximum of 10 dedicated moorings and four existing slips. Many transient vessels require access to slip space for power and water. We cannot provide this access because of our limited berthing ability that is primarily occupied by vessels in need of service or repair. Expanding our facilities to provide a dedicated transient slip system will provide the following direct benefits:

- Increase capacity for transient boaters in the most protected basin in the area;
- Diversification of a local service business into a more recognized transient destination (Note- KPYY currently turns down transient slips requests several times a week in season due to lack of dedicated facilities);
- New structure will provide better utilization of KPYY's existing facilities (service, pump-out, bathrooms/ shower, amenities);
- Improved access for individuals with disabilities will be significantly enhanced with ADA compliant ramp and lavatory/ shower facilities;
- Increase dinghy capacity for transient mooring customers;
- Increased temporary access for seasonal mooring and local customers for water, charging, loading and unloading;
- Reduction of service boat moves to accommodate transient docking requests/ provides clear separation of service and transient slips;
- Increased service revenues and job growth for the towns only remaining full service year round waterfront boatyard.

Related indirect benefits:

- Economic benefit to local businesses in Kittery (downtown Kittery restaurants, inns and shops are within walking distance from the facility);
- Access to two State Parks and historic sites within walking distance;
- More dock space in a protected harbor during storm events, again, KPYY's facility is considered the best hurricane hole in the area;
- Additional structure could provide a safe harbor to commercial fisherman in the off-season. Currently, these fishermen must haul out or find facilities up river away from more exposed harbors. '
- Multi-state benefit. The historic sites, shops, hotels and restaurants of Portsmouth, NH are a dinghy ride across the harbor or a walk across the bridge from KPYY. This area is one of the most rapidly expanding regions in New England. It is centered 50 minutes north of Boston, 40 minutes west of Manchester, NH and 40 minutes south of Portland, ME with three regional hospitals and access to two regional and one international airport.

With its small shops and markets, Kittery is a haven for provisioning vessels, in addition to the service and repair capabilities of KPYY. The trickledown benefits are significant but the predominate benefit will be additional berthing access for transient boats travelling north and south.

d. Approach/ Management

All improvements will be performed under the supervision of Tom Allen, President and 100% owner of KPYY, with assistance from Chris Follansbee, KPYY’s Facility Manager for over 20 years. The Town of Kittery and the Kittery Port Authority (KPA) have been made aware of KPYY’s intentions to expand its transient capacities and is supportive of its efforts. The town has also invested in expanding public facilities to support transient boaters and address the growing need for more waterfront facilities in this area. In this respect, both KPYY (as the last waterfront boatyard in town) and the Town of Kittery through the KPA have been taking a shared approach to promote, invest in, advertise and increase boating infrastructure and transient capacities.

The objectives for this project can be easily achieved as the project has the following “in place” enhancements:

- o The proposed new construction is within the property’s riparian boundaries, no special exceptions;
- o The only moorings that will be impacted by the new construction are already controlled by KPYY;
- o The new float moorings and float system will be secured with granite blocks (several of which are already existing);
- o The structure does not interfere with the navigation channel;
- o The new structure meets the required minimum depths/ no dredging needed;
- o The peninsula that will serve as the foundation for the pier offers an already natural extension (this is a less invasive project/ less construction impact given the short pier and existing ledge);
- o The basin the improvements will be located in is recognized as the area’s Hurricane Hole;
- o The facility is already recognized as a transient facility but with limited capacity;
- o There is already an existing pier with an enclosed structure that can accommodate the transient restroom facility;
- o The facility does not currently have a handicap accessible ramp or restroom facilities (enhancing an older structure);
- o There are existing power and water capacities that can simply be extended to the new structure;
- o The new construction will provide ample dinghy space for transients on moorings;
- o KPYY is a full service marine facility that is intimately familiar with such projects;
- o The increased transient structure is a natural compliment to an existing working waterfront business;
- o KPYY is a registered “Clean Marina”;
- o The marine contractor is in close proximity to the facility/ mobilization and price advantages.

KPYY in conjunction with its primary contractor (Riverside & Pickering Marine) will work with the Maine DOT, ACOE, MDEP, and the KPA to meet all federal, state and local guidelines and ensure the facilities will be built in a timely manner. Provided grant approval is achieved by year end 2013, the project schedule is estimated as follows:

	Q1 2014	Q2 2014	Q3 2014	Q4 2014	Q1 2015
Test borings/ finalized design & budget	X				

Environmental & ACOE Permits Approvals	X				
Town Permits & Approvals		X			
Improvements to existing structures- Phase 1		X			
Improvements to existing structures- Phase 2			X		
Improvements- New construction			X		
Promotion/ advertising				X	X

e. Activity Description/ Permitting

Environmental permitting in Maine is controlled by the MDEP (Maine Department of Environmental Resources) and it is anticipated that a Natural Resource Protection Act (NRPA) wetlands application will be required. MDEP circulates this application to several agencies including the State Historic Preservation Office and agencies involved in endangered species reviews. The proposed project is not expected to have any impact on historic or archeological resources or endangered species. The project does not extend beyond the property, is limited in scope, would be part of an existing commercial/ non-residential facility, and significant reconstruction projects have occurred on site in the past. MDEP and NRPA department personnel are familiar with KPYY and have visited the site. The NRPA application will also be circulated to the Maine office of the U.S. Army Corp of Engineers, whose federal representative is also familiar with KPYY from past projects. The new construction impact will be partially offset by the elimination of 100' of floats within the existing system and the existence of several granite blocks already in place and available for use with the new system. No hurdles or roadblocks are anticipated in securing the permits from either the MDEP or ACOE for these improvements.

f. Project Location

N 43° 82. 661' W 70° 72. 299'

KPYY is located at 48 Bowen Road, just below Old Ferry Lane off Route103 (Whipple Road). The location is five minutes from I-95 by car and by boat; just off the mouth of the Piscataqua River; across from Jamaica Island and the Portsmouth Naval Shipyard in a water body known as the Back Channel.

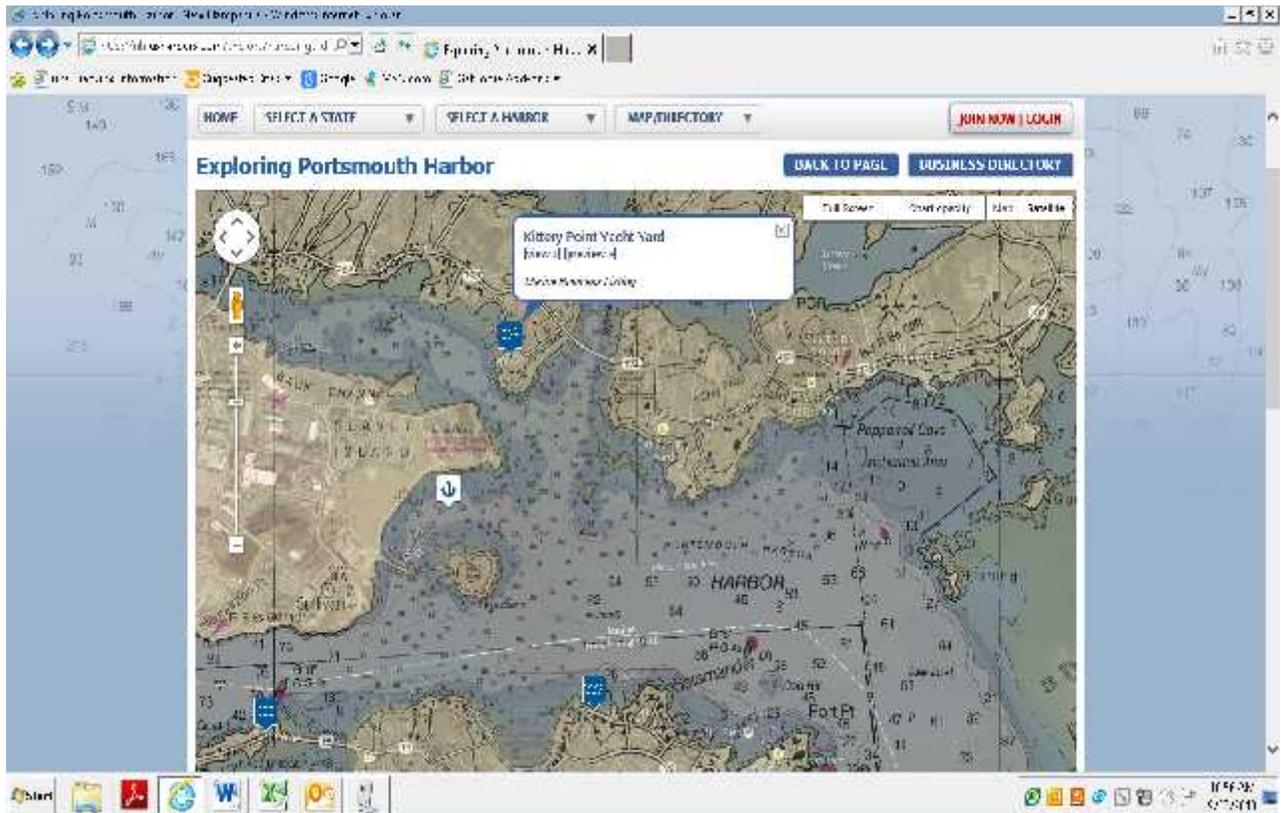
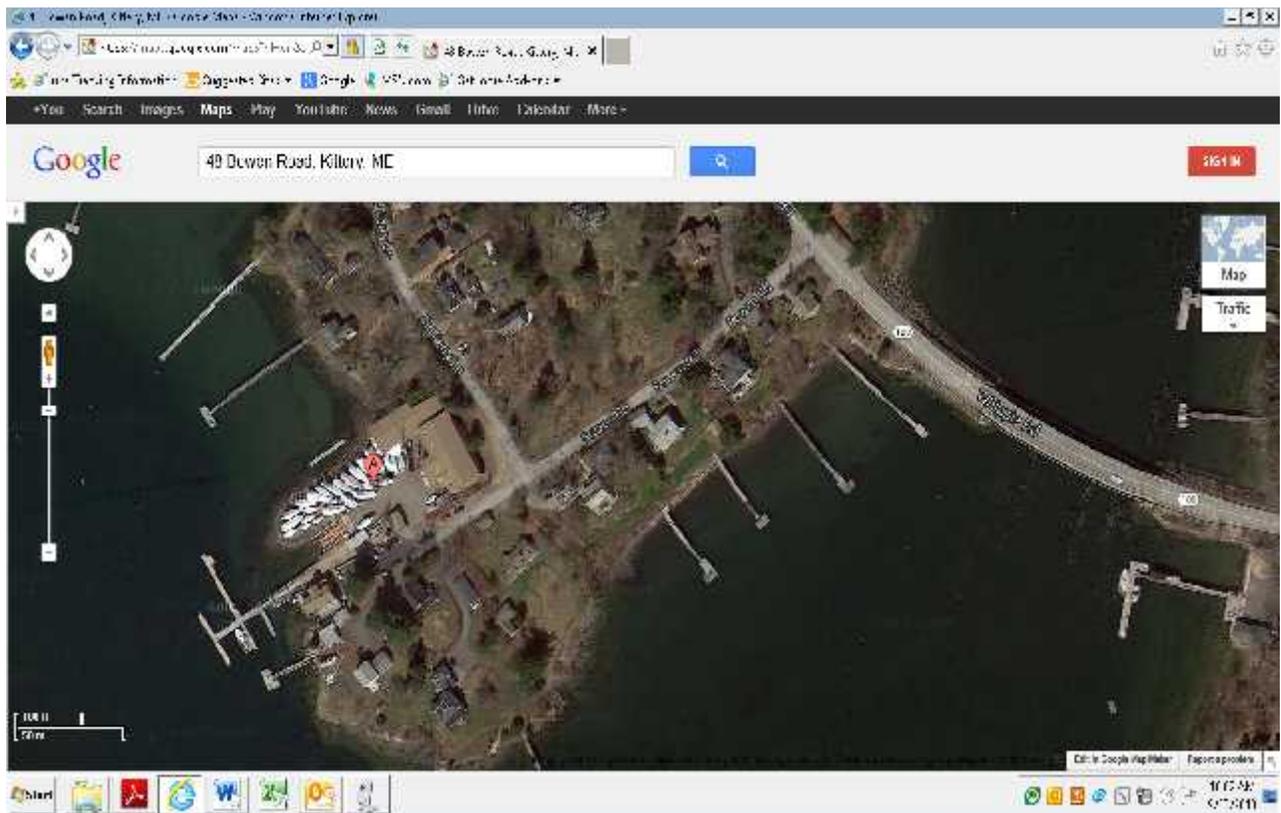


Chart view of KPYY facility in mouth of Harbor.



Street view of KPYY facility off of Route 103.

3: Ranking Criteria

1. Provide for public/private and public/public partnership efforts to develop, renovate, and maintain BIG facilities.

This project has the support of several public/ private relationships. First, KPYY has the support of the Town of Kittery behind it as the areas last working waterfront boatyard with a history dating back to the late 1700s. The town understands the importance of maintaining a viable working waterfront as a critical component of the areas identity and history. The grandfathered use of the moorings that KPYY manages is evidence of that as the boatyard could not exist as a business without it. In addition, KPYY has the support of the Kittery Port Authority and the owner is very involved with the KPA and has offered to contribute input on various levels. Support has gone both ways. KPYY endorsed its support in the original KPA's BIG application for a transient structure in Pepperell Cove. KPYY also received letters of support from the Kittery Department of Public Works, Sothern Maine Regional Planning Committee, the New Hampshire State Port Authority, the Portsmouth Yacht Club, and Kennebunk Savings Bank. (See attached Supporting Documents)

2. Use innovative techniques to increase the availability of BIG facilities for transient recreational vessels.

This project involves innovative techniques to maximize transient dockage within a small footprint by re-purposing existing space that has the lowest environmental impact and construction footprint. Looking at the facility as it exists does not support a vision of constructing additional transient accommodations. By applying innovative design techniques, management has accomplished a nearly 200% increase in transient capacity. This involved reconfiguration of an existing dock structure that has been in place since the 1960's and re-dedicating use of existing pedestrian inaccessible space through an elevated 95' walkway over a detention berm along a peninsula. To be achieved, this required a willingness to explore and rethink the company's age old process of hauling and launching vessels. In addition, management has used the existing geography to minimize environmental impact and maximize the cost benefit ratio. For example, the pier is built over existing ledge that supports no plant life. The ramp has been maximized for reduced environmental impact and meets ADA compliance requirements. The public restroom and shower facility will be a simple renovation of a structure on an already existing pier.

This project is also innovative in that it is not an existing marina or public harbor. KPYY is a working service facility. Expanding its capabilities to support more transient vessels compliments not only its service business but enhances the appeal of the facility to any transient boater. Boats are not engineered like cars and access to service, repair and parts expertise is an important consideration. This is especially true for large ocean going vessels with multiple systems. The saltwater environment is harsh and equipment is subject to failure. Large transient oriented vessels have multiple engines, generators, water makers, pumps, air conditioners, winches, bow thrusters, stabilizers. Most marinas, public or private, do not house this resident expertise or have the ability to haul non-trailerable vessels out of the water with a capacity over 50 tons. Aside from KPYY's location on the most protected and accessible basin in the area, it is a full service marine based business. It will attract more transients to its facilities than a marina or public harbor.

KPYY as a company has demonstrated a track record of innovative thinking.



2010- KPYY becomes the proud recipient of the "Excellence in Innovation" Award from ABBRA (American Boat Builders & Repairers Association)



2011- KPYY becomes the 45th company in Maine and 4th in its industry to achieve OSHA's "SHARP" status (Safety & Health Achievement Recognition Program)



2012- KPYY achieves the highest level "Platinum" certification for its' nationally recognized Clean Marinas designation

3. Include private, local, or State funds above the required non-Federal match. If so, identify the percentage of non-Federal match.

Kittery Point Yacht Yard Corp. is committed to providing \$93,500 (36%) in local matching funds toward a total project cost of \$259,000. KPYY has reserved an uncommitted capital expenditure line of credit for facility improvements through Kennebunk Savings Bank for this match.

4. Be cost efficient. Projects are cost efficient when the BIG facility or access site features add a high value of economic return and/or public use compared with the proposed funding. For example, an application that proposes to construct a small feature such as a transient mooring dock using BIG funds, within an existing facility with existing features (restrooms, utilities, etc.), adds higher value and opportunity than an application that proposes to install all of those features (restrooms, utilities, etc.).

This project is cost efficient on several levels identified as follows:

- Project enhances an existing facility by expanding transient service and capacity through the development of new supporting infrastructure.
- Replacement of existing deteriorated floats that are at their end of life with new commercial grade floats.
- The existing facility currently has power and plumbing throughout that can be extended to the new structures (both power and water to the new float structure).
- New transient bathroom structure is being built within an existing structure on the larger existing pier.
- The intended marine contractor is in close proximity to the project reducing costs of equipment mobilization.
- KPYY has deployable assets (crane and work boats) that can keep contractor mobilization costs low.
- Several existing mooring blocks will be re-purposed for the new structure.
- The federal cost share per slip is \$11,033.
(\$165,504 federal share/ 15 total slips based on a minimum 26' LOA boat length)

5. Create or reestablish a significant link to prominent destination way points such as those near metropolitan population centers, cultural or natural areas, or that provides safe harbors.

Significant links to this area already exist as both destination way points and metropolitan population centers.

As far as cruising, Maine is considered one of the preeminent cruising grounds in the world with its 230 miles of non-tidal restricted coastline. Cruising yachtsman from around the globe seek out its natural beauty and quaint harbors. The majority of transient vessels cruising the Maine coast are from points south. Kittery is Maine's most southern port of call and serves as the gateway to these cruising grounds. From a geographic point KPYY is Maine's first boatyard. With its proximity to three major cities and airports (Boston, MA to the south, Manchester, NH to the west and Portland, ME to the north) all within a 1 hours drive, Kittery is in the center of the bull's-eye for access. Many of KPYY's winter storage boats bring their vessels from Boston, Connecticut, Rhode Island, New York and as far as the Chesapeake in Maryland. They store their vessels with KPYY as a jump start to cruising up and down the Maine coast in season.

Kittery offers a logical choice given its easy access from major metropolitan centers and its proximity to the nearby historical and charming town of Portsmouth, NH with its many hotels, inns, shops, restaurants and festivals. Kittery on its own has a wide selection of shops, restaurants, local provisioning stores and art studios that are within walking distance from the KPYY facility. Portsmouth and the surrounding seacoast areas (including Kittery and Kittery Point) have been consistently rated in the top places to live, work and play by several rankings. Portsmouth as a city is ranked in the top 10 for safety and families with children, accessibility to connecting flights, and access to affordable private colleges. At just over 3%, the area is well below the national unemployment level. Also, just 40 minutes north is Portland, Maine's largest city which was ranked as America's #1 Most Livable City by Forbes magazine in 2009.

6. Create or reestablish access to recreational, historic, cultural, natural, or scenic opportunities of national, regional, or local significance.

KPYY's new transient docking facility will provide access to a wide range of recognized recreational, historical, cultural and scenic opportunities. Every new transient visiting KPYY's facility becomes aware of these resident resources and opportunities. KPYY's existing customer lounge is open 24/7 in season with pamphlets promoting these opportunities. KPYY already provides free use of bicycles for transient customers. Taxi service and rental car delivery companies promote their services in the lounge.

National Opportunities	Description	Location	Distance by Boat	By Car	By Bike
Fort McClary	In 1845 Maine State Park listed on National Register of Historic Places. The site was manned during five wars ' The Revolutionary War, War of 1812, Civil War, Spanish-American War, and World War I.	Kittery Point, ME	5min	3min	5min
Fort Foster	Regions largest and scenic coastal park with 3 sand beaches. Acquired by federal government in 1872, now owned by the Town of Kittery.	Kittery Point, ME	10min	10min	20min
Seapoint & Crescent Beaches	Seapoint is the areas largest all sand beach with trails over a grassy point to the more private and rocky Crescent Beach owned by the Town of Kittery.	Kittery Point, ME	20min	10min	20min
Rachael Carson Wildlife Refuge	Wildlife refuge along 50 miles of coastline starting in Kittery in 1966 w/ State of Me. to protect salt marshes and migratory birds with walking trails.	Kittery Point, ME	30min	10min	20min
Kittery Foreside	Identified as a local historic district with many shops, galleries and restaurants adjacent to the Portsmouth Naval Shipyard- the countries oldest shipyard.	Kittery, ME	5min	3min	5min
Kittery Point Historical Homes	In small village of Kittery Point where several nationally listed historic sites and homes. Also site of town's public wharves known as Pepperell Cove.	Kittery Point, ME	5min	3min	5min
Isle of Shoals	Group of 9 islands and harbor 6 miles off the Me/ NH coast. The largest is Appledore Is, Me. that houses marine research lab run by Cornell Univ. Harbor considered a must stop by transients.	Kittery, ME	40min	n/a	n/a
Fort Constitution	State historic site previously know as Fort William & Mary pre-revolution. The site also houses the lighthouse that marks the harbor entrance.	New Castle, NH	10min	15min	35min
Strawbery Bank	On national register of historic places known locally as the 10-acre outdoor history museum illustrating lifestyles and structures back to the 1600s including the home of General George Washington's secretary.	Portsmouth, NH	7min	10min	20min
Mount Agamenticus Conservation Region	Seacoast's largest expanse of undeveloped forest managed by the state. Has significant trail system and wildlife habitat.	York, ME	20min	n/a	45min
White Mountains	White Mountain National Forest managed by USDA forest service known for it hiking, camping, waterfalls, famous notches and the highest peak in the northeast U.S.- Mount Washington.	NH & ME	50min	3 hrs	n/a
Portland Historic District	Historic Walking Areas, Landmarks/ Points of Interest, Historic Sites marked by cobblestone streets in the heart of Portland's downtown waterfront area.	NH & ME	40min	2.5hrs	1.5- 2hrs
Fenway Park	America's oldest active ballpark at 101 years houses the Boston Redsox and is centered in Boston's Back Bay.				

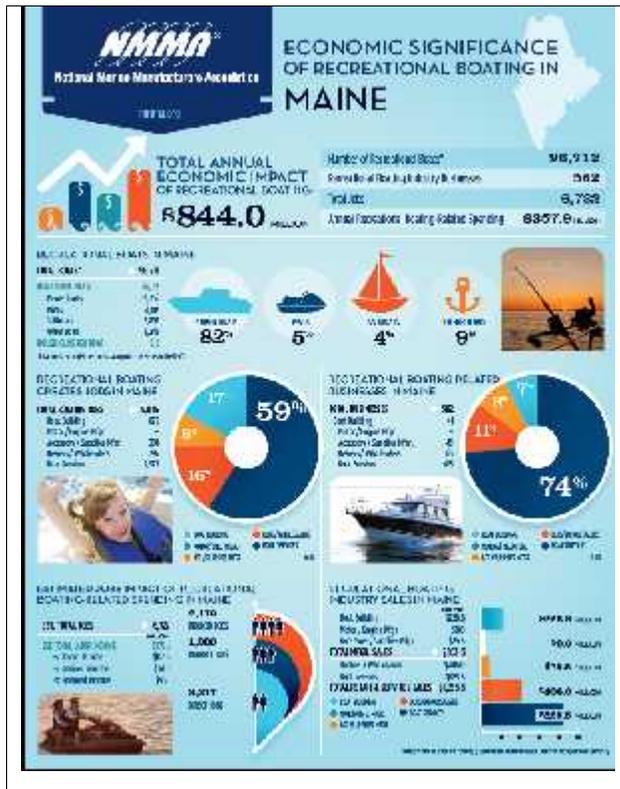
		Boston, MA	55min	3 hrs	3hrs
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7. *Create or reestablish positive economic impacts to a community. For example, a project that costs \$100,000 and attracts a number of boaters who altogether spend \$1 million a year in the community would be providing significant positive economic impact to a community.*

The increased transient capacity established by KPYY as a result of the Boat Infrastructure Improvement Grant will provide a significant economic impact to the local community. To substantiate this it is important to understand the following relevant statements and statistics.

- Tourism is Maine’s number one industry. According to the Maine Office of Tourism, 23% of Maine jobs were supported by tourism and total tourism dollars have an annual \$7.7 Billion dollar impact on the state’s economy.
- Money Magazine recently named the Kittery/ York area as one of the top vacation destinations in the country. Add to this Kittery’s advantageous geographic position that benefits from a shared border with the growing economy of New Hampshire and less than one hours drive from Boston.
- Direct recreational boating related spending in Maine according to the NMMA (National Marine Manufacturers Association) is estimated at \$358 Million annually with a total annual direct economic impact of \$844 Million. Indirect spending was estimated to be a multiple of this figure.
- In 2006, the Brookings Institute was contracted by the State and issued a study titled “Charting Maine’s Future” that listed the marine trades as one of the state’s three critical economic pillars. Clearly, boating plays a significant role in the state’s economy.
- NMMA reported 96,712 registered recreational boats in the state in 2011. In addition, there are tens of thousands of additional boats that cruise the Maine coast that are registered elsewhere.
- According to NMMA (based on Maine registered boats only) the total “direct” annual economic impact ratio was \$8,700 per boat. The figure for New Hampshire was \$9,800 per boat. Kittery borders New Hampshire.
- In a 2006 study by NMMA, the total direct economic impact of boating to Maine’s 1st Congressional District (that includes Kittery & York) was estimated at \$136Million annually. Including the secondary economic impacts of boating, the figure jumps to over \$350 Million dollars annually, or almost 3x the direct economic impact.
- NMMA concluded logically that “The amount of boat spending which occurs in a congressional district is highly dependent on the amount and quality of boating access (e.g. marinas, boat launches) and services (e.g. fuel, repairs).”

It would be simplified math to calculate that a full seasonal utilization of 15 transient berths could contribute close to \$500,000 annually [(\$9,800x3) direct and indirect benefit x 15] to the local communities. The reality is that the total indirect impact is difficult to measure and the direct impact is likely to be much more meaningful given KPYY’s experience. There have been several instances where one transient’s direct benefit to KPYY has been in the 6 figures. It is not uncommon for these larger vessels to spend upwards of \$100,000 on engine replacements or on a complete refurbishment if they decide to store their vessel for the winter at KPYY facilities. The company is a dealer of multiple tier one diesel engines and has a year round crew with over 250 years of combined experience in boat repairs, refits and building. If KPYY were just a marina or yacht club, this statement could not be made. In addition, it is anticipated that the increased transient capacity will create job growth at KPYY. As mentioned earlier, the company attracts several boats for winter storage from points south due to its ease of access and proximity to major city centers, its skilled craftsmen which Maine is known for, and its competitive advantage in labor rates.



Economic Significance of Recreational Boating: The Maine 1 st Congressional District	
NMMA 2006	
<ul style="list-style-type: none"> Amount spent on craft-related products and services. 	\$93 million
<ul style="list-style-type: none"> Amount spent on boating trips. 	\$90 million
<ul style="list-style-type: none"> Est. number of days spent boating. 	1,092 thousand
<ul style="list-style-type: none"> Total direct economic effects associated with craft and trip spending. 	\$136 million
<ul style="list-style-type: none"> Including secondary effects, total impact of craft and trip spending. 	\$358 million

8. Include multi-State efforts that result in coordinating location of tie-up and other facilities. To receive points for this criterion, an application must include formal documentation of multi-State efforts (e.g., signed memorandum of agreement, signed letter, etc.)

KPYY actively invokes multi-state efforts in promoting transient boating in the Piscataqua River watershed. Kittery borders New Hampshire and the majority of our relationships are over the center line of the river. The KPYY facility overlooks the Portsmouth Yacht Club (PYC) across the mouth of the harbor located in New Castle, NH. PYC has only 9 transient moorings and actively promotes and refers vessels to KPYY. Often times, PYC has cruising boat clubs that travel up and down the coast that it cannot accommodate. More often than not, KPYY must turn away these transients. Several of KPYY’s customers are PYC members and the PYC facility serves as the closest and primary fuel supplier for KPYY.

In addition, KPYY works closely with the Wentworth by the Sea Marina (WBTSM) in New Castle, NH that has 170 in season slips and can service vessels up to 200’. WBTSM is a transient destination, but reservations must be made well in advance. Its seasonal slips have a multi year waiting list. KPYY is the closest full service repair and haul out facility to WBTSM. We promote each others services and share many mutual customers.

Finally, KPYY is actively represented at the Portsmouth Propeller Club and has developed close relationships with the New Hampshire Marine Patrol and New Hampshire Port Authority. KPYY services the NH Marine Patrol Vessels. When transients are in need of service, both of these entities promote KPYY as the first call.

4: Site Plan (Drawings/ Maps/ Photos)

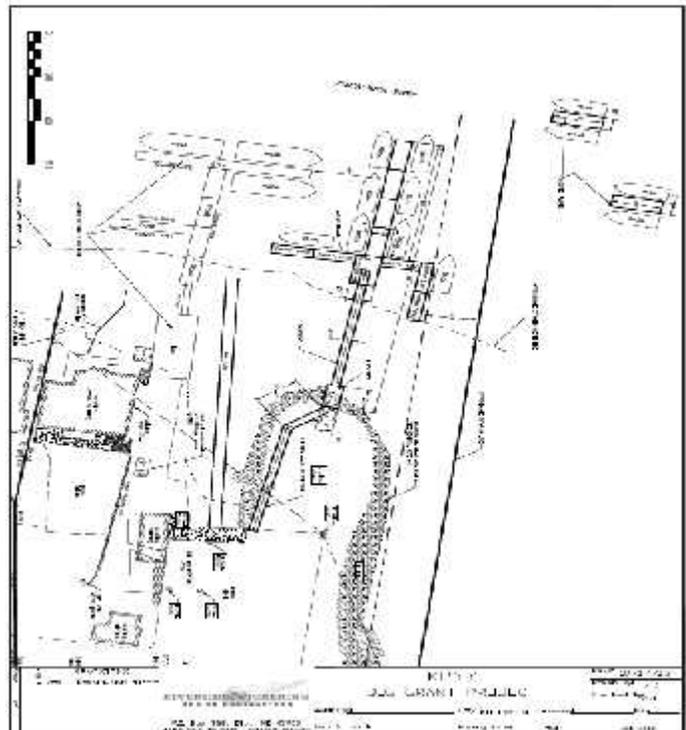
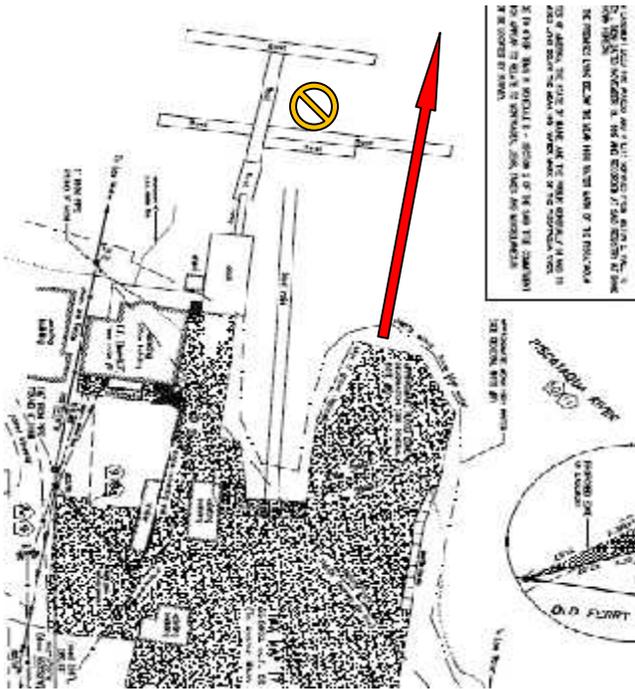
This project has been in the conceptual stage for several years. An opportunity now exists to more seriously pursue this improvement through BIG.



Float system as it exists today.



Rocky peninsula- site for new pier and walkway along bushes.



Original survey above shows the existing floats that will be eliminated during the construction of the transient pier and float system. The red arrow illustrates the direction of the new structure. The drawing to the right illustrates the new design and future survey post construction. A 95' walkway has been added over the peninsula with a short pier, 80' ramp and 12 new floats including the two mooring floats. The drawing shows 15 transient vessels from 26' to 44'. The 4 unoccupied slips on the original structure are dedicated for non-transient vessels that are being serviced. This maintains the current number of service slips under the existing float system (50% of slip space for service and 50% for transients).



1.



2.



3.

Pictures 1 & 2: Shows existing pier deck to be resurfaced. The deck surface has several repair areas but now is in need of being completely re-capped. Pic 2 is a close-up shot of the surface showing the aged condition of deck boards.

Picture 3: Existing structure on pier that will be rehabilitated into an ADA compliant bathroom and shower. Its location off the pier can be seen by its rooftop in Pic 1.

Pictures 4 & 5: Show poor condition of pier footings and pilings that need to be re-fortified. Some pilings exhibit significant decay and no longer are supporting the structure.



4.



5.

Picture 6: Shows poor condition of (2) two 6x20 floats to be replaced. These floats are over 30 years old and have been repaired several times.

Pictures 7, 8 & 9: Shows poor condition of (3) three 8x20 floats to be replaced off the landing float. These floats were also constructed over 30 years ago and have been repaired several times. The frame angles are not worth repairing and one has been compromised on the attachment face. These floats were built with old style foam billets that provide no pass through for weed and collect barnacles. The new floats will be poly tub supported and allow pass through. In pictures 7 & 9 you can see where the two older 6x20 floats connect to this main float string.



6.



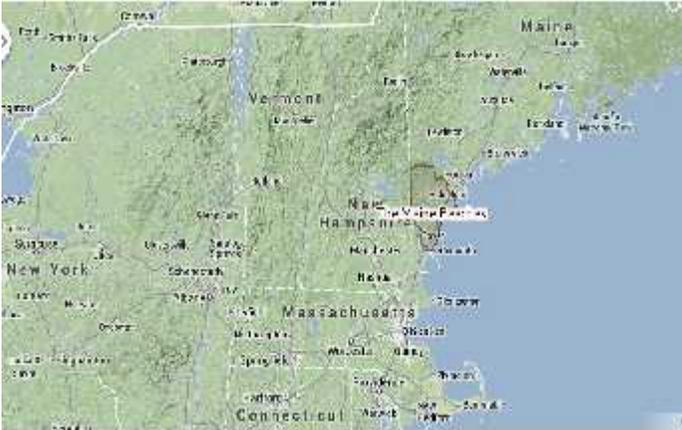
7.



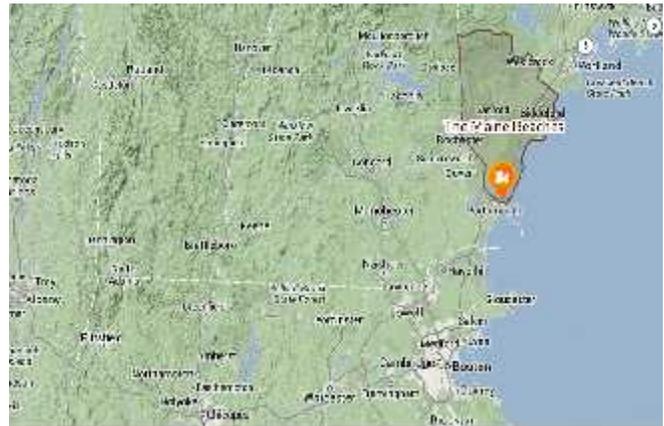
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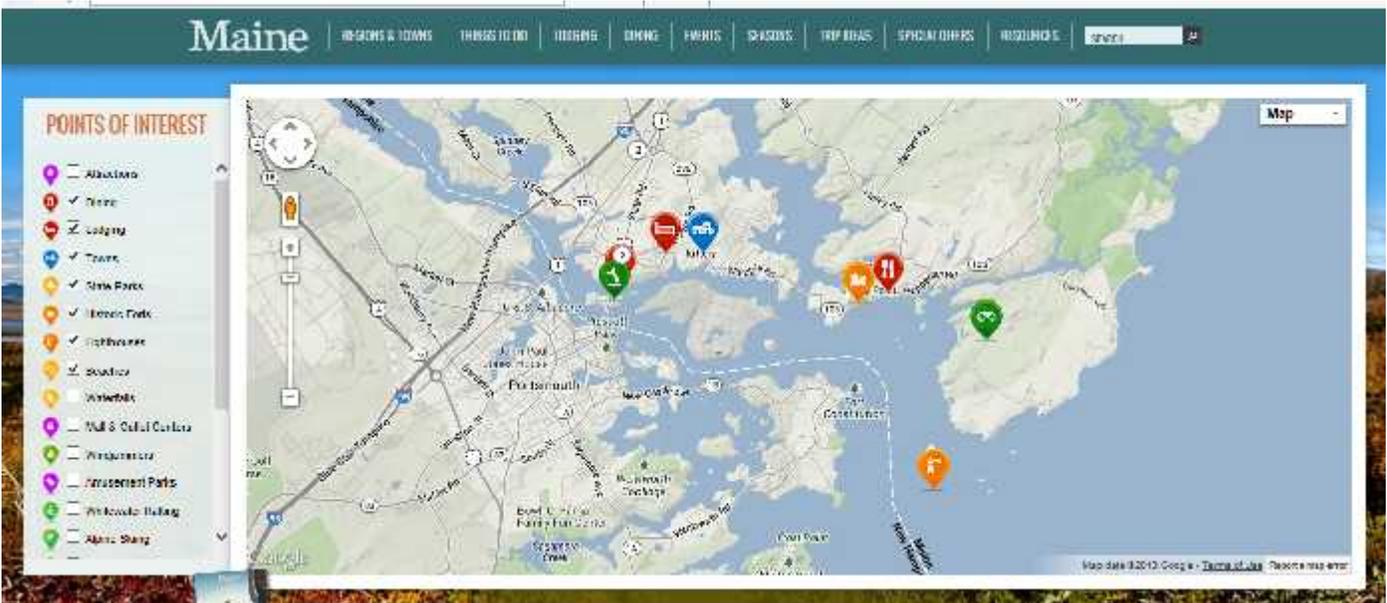
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Location of Southern ME. & Portsmouth, NH Seacoast in New England.

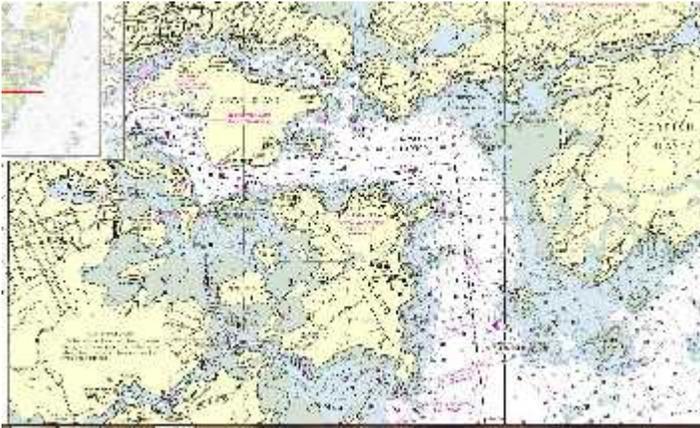


Close up showing proximity of area to major metropolitan centers of Boston, MA, Manchester, NH and Portland, ME.

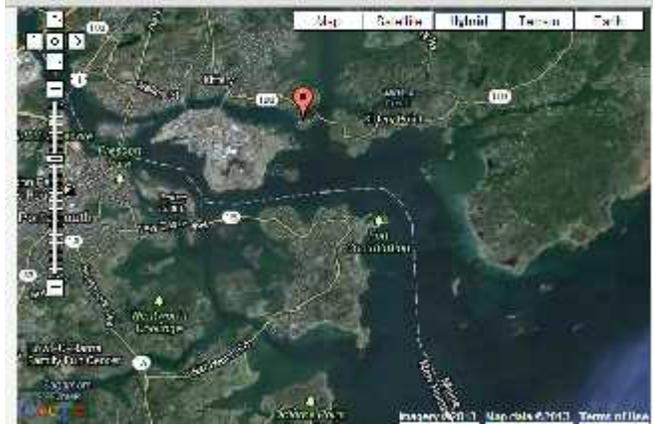


<http://www.visitmaine.com>

Area map showing several points of interest in the Kittery and Kittery Point areas. The Rachael Carson Wildlife Refuge and trail areas are highlighted in light green. Several more points of interest lie directly across the harbor on the New Hampshire side. Note, the Isle of Shoals are not shown as they are 6 miles off the coast.



Nautical chart of Portsmouth Harbor.



Satellite view of Portsmouth Harbor showing location of KPYY.

5: Letter of Commitment



FINE WORK. FINE BOATS SINCE 1965

October 21, 2013

Maine Department of Economic Development
Office of Community Development
111 Sewall St. 3rd Floor
59 State House Station
Augusta, ME 04333-0059

To Whom It May Concern:

This letter shall serve as Kittery Point Yacht Yard Corp.'s commitment to meet the matching fund requirements for the Tier 2 Boating Infrastructure Grant Program. Kittery Point Yacht Yard (KPYY) is committing 36% of the total funds needed for the project, or approximately \$94,000.00.

As President and 100% Owner of KPYY, I certify that I am authorized to commit funding to this project.

Respectfully,

Thomas J. Allen
President

KITTERY POINT YACHT YARD

48 Bowen Road
Kittery, ME 03904
207-439-9582



857 Main Street
Eliot, Maine 03903
207-439-3967

www.kpyy.net

6: Supporting Documents

Letters of support:

- ✓ Letter from Kittery Port Authority
- ✓ Letter from Southern Me Regional Planning Commission
- ✓ Letter from NH Port Authority
- ✓ Letter from Portsmouth Yacht Club
- ✓ Letter form Senator Bowman
- ✓ Letter from Kennebunk Savings Bank

Documents supporting Budget:

- ✓ Quote from Riverside & Pickering Marine dated October 16, 2013 for “New Proposed Structure”
- ✓ Quote from Riverside & Pickering Marine dated October 15, 2013 for “Repairs to Existing Structures”
- ✓ Estimate from K. Bridge Electrical for running power to new dock system.
- ✓ Estimate from Rhodes Plumbing and Heating dated October 4, 2013 for connecting plumbing and installing fixtures for new ADA compliant transient bathroom and shower facility.
- ✓ Estimate from MGX, LLC. for modifying exterior of existing structure to house new bathroom and shower facility and to run fresh water plumbing to the new float system.

Other supporting documents:

- ✓ 2011 NMMA report summary “Economic Significant of Recreational Boating in Maine”
- ✓ 2006 NMMA report summary “Economic Significant of Recreational Boating in the Maine 1st Congressional District.
- ✓ Large version of improvement drawing.



TOWN OF KITTERY, MAINE

KITTERY PORT AUTHORITY

HARBORMASTERS OFFICE

200 Rogers Road, Kittery, ME 03904

Telephone: (207) 451-0829

Mr Tom Allen
President
Kittery Point Yacht Yard
48 Bowen Rd
Kittery Me 03904

Dear Tom,

I am writing to express the Kittery Port Authority's enthusiastic support for your planned infrastructure upgrade using the Boating Infrastructure Grant offered from the office of Dan Stewart at MDOT.

The Yacht Yard is a valued Marine Enterprise and the authority will do all it can to insure that this industry is nurtured and sustained . The addition of transient floats and moorings will be a welcome addition to Kittery's thriving waterfront.

The KPA looks forward to partnering with KPYY to develop a joint marketing plan to attract the boating public to this part of the Maine coast.

Best Regards,
Bob Melanson
Chairman
Kittery Port Authority
October 18, 2013



The Council of Governments
Serving the Municipalities of
Southwestern Maine

- Acton
- Alfred
- Arundel
- Baldwin
- Berwick
- Biddeford
- Brownfield
- Buxton
- Cornish
- Dayton
- Denmark
- Eliot
- Fryeburg
- Hiram
- Hollis
- Kennebunk
- Kennebunkport
- Kittery
- Lebanon
- Limerick
- Limington
- Lovell
- Lyman
- Newfield
- North Berwick
- Ogunquit
- Old Orchard Beach
- Parsonsfield
- Porter
- Saco
- Sanford
- Shapleigh
- South Berwick
- Stoneham
- Stow
- Sweden
- Waterboro
- Wells
- York

Tom Reinauer, Transportation Director

October 18, 2013

Dan Stewart
Bicycle, Pedestrian, and Small Harbor Improvement Programs Manager
MaineDOT
16 State House Station
Augusta, ME 04333-0016

Dear Mr. Stewart,

I am writing this letter to express strong support for the Kittery Point Yacht Yard's (KPPY) application for the Boat Infrastructure Grant (BIG) grant program.

In existence since 1962, KPPY is Kittery's last remaining full-service boatyard and is an important facility for the Town and the region. Demand in the area for transient vessels has been growing each year, and there is limited capacity. KPPY continually is forced to turn down requests each season, and boat owners & passengers travel to a different area. This also takes the potential economic benefits away from Kittery and the Southern Maine region.

The proposed improvements will provide much needed upgrades and expansion to accommodate up to 15 transient vessels.

I urge the Department to support the application and provide funding to the KPPY in order to improve their facilities. Please feel free to give me a call if you have any questions.

Thank you for your consideration.

Sincerely,

Tom Reinauer

21 Bradeen Street . Suite 304 . Springvale, Maine 04083
207.324.2952 Voice . 207.324.2958 Fax . treinauer@smrpc.org
<http://www.smrpc.org>

October 17, 2013

Mr. Alberto Ortiz
US Department of the Interior
Fish & Wildlife Service
300 Westgate Center Drive
Hadley, MA 01035

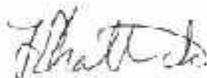
Dear Mr. Ortiz,

I am writing this in support of Kittery Point Yacht Yard's Boating Infrastructure Grant Program (BIG) application through the State of Maine to the US Fish and Wildlife Service.

As Chief Harbormaster for the Port of New Hampshire, I am keenly aware that maintaining and improving boating infrastructure is critical to our local and state economies. Though there is a state boundary line that runs through the middle of the Piscataqua River, private and public working waterfront operations support each other on both sides. Kittery Point Yacht Yard's (KPY Y) modification and expansion of its current slip configuration to accommodate transient boaters is in line with the current demands on this watershed and would be asset to the local economy. The business has an excellent reputation in the area and provides service to our own vessels when needed.

Feel free to contact me if I can be of any further assistance in this matter.

Sincerely,



Tracy R. Shattuck, Chief Harbormaster
PDA-DPH
555 Market Street
Portsmouth, NH 03801



PORTSMOUTH YACHT CLUB

Piscataqua Street

P.O. Box 189

New Castle, NH 03854-0189

Telephone (603) 436-9877

www.portsmouthyc.org

Mr. Alberto Ortiz
US Department of the Interior
Fish & Wildlife Service
300 Westgate Center Drive
Hadley, MA 01035

October 17, 2013

Dear Mr. Ortiz,

I am Jerry Goldfarb and have been the Steward at the Portsmouth Yacht Club (PYC) located in New Castle, NH for five years. I am writing in support of Kittery Point Yacht Yard's Boating Infrastructure Grant Program (BIG) application through the State of Maine to the US Fish and Wildlife Service.

Kittery Point Yacht Yard's (KPYY) primary facility is directly across the harbor from the PYC facility. The business has an excellent reputation in the area and several of our members are also KPYY service and storage customers. The Portsmouth Yacht Club has only nine transient moorings and often times cannot accommodate the transient requests. When this occurs we refer customers first to KPYY, though their transient capacity is also limited.

The seacoast area comprising Portsmouth, NH and surrounding communities including Kittery and Kittery Point on the Maine side are centered on the shores of the Piscataqua River watershed directly off the Gulf of Maine. The amount of boating and transient traffic has increased significantly over the past several years and the area is in need of additional infrastructure. The planned project at KPYY to improve its existing float system and add up to 15 dedicated transient slips will compliment this need and makes sense given its protected location.

Thank you and please feel free to contact me if I can be of any further assistance in this endorsement.

Sincerely,

A handwritten signature in black ink, appearing to read "J Goldfarb".

Jerry Goldfarb, Steward, PYC

PETER BOWMAN

16 Old Ferry Lane Kittery, ME 207-439-6481

20 October 2013

Mr. Alberto Ortiz
US Department of the Interior
Fish & Wildlife Service
300 Westgate Center Drive
Hadley, MA 01035

Mr. Dan Stewart
Bicycle, Pedestrian and Small
Improvement Programs
Manager - Maine DOT
16 State House Station
Augusta, ME 04333-0016

Dear Mr. Ortiz and Mr. Stewart,

I am writing this letter to express the strongest support for the Kittery Point Yacht Yard's (KPYY) Boat Infrastructure Grant (BIG) application.

KPYY's BIG project application makes strong business and common sense. This last-remaining full-service boatyard in Kittery has a sterling professional reputation, is strategically located at the gateway to Maine and offers strong natural protection from foul weather. More importantly, KPYY's proposal help address an urgent and growing need for transient vessel mooring. The addition of these additional berths would also provide strong impetus to the Southern Maine regional economy. Finally, the addition of this needed infrastructure will increase the economic viability of this historic boatyard.

Sincerely,

Peter Bowman
Former Maine State Senator (2006-10)
Former Commander, Portsmouth Naval Shipyard (Kittery, ME)



October 18, 2013

Mr. Alberto Ortiz
US Department of the Interior
Fish & Wildlife Service
300 Westgate Center Drive
Hadley, MA 01035

Dear Mr. Ortiz,

I am providing this letter in support of Kittery Point Yacht Yard and that company's application for the Boating Infrastructure Grant Program.

KPYY has maintained a banking relationship with this institution since current owner Tom Allen acquired the Kittery Point, Maine property. The bank has financed multiple capital improvement and expansion projects for this company. From both financial control and project management aspects this company has always performed at a very high level and met or exceeded all expectations. The bank has committed to this company financing that is currently available to fund capital improvement projects of the nature proposed in the grant application. It is my opinion that this company has the expertise and financial resources to meet all obligations necessary to complete the proposed project.

Sincerely,

Christopher Kehl
SVP, Senior Lender
Kennebunk Savings



Quotation

P.O. Box 368
 Eliot, ME 03903
 Phone (307) 451-0229 Fax (307) 703-0354

DATE October 16, 2013
Quotation # 2
Customer ID 472-12

To: Tom Allen
 KPYV Corp
 18 Bowen Road
 Kittery, ME 03904

Quotation valid until: November 15, 2013

Prepared by: Zachary Taylor

Comments or special instructions: **BIG Grant Project: New Proposed Structures**

Item #	Description	AMOUNT
CONSTRUCTION		
1	Mobilize barge and crane to site for construction.	\$ 3,780.00
2	Construction of a 6' X 96' elevated walkway leading to the proposed fixed pier	\$ 33,805.00
	a) Install foundation grade piles and cap with 10" X 10" timbers located by 1" drift pins.	
	b) 3" X 12" PTSYP joists will be installed with 5/8" drift pins to the cap timbers on 2' centers.	
	c) 2" X 6" PTSYP decking will be installed with SS gun nails on 3/4" spacing	
	d) Handrails will consist of 4" X 4" posts fastened with 5/8" timber bolts. A 2" X 6" PTSYP cap, top, and mid rail will be installed using SS screws.	
3	Construction of a 8' X 16' fixed pier with gantry.	\$ 16,775.00
	a) Install Class B PTSYP piles and cap with 10" X 10" timbers located by 1" drift pins	
	b) Install batter piles on the last pile set.	
	c) 3" X 12" PTSYP joists will be installed with 5/8" drift pins to the cap timbers on 2' centers.	
	d) 2" X 6" PTSYP decking will be installed with SS gun nails on 3/4" spacing	
	e) Handrails will consist of 4" X 4" posts fastened with 5/8" timber bolts. A 2" X 6" PTSYP cap, top, and mid rail will be installed using SS screws.	
	f) Install gantry consisting of two (2) Class B pilings at the end of pier with 6" X 12" cap timber through-bolted to notched pilings. Pilings to be bolted to pier and pinned to ledge. Lye bolt to be installed to gantry cap timber for lift point.	
4	Install a 5' X 80' aluminum arched ADA gangway.	
	a) 5' X 80' aluminum arched ADA gangway	\$ 35,605.00
	b) TAXES: Estimated ME Taxes on Removable Structures	\$ 1,925.00
5	Construction & installation of 100' of new commercial grade floats.	
	a) The 100 ft of new float is to consist of one (1) 12' X 20' landing float and four (4) 8' X 20' floats. The floats will be constructed with 3" X 10" joists and fastened with heavy duty galvanized brackets and fasteners. 2" X 6" PTSYP decking will be installed with SS screws. Floatation shall be 16" rotationally-molded poly float drums with a 16 year warranty (by MFR). Rub rail & cleats will be installed on all useable sides.	
	*The estimated cost for one (1) 12' X 20' commercial grade landing float is \$6850.00	
	**The estimated cost for four (4) 8' X 20' commercial grade floats is \$18270.00	
	i) Option 1: Total Estimated Price for the 100ft of floats located with two (2) moorings, three (3) piles, & one (1) tripod.	\$ 38,351.00
	TAXES: Estimated ME Taxes on Removable Structures	\$ 1,630.00
	ii) Option 2: Total Estimated Price for the 100ft of floats located with eight (8) 5000 lb granite moorings with 5/8" galv chain	\$ 46,410.00
	TAXES: Estimated ME Taxes on Removable Structures	\$ 2,479.00

6	Construction of two (2) 8' X 24' commercial grade floats with bow/stern moorings.	\$ 21,600.00
a)	Cost per one (1) 8' X 24' commercial grade float with moorings:\$10,000.00	
b)	The floats will be constructed with 3" X 10" joists and fastened with heavy duty galvanized brackets and fasteners. 2" X 8" PTSYP decking will be installed with SS screws. Floatation shall be 10" rotationally-molded poly float drums with a 10 year warranty (by MJK). Rub rail will be installed on all useable sides and six (6) 12" cleats will be installed on each. Floats located by two (2) moorings each.	
c)	Price includes the installation of two new 5,000 lb granite blocks with 3/8" galvanized chain attached to float by bridels, per float	
d)	TAXES: Estimated ML Taxes on Removable Structures	\$ 1,153.00
7	Construction of five (5) 6' X 20' commercial grade floats	\$ 17,130.00
a)	The floats will be constructed with 3" X 10" joists and fastened with heavy duty galvanized brackets and fasteners. 2" X 8" PTSYP decking will be installed with SS screws. Floatation shall be 16" rotationally molded poly float drums with a 15 year warranty (by MFR). Rub rail & cleats will be installed on all useable sides.	
b)	TAXES. Estimated ME Taxes on Removable Structures.	\$ 925.00
PERMITTING		
1	File necessary NREPA wetlands application with regulatory agencies (includes fees).	\$ 5,160.00
2	Estimated building permit application fees:	
a)	New construction building permit	\$ 2,653
b)	Repairs building permit	\$ 660.00
*All lumber to be used will be pressure treated southern yellow pine and all hardware to used will be hot dipped galvanized steel		
TOTAL Option 5a(i):		\$ 181,251.93
TOTAL Option 5a(ii):		\$ 190,150.93

If you have any questions concerning this quotation, contact:



Zachary Taylor
Email: zach@riversideandpickering.com
Office: (807) 451-9228
Fax: (207) 703-0354

THANK YOU FOR YOUR BUSINESS!



Quotation

P.O. Box 368
 Eliot, ME 03903
 Phone (207) 451-9229 Fax (207) 703-0354

DATE 10/15/13
Quotation # 2
Customer ID 472-12

To: Tom Allen
 KPYV Corp
 48 Bowen Road
 Kittery, ME 03904

Quotation valid until: 11/14/13
 Prepared by: Zachary Taylor

Comments: BIG Grant Project- Repairs to Existing Structures

Item #	Description	AMOUNT
	REPAIRS	
1	Re dock 20' X 50' pier.	\$ 9,245.00
	a) 2" X 6" PTSYP decking will be installed with SS screws on 1/2" spacing over the existing deck of the fixed pier.	
	b) If owner would like existing deck removed and replaced with new 2"X6" PTSYP deck boards the cost to remove & dispose of the existing deck boards will be:	\$ 2,745.00
2	Replace three (3) 8' X 20' commercial grade floats	\$ 13,700.00
	a) The floats will be constructed with 3" X 10" joists and fastened with heavy duty galvanized brackets and fasteners. 2" X 6" PTSYP decking will be installed with SS screws. Floatation shall be 16" rotationally-molded poly float drums with a 15 year warranty (by MFR). Rub rail will be installed on all useable sides.	
	b) TAXES: Estimated ME Tax on Removable Structures	\$ 741.00
3	Replace two (2) 6' X 20' commercial grade floats.	\$ 6,850.00
	a) The floats will be constructed with 3" X 10" joists and fastened with heavy duty galvanized brackets and fasteners. 2" X 6" PTSYP decking will be installed with SS screws. Floatation shall be 16" rotationally-molded poly float drums with a 15 year warranty (by MFR). Rub rail will be installed on all useable sides.	
	c) TAXES: Estimated ME Tax on Removable Structures	\$ 370.00
4	Removal and disposal of five (5) existing floats from items 2 & 3 above.	\$ 3,000.00
5	Repairs to pier	
	a) Pier repair labor.	\$ 3,160.00
	b) Pier repair materials. Stub pile under pier, one (1) 8"X8"X16' cap under pier, cross bracing where needed, misc. hardware	\$ 670.00
	c) Three (3) Class B float pilcs (includes labor to install & pilings).	\$ 3,340.00
	*All lumber to be used will be marine grade pressure treated southern yellow pine and all hardware to be used will be hot dipped galvanized steel unless otherwise stated	
TOTAL		\$ 44,081.00

If you have any questions concerning this quotation, contact:

Zachary Taylor
 Email: zach@riversideandpickering.com
 Office: (207) 451-9229
 Fax: (207) 703-0354

THANK YOU FOR YOUR BUSINESS!

K. BRIDGE ELECTRIC
 165 Central Road
 Rye, NH 03870-2524

603-431-2221

Date	Estimate #
10/18/2013	181

Kittery Point Yacht Yard
 48 Bowen Road
 Kittery, ME 03904

Description	Cost	Qty	Total
Kittery Pt Yard - Install Electric to Proposed New Pier and Docks - Install power from Winch House Panel to Pier Head Sub Panel - Install 3 dock mid Pedestals - Install Pier Lighting Estimated Total Amount	16,800.00		16,800.00
Total			\$16,800.00

RHODES PLUMBING & HEATING, INC.
41 GOVERNMENT STREET
KITTERY, ME 03904
207-430-0334

Estimate

Date
10/4/2013

Name / Address Kinery Point Yacht Yard 48 Bowen Rd. Kinery, ME 03904

<p>Description</p> <p>Tom,</p> <p>Plumbing for proposed Handicap facilities on your dock has been figured at \$6350.00. To consist of the following: 1 - ADA 36x36 fiberglass shower stall 1 - ADA water closet 1 - ADA lavatory sink 1 - 40 gallon electric hot water heater 1 - Sewage pump ejector system.</p> <p>All work done according to State of Maine Code. All labor and materials guaranteed for one year.</p> <p>Thank you, Peter Rowe Sales tax</p> <p>ACCEPTANCE OF PROPOSAL</p> <p>The above prices, specifications and conditions are satisfactory and are hereby accepted. You are Authorized to do the work as specified. Payment will be made as outlined above.</p> <p>Date of Acceptance: _____</p> <p>Signature: _____ Peter K. Rowe, Owner</p> <p>Signature: _____</p>

MGX, LLC

ESTIMATE

BILL TO	Kittery Point Yacht Yard 48 Bowen Rd Kittery, ME 03904	SHIP TO	Estimate #	001965
			Date	10/04/14
			Customer ID	KPYY

JOB DESCRIPTION: Refurbish Existing Structure on Pier for ADA compliant Washroom Facility.

	DESCRIPTION	HOURS	LABOR (@\$45 P/HR)	PARTS	TOTAL	
Job 1	Insulate Interior of structure	12 hrs	\$540		\$540	
Job 1	Insulate Floor & cap floor	8 hrs	\$360		\$360	
Job 1	Sheet Rock Interior	20 hrs	\$800		\$800	
Job 1	Bath Wall board Interior	10 hrs	\$450		\$450	
Job 1	Floor Laminate and Trim	10 hrs	\$450		\$450	
Job 1	Stage & Shingle Outside Walls	32 hrs	\$1440		\$1440	
Job 1	320 s.f. insulation for walls			\$150	\$150	
Job 2	Dig trench & plumb water line from winch house to new float system	24 hrs	\$1152		\$1152	
Job 1	10 4x8 sheets sheet rock			\$100	\$100	
Job 1	8 4x8 sheets bath wall			\$120	\$120	
Job 1	Pre-hung steel door 36x80			\$167	\$167	
Job 1	Laminated flooring and underlay			\$175	\$175	
Job 1	Pine Trim 1x4x8 - ten pcs			\$80	\$80	
Job 1	Exterior Cedar Shingles			\$400	\$400	
Job 2	2" water hose and misc parts.			\$210	\$300	
Job 3	Electrical sub contractor (\$80p/hr)- hook up and fixtures	6 hrs	\$480	\$338	\$818	
Total Hours		78	\$5,672	\$1,740		
					Subtotal	\$7,412
					Tax	90
					Shipping	
					TOTAL	\$7502

3 Bond Road
Kittery Point., ME
03905

PHONE (207) 439-9582



ECONOMIC SIGNIFICANCE OF RECREATIONAL BOATING IN MAINE



Number of Recreational Boats*	96,712
Recreational Boating Industry Businesses	562
Total Jobs	6,722
Annual Recreational Boating-Related Spending	\$357.9 MILLION

RECREATIONAL BOATS IN MAINE

TOTAL BOATS*	96,712
REGISTERED BOATS	96,712
Power boats	79,756
PWCs	4,817
Sailboats	3,897
Other Boats	8,242
HOUSEHOLDS PER BOAT	5.0



* Total boats are registered boats, as reported by states to the USCG.

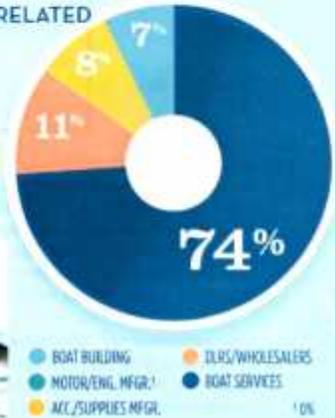
RECREATIONAL BOATING CREATES JOBS IN MAINE

TOTAL BOATING JOBS	5,046
Boat Building	879
Motor / Engine Mfg.	-
Accessory / Supplies Mfg.	394
Dealers / Wholesalers	795
Boat Services	2,970



RECREATIONAL BOATING-RELATED BUSINESSES IN MAINE

TOTAL BUSINESSES	562
Boat Building	41
Motor / Engine Mfg.	-
Accessory / Supplies Mfg.	43
Dealers / Wholesalers	63
Boat Services	415



ESTIMATED JOBS IMPACT OF RECREATIONAL BOATING-RELATED SPENDING IN MAINE



RECREATIONAL BOATING INDUSTRY SALES IN MAINE



Source: NMMMA's Center of Knowledge, Recreational Marine Research Center at Michigan State University

Economic Significance of Recreational Boating: The Maine 1st Congressional District

Number of Registered Boats in the District	
Powerboats	46,612
Personal watercraft	2,509
Sailboats	2,598
Total number of registered boats in the District	51,719
Number of households owning registered boats in the District	185/1000

Number of Boating-related Businesses and Employment	
Total number of recreational boating businesses in District	226
Number of persons employed	1,327

Economic Activity Related to Recreational Boating	
Amount spent on craft-related products and services	\$93 million
Amount spent on boating trips	\$90 million
Estimated number of total days spent boating	1,092 thousand
Total direct economic effects associated with craft and trip spending	
Sales	\$136 million
Direct jobs	1,495
Labor income	\$46 million
Including secondary effects, the total impact of craft and trip spending	
Sales	\$358 million
Jobs	3,074
Labor income	\$116 million
Value added	\$195 million

The North American Industry Classification System (NAICS) uses a production-oriented conceptual framework and groups establishments into industries based on the activity in which they are primarily engaged. More than 17,000 NAICS codes were examined to identify boating-related manufacturing, retail/wholesale, and service establishments (e.g., marinas). The 71 boating-related codes identified were then aggregated into five boating sectors: boat building, motors and engines manufacturing, accessories and supplies manufacturing, boat/accessories dealers and wholesalers, and boating services. The sales and employment information reported in the tables is based only on the primary NAICS code of the business to eliminate double counting. If an establishment reported more than one boating-related NAICS code, it is included as a business under each sector's NAICS code.

Estimates of the number of boating days and trip spending, including what boaters spent on groceries, lodging, entertainment, and restaurants, came from a 2006 national survey of more than 6,000 boaters that gathered information about more than 13,000 boating trips. Spending profiles were developed for different size and type boats in different regions of the country and they were price-inflated to 2007. Estimates of annual craft spending for different types and sizes of boats were taken from a national survey of more than 12,500 boaters conducted in 2006 and were price-adjusted to 2007 using consumer price indices for each spending category. Annual craft spending included storage (during the boating season), insurance, taxes, replacement outboard motors, trailers, fuel, repairs and marine services, and accessories. Loan payments for the year are included, but purchases of new boats are not. Since the proportion of boats, trailers, motors, and other equipment manufactured in congressional districts and purchased by residents is not known, only the retail and wholesale margins on these purchases are included as local effects. Not all of this boating or boating-related spending necessarily takes place in the District. Owners of registered boats may keep their boats at locations outside the District (e.g., marinas, second homes) and they may trailer their boats to other locations depending on the availability and quality of boating opportunities. However, boaters not residing in the District may travel there to go boating. The amount of boating and spending which occurs in a congressional district is highly dependent on the amount and quality of boating access (e.g., marinas, boat launches) and services (e.g., fuel, repairs).

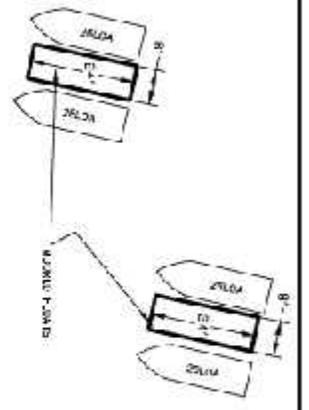
Direct effects are the changes in sales, income, and jobs in those businesses (e.g., marinas, retailers, hotels, restaurants) or agencies that directly receive craft or trip-related spending. Jobs are not full-time equivalents, but include full-time and part-time jobs. Seasonal positions are adjusted to an annual basis, e.g., two jobs for six months equates to one job on an annual basis. Labor income includes wages and salaries, payroll benefits, and income of sole proprietors. Value added includes labor income as well as profits and rents, sales taxes, and other indirect business taxes. These effects do not necessarily occur in the District. Where these effects occur depends on where boating takes place, which is influenced by the "supply" of boating opportunities.



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PISCATAQUA RIVER



APPROXIMATE WATER DEPTH LINE

APPROXIMATE SPILLWAY USE

APPROXIMATE LOWEST HEAD WATER

4 FT. WIDE BLOWN SAND MATING

BRIDGE COX

UNIFY COX

480A

470A

460A

450A

440A

430A

420A

410A

400A

390A

380A

370A

360A

350A

340A

330A

320A

310A

300A

290A

280A

270A

260A

250A

240A

230A

220A

210A

200A

190A

180A



APPROXIMATE WATER DEPTH LINE

EXISTING DECADA STRUCTURE

existing office building

existing building

Soil Stabilization Area

power shed

light pole w/17' shade

existing building

light pole w/17' shade

power shed

light pole w/17' shade

existing building

light pole w/17' shade

power shed

light pole w/17' shade

existing building

light pole w/17' shade

power shed

light pole w/17' shade

existing building

light pole w/17' shade

power shed

light pole w/17' shade

existing building

light pole w/17' shade

power shed

light pole w/17' shade

existing building

light pole w/17' shade

power shed

BUDGET INFORMATION FOR KITTERY POINT YACHT YARD TRANSIENT CAPACITY EXPANSION, KITTERY, MAINE									
									69%
Item	Description	Contractor	Qty	Cost ea.	Total Cost	% Transient Dedicated	Total Amount Transient Eligible	BIG Federal Request	KPYY Match
1	Construction of 6'x95' elevated walkway leading to fixed pier	Riverside & Pickering Marine	1	\$33,895	\$33,895	100%	\$33,895	\$23,388	\$10,507
2	Construction of 8'x15' fixed pier on 10x10 timbers w/ handrails and end of pier gantry	Riverside & Pickering Marine	1	\$16,775	\$16,775	100%	\$16,775	\$11,575	\$5,200
3	Installation of 5'x80' aluminum arched ADA gangway	Riverside & Pickering Marine	1	\$35,605	\$35,605	100%	\$35,605	\$24,567	\$11,038
4	Construction of (1) 12'x20' landing float	Riverside & Pickering Marine	1	\$6,850	\$6,850	100%	\$6,850	\$4,727	\$2,124
5	Construction of (4) 8'x20' transient floats with piling inset	Riverside & Pickering Marine	4	\$4,568	\$18,270	100%	\$18,270	\$12,606	\$5,664
6	Installation of float system w/ (8) 5000lb granite moorings	Riverside & Pickering Marine	1	\$22,130	\$22,130	100%	\$22,130	\$15,270	\$6,860
7	Equipment mobilization charges	Riverside & Pickering Marine	1	\$3,780	\$3,780	100%	\$3,780	\$2,608	\$1,172
8	Construction of (2) 8'x24' commercial grade transient floats w/ 2 new 5000lb granite blocks	Riverside & Pickering Marine	2	\$10,800	\$21,600	100%	\$21,600	\$14,904	\$6,696
9	Construction of (5) 6'x20' commercial grade floats for transient float system	Riverside & Pickering Marine	5	\$3,426	\$17,130	100%	\$17,130	\$11,820	\$5,310
10	Estimated Me. Taxes on removable structures above	Riverside & Pickering Marine	1	\$5,643	\$5,643	100%	\$5,643	\$3,894	\$1,749
11	Regulatory agency application fees, filing and building permit application fees	Riverside & Pickering Marine	1	\$8,393	\$8,393	100%	\$8,393	\$5,791	\$2,602
12	Install (3) pedestals w/ fresh water plumbing and 30A, 50A, 120V power to new float system	K. Bridge Electrical Contractors	1	\$16,800	\$16,800	100%	\$16,800	\$11,592	\$5,208
13	Install ADA compliant plumbing incl Lav, WC, Shower, water heater in exiting pier shed	Rhodes Plumbing	1	\$6,350	\$6,350	100%	\$6,350	\$4,382	\$1,969
14	Refinish existing shed above incl. insulation, siding, ADA door. Plumb H2O to new floats system	KPYY	1	\$7,502	\$7,502	100%	\$7,502	\$5,176	\$2,326
15	Re-deck 20'x50' existing pier	Riverside & Pickering Marine	1	\$9,245	\$9,245	50%	\$4,623	\$3,190	\$6,055
16	Replace (3) 8'x20' commercial grade floats	Riverside & Pickering Marine	3	\$4,567	\$13,701	50%	\$6,851	\$4,727	\$8,974
17	Replace (2) 6'x20' commercial grade floats	Riverside & Pickering Marine	2	\$3,425	\$6,850	50%	\$3,425	\$2,363	\$4,487
18	Repairs to existing pier incl. instal of (3) class B float piles, (1) stub pile, 8x8 cap and cross bracing	Riverside & Pickering Marine	1	\$7,370	\$7,370	50%	\$3,685	\$2,543	\$4,827
19	Estimated Me. Taxes on removable structures above	Riverside & Pickering Marine	1	\$1,111	\$1,111	50%	\$556	\$383	\$728
	TOTAL				\$259,000		\$239,862	\$165,504 64%	\$93,496 36%

PENOBSCOT AND BLUE HILL BAYS

Merchant's Landing Moorings 594-7459 9 P

Rockland Harbor

Rockland City Landing 594-0312 9 P

Journey's End Marina 594-4444 9 P

Trident Yacht Basin 236-8100 9 P

Landings Marina 596-6573 9 P

Camden Harbor

Camden Pumpout Boat 236-3353 9 P

Wayfarer Marine 236-4378 9 P

Belfast Harbor

Belfast Boatyard 338-1142 9 R

Belfast City Landing 338-1142 9 P

Penobscot River

Port Harbor Marine at Bucksport 469-5902 9 P

Mid-Coast Marine 223-4781 16 P

Winterport Marina 223-8885 9 R

Hamlin's Marina 443-0071 9 P

Bangor City Landing 947-5251 9 P

Castine Harbor

Castine Town Landing 266-7711 9 P

Blue Hill Harbor

Kollegewidwok Yacht Club 374-5581 9 M



MOUNT DESERT AND DOWN EAST



Bass Harbor

Morris Yachts 244-5509 9 P

Red Fern Boat/Up Harbor Marina 266-0270 9 M

Southwest Harbor

Downeast Diesel and Marine 244-5145 9 P

Great Harbor Marina 244-0117 9 P

Hincley Company 244-5572 9 P

Southwest Boat Marine Service 244-5525 9 P

Northeast Harbor

Clifton Dock 276-3378 9 P

Mount Desert Town Landing 276-5737 9 P

Bar Harbor

Bar Harbor Whale Watch 288-2386 9 P

Machiasport/Bucks Harbor

Machiasport Town Landing 255-4516 9 P

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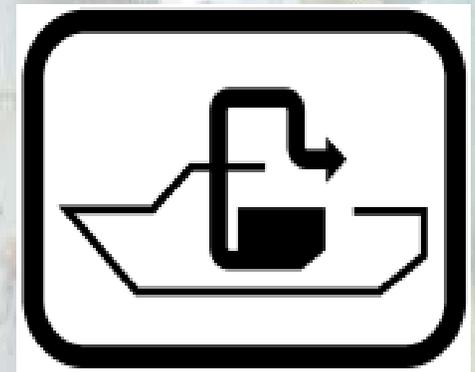
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IF YOU HAVE QUESTIONS OR CORRECTIONS TO THIS GUIDE, PLEASE LET US KNOW: 207-287-7905 OR PAMELA.D.PARKER@MAINE.GOV

2010 Maine Pumpout Station and No Discharge Area Guide



New No Discharge Areas!

If you are refused service or find a malfunctioning pumpout station call: 207-287-7905 or e-mail pamela.d.parker@maine.gov

Key:

- P = Public Pumpout Station \$5 maximum charge
- M = Pumpout Boat, get pumpout service at your mooring!
- R = Reserved for customers only, \$10 maximum charge.
-  = Designated Maine Clean Boatyard or Marina
-  = No Discharge Area

SOUTHERN COAST

<i>Piscataqua River</i>		VHF
Portsmouth Pumpout Boat	603-670-5130	9 M
Great Cove Boat Club	439-8872	9 R
<i>Portsmouth/Kittery Harbor</i>		
Kittery Point Yacht Yard	439-9582	9 P
Island Marine	439-3810	9 P
Kittery Landing	603-431-9557	9 P
<i>York Harbor</i>		
Portsmouth Pumpout Boat	603-670-5130	9 M
<i>Kennebunk River</i>		
Kennebunk Pumpout Float		9 P
Chicks Marina	967-2782	9 R
Yachtsman Marina	967-2511	9 R
Kennebunkport Marina	967-3411	9 R
<i>Wells Harbor</i>		
Wells Town Landing	646-3236	16 P
<i>Saco River</i>		
Marstons Marina	283-3727	9 P



CASCO BAY



<i>Portland Harbor</i>		VHF
Aspasia Marina	767-3010	9 P
South Portland Thomas Knight Park	767-5556	9 P
Friends Of Casco Bay	776-0136	9 M
South Port Marine	799-8191	9 P
Spring Point Marina	767-3213	9 P
Sunset Marina	767-4729	9 P
DiMillos Old Port Marina	773-7632	9 P
Portland Yacht Services	774-1067	9 P
<i>Casco Bay</i>		
Maine Yacht Center	842-9000	9 P
Diamond Cove Marina	766-5694	9 P
Falmouth Town Landing	781-7317	9 P
Handy Boat	781-5110	9 P
<i>Royal River</i>		
Royal River Boatyard	846-9477	9 R
Yankee Marina	846-4326	9 P
<i>Harraseeket River</i>		
Brewers Marine	865-3181	9 P
Strouts Point Wharf	865-3899	9 P
<i>Eastern Casco Bay</i>		
New Meadows Marina	443-6277	9 P
Paul's Marina	729-3067	9 P
Dolphin Marine Services	833-5343	9 P
Great Island Boatyard	729-1639	9 P
Sebasco Harbor Resort	389-1161	9 P

MID COAST

<i>Kennebec River</i>		VHF
Bath City Landing	443-5563	9 P
Nash Marina	737-4401	9 P
Richmond Town Landing	737-4305	9 P
Smithtown Marina	582-4257	9 P
Foggy Bottom Marina	582-0075	9 P
<i>Sheepscoot River Area</i>		
Robinhood Marine Center	371-2525	9 P
Boothbay Region Boatyard	633-2770	9 P
Wiscasset Town Landing	380-1922	9 P
<i>Boothbay Harbor and East Boothbay</i>		
Browns Wharf	633-5440	9 P
Carousel Marina	633-2922	9 P
Signal Point Marina	633-6920	9 P
Boothbay Harbor Pumpout Boat	380-9995	9 M
Tugboat Inn and Marina	633-4434	9 P
Cap'n Fishs Marina	633-3244	9 P
Ocean Point Marina	633-0773	9 P
<i>Christmas Cove</i>		
Coveside	644-8282	9 P
<i>Medomak River</i>		
Broad Cove Marine Service	529-5186	9 P
<i>St. George River</i>		
Lyman-Morse	354-6904	9 P

