

**APPLICATION FOR  
FEDERAL ASSISTANCE**

Version 7/03

<b>1. TYPE OF SUBMISSION:</b> Application		<b>2. DATE SUBMITTED</b>	<b>Applicant Identifier</b>
<input checked="" type="checkbox"/> Construction	<input type="checkbox"/> Pre-application	<b>3. DATE RECEIVED BY STATE</b>	<b>State Application Identifier</b>
<input type="checkbox"/> Non-Construction	<input type="checkbox"/> Construction	<b>4. DATE RECEIVED BY FEDERAL AGENCY</b>	<b>Federal Identifier</b>
<input type="checkbox"/> Non-Construction	<input type="checkbox"/> Non-Construction		
<b>5. APPLICANT INFORMATION</b>			
<b>Legal Name:</b> New Jersey Department of Transportation		<b>Organizational Unit:</b> Department: Multimodal Services	
<b>Organizational DUNS:</b> 8066571770000		<b>Division:</b> Office of Maritime Resources	
<b>Address:</b> Street: 1035 Parkway Avenue		<b>Name and telephone number of person to be contacted on matters involving this application (give area code)</b> Prefix: Mrs. First Name: Genevieve	
<b>City:</b> Trenton		<b>Middle Name</b> Boehm	
<b>County:</b> Mercer		<b>Last Name</b> Clifton	
<b>State:</b> New Jersey	<b>Zip Code</b> 08625-0600	<b>Suffix:</b>	
<b>Country:</b> United States		<b>Email:</b> genevieve-boehm-clifton@dot.state.nj.us	
<b>6. EMPLOYER IDENTIFICATION NUMBER (EIN):</b> 21-6000928		<b>Phone Number (give area code)</b> 609-530-4772	<b>Fax Number (give area code)</b> 609-530-4860
<b>8. TYPE OF APPLICATION:</b> <input checked="" type="checkbox"/> New <input type="checkbox"/> Continuation <input type="checkbox"/> Revision If Revision, enter appropriate letter(s) in box(es) (See back of form for description of letters.) Other (specify) <input type="checkbox"/> <input type="checkbox"/>		<b>7. TYPE OF APPLICANT:</b> (See back of form for Application Types) A. State Government Other (specify)	
<b>10. CATALOG OF FEDERAL DOMESTIC ASSISTANCE NUMBER:</b> TITLE (Name of Program): Boating Infrastructure Grant Program - Tier 2 15-622		<b>9. NAME OF FEDERAL AGENCY:</b> Fish and Wildlife Service	
<b>12. AREAS AFFECTED BY PROJECT (Cities, Counties, States, etc.):</b> Statewide		<b>11. DESCRIPTIVE TITLE OF APPLICANT'S PROJECT:</b> Key Harbor Marina Tier 2 NBIG Project	
<b>13. PROPOSED PROJECT</b> Start Date: 04/01/2014 Ending Date: 03/31/2018		<b>14. CONGRESSIONAL DISTRICTS OF:</b> a. Applicant 12 b. Project All	
<b>15. ESTIMATED FUNDING:</b>		<b>16. IS APPLICATION SUBJECT TO REVIEW BY STATE EXECUTIVE ORDER 12372 PROCESS?</b>	
a. Federal	\$ 271,565 <sup>00</sup>	a. Yes. <input type="checkbox"/> THIS PREAPPLICATION/APPLICATION WAS MADE AVAILABLE TO THE STATE EXECUTIVE ORDER 12372 PROCESS FOR REVIEW ON DATE:	
b. Applicant	\$ <sup>00</sup>	b. No. <input checked="" type="checkbox"/> PROGRAM IS NOT COVERED BY E. O. 12372	
c. State	\$ <sup>00</sup>	<input type="checkbox"/> OR PROGRAM HAS NOT BEEN SELECTED BY STATE FOR REVIEW	
d. Local	\$ 95,415 <sup>00</sup>	<b>17. IS THE APPLICANT DELINQUENT ON ANY FEDERAL DEBT?</b>	
e. Other	\$ <sup>00</sup>	<input type="checkbox"/> Yes If "Yes" attach an explanation. <input checked="" type="checkbox"/> No	
f. Program Income	\$ <sup>00</sup>		
g. TOTAL	\$ 366,980 <sup>00</sup>		
<b>18. TO THE BEST OF MY KNOWLEDGE AND BELIEF, ALL DATA IN THIS APPLICATION/PREAPPLICATION ARE TRUE AND CORRECT. THE DOCUMENT HAS BEEN DULY AUTHORIZED BY THE GOVERNING BODY OF THE APPLICANT AND THE APPLICANT WILL COMPLY WITH THE ATTACHED ASSURANCES IF THE ASSISTANCE IS AWARDED.</b>			
<b>a. Authorized Representative</b>			
<b>Prefix</b> Mrs.	<b>First Name</b> Genevieve	<b>Middle Name</b> Boehm	
<b>Last Name</b> Clifton		<b>Suffix</b>	
<b>b. Title</b> Project Manager		<b>c. Telephone Number (give area code)</b> 609-530-4860	
<b>d. Signature of Authorized Representative</b> 		<b>e. Date Signed</b> 10/24/13	

November 15, 2013

Linda Forrester  
NJDOT Office of Maritime Resources  
1035 Parkway Avenue  
Main Office Building, 3<sup>rd</sup> Floor  
PO Box 837  
Trenton, NJ 08625-0837

Dear Ms. Forrester,

Key Harbor Marina is in receipt of your request for the additional information that is necessary to continue processing the application for FY14 NBIG Tier II funding. We are pleased to submit the following response to your questions in support of the proposal for a Tier II National Boating Infrastructure Grant Program to renovate the transient docks for vessels 26 feet and greater.

1. Please explain the relevance of the "50% use when the fuel dock is closed" since you are not using the 50% on the budget and it is further prorated based on the number of transient slips (22 of 282 total) that equal 8%?

The relevance of the 50% is in reference to the approximate time when the restaurant is open and the fuel dock area is closed. When the fuel dock is closed, transient boaters have full access to the fuel dock area. This information was included because it was considered noteworthy and adds value to the project by increasing the number of boats the marina can accommodate for day-use. The 50% was not used when calculating the prorating percentage applied to costs that provide a benefit to non-transients.

2. The restaurant is a partner and their letter with the dollar amount is included but why was the letter from the marina president/owner attached without a dollar figure and why wasn't he included or mentioned in the criteria section? Is he providing the rest of the match or is it someone else?

The owner of Key Harbor Marina is providing match for the transient slip costs in the amount of \$92,914.70 or approximately 25% and is noted in the Criteria Ranking Section, Item C. Non-Federal Match. However, this information and additional details should have been included in other sections as well, and hopefully the following information helps clarify this.

- A \$95,414.70 match for the grant or 26% of the Total Transient Slip Cost will be provided by the project partners.
- Key Harbor Marina will provide a total of \$348,095.10 towards the Total Project Costs, \$92,914.70 will be match for the Transients Slips and \$255,180.40 will be for costs that have been prorated.
- Bay View Terrace Restaurant will provide \$2,500.

3. Can you clarify the need for the landscaping and what it encompasses?

High water and waves from Superstorm Sandy damaged the bulkhead in the transient dock area and washed sediment and rocks that were behind the bulkhead into the waterway or onto other parts of the marina property. The landscaping is needed to level the grounds surrounding the transient dock area to provide a stable and low maintenance area. The landscaping costs included in the proposal are for two sizes of bluestone that will be used to fill and grade the area. The landscaping costs are not for beautification items such as grass, shrubs and trees. Additional photos have been attached to demonstrate the damage to the grounds in the transient area.

4. Will the benches be used by other patrons of the restaurant since it is mentioned that they will be used while waiting at the restaurant? If so, please explain why not prorated.

The benches will be located directly adjacent to the day-use transient only docks. It is anticipated that the benches will be used by transient boaters waiting to use the restaurant or other facilities at the marina. The entrance to the restaurant is located approximately 250' from the transient docks, where additional waiting areas are provided for restaurant customers that arrive by vehicle.

Please do not hesitate to contact me if you have additional questions or need more information.

Sincerely,

Frederick Brueggemann  
President/Owner

# Application for Tier II National Boating Infrastructure Grant Program

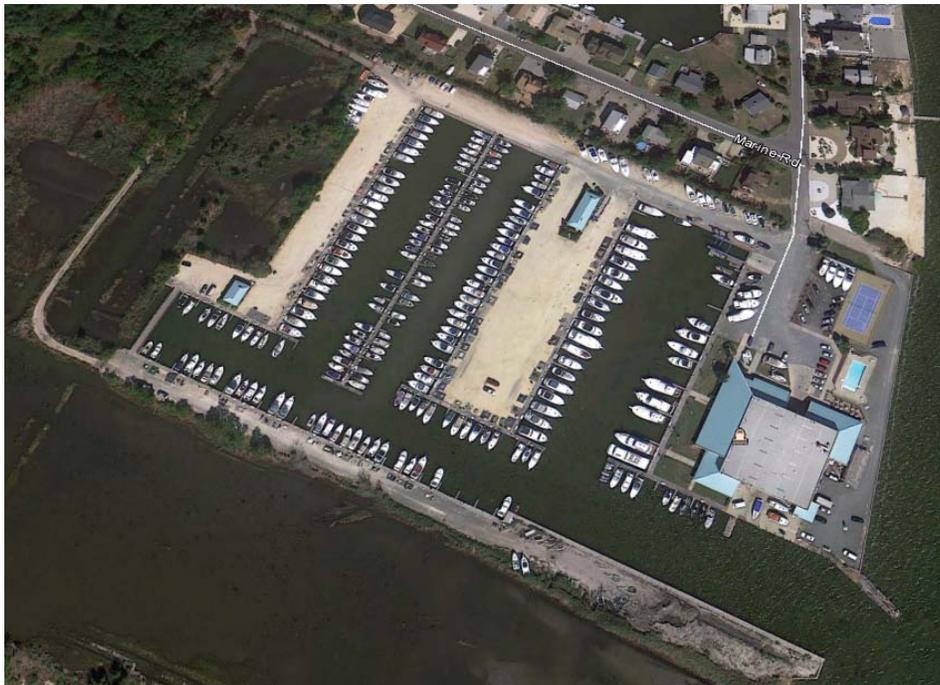
Key Harbor Marina – Transient Dockage

## Submitted By

Key Harbor Marina  
2 Point Road  
Waretown, NJ 08758

## Contact Person

Fred Brueggemann, Owner  
Phone: 609-693-9355  
Fax: 609-693-1227



October 23, 2013

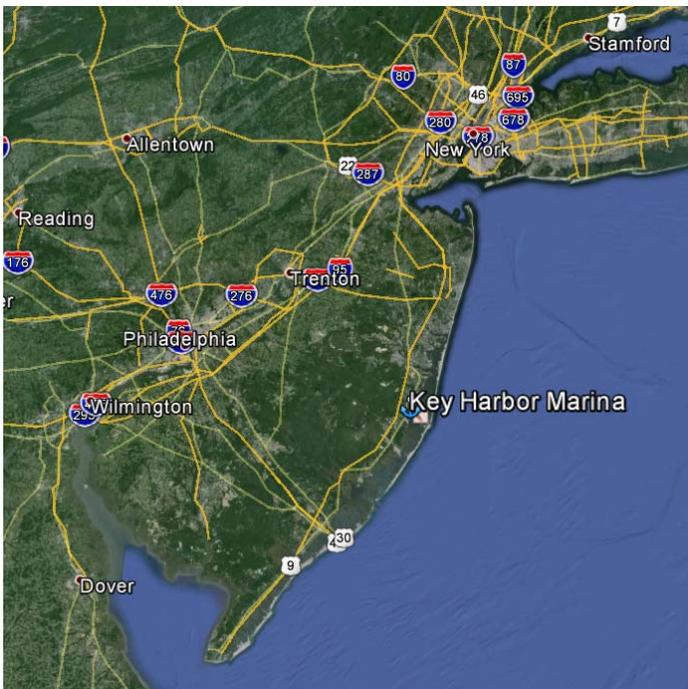
# Application for Tier II National Boating Infrastructure Grant Program

## Key Harbor Marina – Transient Dockage

### 1. Project Statement

#### A. Introduction

This grant application is requesting \$271,564.90 from the National Boating Infrastructure Grant (NBIG) Program for the renovation of 10 transient docking facilities that will be used as day-docks at Key Harbor Marina located on Barnegat Bay in Waretown (Ocean Township), Ocean County, New Jersey. Key Harbor Marina is a full service marine facility located on Barnegat Bay along the Intracoastal Waterway and within close proximity to Barnegat Inlet, Tices Shoal Mooring Area and home of Bay View Terrace Restaurant. The facility is open 6 days a week and provides 282 in-water slips, indoor rack storage for 40 boats, travel and fork lifts, jet ski docks, exercise gym, tennis court, pool, gas, diesel, pumpout, ship store and full mechanical services. The total number of slips includes 22 slips that are dedicated for transient use only, 10 are for day use only and 12 are for primarily overnight use. The 12 overnight slips were constructed with funds from a previous NBIG.



The NJDOT is finalizing a BIG Blueways Guide to promote the BIG program and coordinate multi-state transient boating facilities. The BIG Blueways Guide consists of an online, interactive map that highlights transient services created or enhanced by the BIG Program, and aids recreational boaters as they cruise, vacation or transition along the Atlantic coast. Key Harbor Marina is currently participating in the BIG Blueways Guide and in other beneficial multi-state coordination resulting from the Region 5 Memorandum of Understanding signed by the States of Maryland, Connecticut, Massachusetts, Virginia and New Jersey (see Supporting Documents)

Key Harbor Marina was devastated by Superstorm Sandy in October 2012 and the damage had a substantial impact on the operation of the marina during the 2013 boating season. This had a direct impact on slipholders and transients. The following items were destroyed or damaged beyond repair: fuel dock; the bulkhead supporting the decking, fuel pumps and surrounding day-dock area, pumpout facility, underground wiring, sidewalks were undermined, gazebo for the restaurant, sprinkler system, landscaping destroyed from exposure to salt water, pool, tennis court, exercise equipment, laundry room and restrooms. The total damage to the marina was estimated at \$1.2 million dollars.

Approximately \$350,000 was covered by insurance and upwards of \$400,000 has been spent to return the marina to operation for the 2013 boating season. Therefore, approximately \$800,000 in renovations remains to return the marina to pre-storm status.

Ocean County is located in central New Jersey, the second largest county and one of four counties that border the Atlantic Ocean. The abundant water resources, such as the Atlantic Ocean, Barnegat Bay, Metedeconk River, Toms River and Forked River significantly enhance the attractiveness of this area for tourism related activities such as fishing, boating, going to the beach and vacationing. In addition, the close proximity to New York City, Atlantic City and Philadelphia, and numerous local natural and cultural attractions provide year round opportunities for visitors.

According to the New Jersey Department of Transportation Office of Maritime Resources (NJDOT) there are approximately 175,000 registered vessels in New Jersey. The National Marine Manufacturers Association ranks New Jersey 28th in the nation based on the number of vessels registered. According to a recent economic impact study conducted by the Marine Trades Association of New Jersey (MTA/NJ) results indicate that New Jersey boaters spent approximately \$2.1 billion dollars on in-state recreational boating activities. The study also showed that New Jersey’s recreational boating industry provides approximately 18,000 jobs. A Recreational Boating in New Jersey survey conducted by the NJDOT found that the majority of recreational boating in New Jersey takes place in Monmouth, Ocean, Atlantic and Cape May Counties and about 30% of the respondents listed Barnegat Bay as their favorite destination.



Superstorm Sandy devastated the recreational boating industry in New Jersey. According to an assessment conducted by the MTA/NJ survey, survey respondents reported approximately \$55 million dollars in damage and associated clean up costs. Approximately 72% of these costs are uninsured losses. Utilizing the information provided from the surveys submitted, the MTA/NJ estimates damages to other marinas that did not complete the survey are in excess of \$100 million.

The Governor of New Jersey is committed to helping the industry recovery and has issued permitting guidelines to help ease the rebuilding process and avoid lengthy delays that are often associated with the permitting system. “Governor Christie and I are committed to ensuring that our coastal communities are open for tourism and recreation this season after all our state has been through because of Superstorm Sandy,” said Department of Environmental Protection Commissioner Bob Martin.

The damage to homes, shorelines and businesses caused by Superstorm Sandy had boaters wondering if there would be a boating season in 2013.

The MTA/NJ launched an initiative to address those concerns by providing coverage of the restoration efforts taking place each day by state, federal and municipal agencies as well as scores of volunteers and organizations. The Go Boating NJ campaign highlighted, the clean-up and restoration process through on the water videos and photos, at some of



NJ's most popular boating areas to give boaters firsthand knowledge and visuals that these waterways are open and ready for them this season.

## **B. Project Need**

In 2006, Key Harbor Marina developed and implemented a plan to increase transient dockage use for overnight stays and day dock use. The NBIG provided funding for the renovation of 12 transient slips primarily for overnight customers along the southern side of the entrance canal. In addition, there were 10 transient slips along the northern side of the entrance canal for a total of 22 slips at the marina dedicated to transient use only. In 2008, the construction of the NBIG transient dockage was complete and the marina was able to promote itself as a destination point that offered fuel services, restaurant, pool, repairs, and transportation linkages to points of interest of local, regional and national significance. The marketing efforts and the unique combination of location and amenities successfully established the marina as a popular transient destination.

In October 2012, Superstorm Sandy devastated the New Jersey coastline causing approximately 1.2 million in damages to Key Harbor Marina. Damage occurred to the docks, bulkhead, fuel pumps, buildings, equipment, landscaping and other items. The bulkheads that were used for transient day-dock use experienced the greatest damage and were not usable for the 2013 boating season. The photos below clearly depict the damage to the bulkhead. The total damage to the marina was estimated at \$1.2 million dollars. Approximately \$350,000 was covered by insurance and upwards of \$400,000 has been spent to return the marina to operation for the 2013 boating season. The amount spent

includes approximately \$40,000 in temporary emergency repairs that were made to the fuel pumps and docks in order to be able to provide fuel service for the 2013 boating season. Therefore, approximately \$800,000 in renovations remains to return the marina to pre-storm status.

The proposed project is being undertaken to restore transient day-dock for customers of the restaurant and marina on the north side of the entrance canal opposite of the previous NBIG funded project. Opportunities for dock and dine are limited in the area. The nearest waterfront restaurant with docks has been closed for several years now and given the current economic climate it is not likely to open in the near future. The nearest dock and dine is located 3.5 nautical miles to the north and 7 nautical miles to the south. Key Harbor Marina does not charge for the use of day docks.



The efforts of the state, MTA/NJ, BOAT US and other organizations to notify boaters and tourists that the waters are safe and businesses are open has been a tremendous help toward recovery. However, the overnight transient business was non-existent and there were only a limited number of dock and dine customers at Key Harbor Marina in 2013. The marina has experienced a 20% reduction in fuel sales and approximately 30% reduction at the restaurant. The renovation of the transient slips is critical to future of the transient business at Key Harbor Marina.

### **C. Objective**

The objective is to restore the bulkhead and surrounding area that is used for transient day docks for 10 boats that are 26 feet in length. To accomplish this, the following activities will be conducted along the northern entrance canal to the marina basin:

- Renovate 252 linear feet of bulkhead and decking dedicated for transient use only;
- Renovate 100 linear feet of bulkhead that is open to transients approximately 50% of the time;
- Restore landscaping to the grounds next to the 252 linear feet of transient docks ; and
- Restore damaged infrastructure such as electric service for dock lighting, security and fuel service. (Electric and lighting are necessary for transients to safely come ashore and board their vessels during the night hours of the restaurant)

### **D. Expected Results and Benefits**

Funding from NBIG will allow Key Harbor Marina to renovate the 10 transient slips that were damaged beyond repair by Superstorm Sandy. The renovation of the day docks will complement the existing overnight transient docks and round out the list of amenities that Key Harbor Marina has to offer. The renovation of these docks will provide a significant benefit to recreational boaters. Consequently, the following benefits to recreational boaters, the marina, restaurant and community will result:

- Adequate and convenient transient docks for 22 vessels, 12 primarily for overnight use and 10 for day use will be returned to operation along the northern and southern sides of the entrance to the marina basin, which will enable the marina to return to a pre-Sandy condition that can attract transient boaters;
- Bay View Terrace Restaurant will see an increase in customers that access the restaurant by boat, resulting in the potential to increase staff to pre-Sandy numbers;
- Opportunities for full and part-time seasonal work will increase in the local community;
- An increase in visitors to the marina provides potential for increases in sales of fuel, supplies and services and overnight transient use resulting in an economic benefit to the marina and community;

## E. Approach

In October 2012, Superstorm Sandy devastated the New Jersey coastline causing approximately 1.2 million in damages to Key Harbor Marina. Damage occurred to the docks, bulkhead, fuel pumps, buildings, equipment, landscaping and other items. The bulkheads that were used for transient day-dock use experienced the greatest damage and were not usable for the 2013 boating season. The photos contained in Section B. Project Need, clearly depict the damage to the bulkhead. The total damage to the marina was estimated at \$1.2 million dollars. Approximately \$350,000 was covered by insurance and upwards of \$400,000 has been spent to return the marina to operation for the 2013 boating season. The amount spent includes approximately \$40,000 in temporary emergency repairs that were made to provide fuel service for the emergency support vessels immediately after the storm and for recreational boaters during the 2013 boating season. Therefore, approximately \$800,000 in renovations remains to return the marina to pre-storm status.



The renovation of the day docks will complement the existing overnight transient docks and round out the list of amenities that Key Harbor Marina has to offer. The marina will obtain all required permits for this project. The depth at the proposed site is 6' at MLW and will be sufficient for vessels 26 feet and greater reducing the need for dredging. Although permits have not been applied for at this time, the bulkhead renovation will be an in-place replacement and it is not anticipated that there will be any delays obtaining the necessary permits. In addition, emergency authorizations were issued by the State of New Jersey immediately following the storm facilitating the rebuilding of storm damaged structures. Existing legally permitted structures could be rebuilt in the same location and size without the need for obtaining new permits.

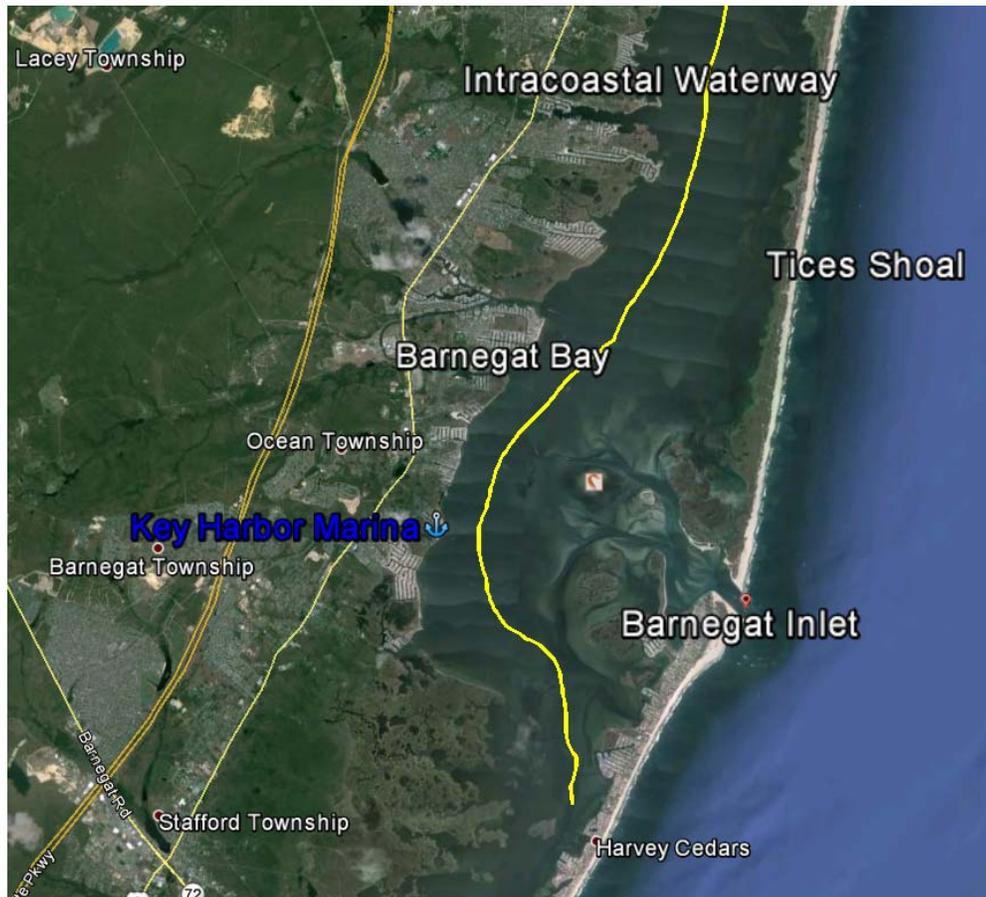
Approximately 352 linear feet of damaged bulkhead will be removed and replaced with 50 year vinyl sheathing. The bulkhead for the purposes of this project have been broken down into two sections, 252 linear feet that is dedicated solely for transient use and 100 linear feet of bulkhead and a concrete pad that are located in the fuel service area. The 100 linear feet are available for transient use approximately 50% use of the time during the business hours of the restaurant when the fuel dock is closed. Therefore, the costs for 100 linear feet of bulkhead, concrete pad, and electric work have been prorated based on 282 total slips of which 22 are dedicated to transients. According to this formula 8% of these costs can be applied to Transient Costs.

The bulkhead replacement requires that a 98'x48' concrete pad be removed to install new walers and tie rods for the bulkhead. The concrete pad will be replaced when bulkhead construction is completed. New conduit for supplying electric to the docks, security cables and wiring for the fuel service will be installed. The electric and lighting are necessary for transients to safely come ashore and board their vessels during the night hours of the restaurant. Decking that provides a safe landing for boaters exiting and boarding their boats will be built along the 252 linear feet section of bulkhead for transients only and has not been prorated. The decking will be built with a recycled composite material except in the area of the fuel service where the concrete pad will be replaced. A pumpout system is located in the fuel service area and will continue to be offered free of charge to all boaters.

The entire disturbed area next to the 252 linear feet of transient docks will be graded and filled with the appropriate size blue stone to provide a stable and low maintenance area. The marina will install five concrete benches along the transient docks to provide a comfortable place for boaters to sit while they are waiting to get into the restaurant. Once completed, the bulkhead will accommodate up to 10 vessels that are 26 feet long and there will be no charge to use the docks. The marina has requested funds for administration to oversee the project and ensure the proper paperwork and reports are filed in a timely manner. The administration, engineering, and permitting costs have been prorated based on the number of transient slips versus total slips. According to this formula 8% of these costs can be applied to Transient Costs.

## F. Location

The proposed project will be constructed at Key Harbor Marina located in Waretown Ocean Township), Ocean County, New Jersey, which comprises 23 acres. The latitude is 39 46' 18.44" and longitude is 74 11' 14.84" for the marina. The location provides an open view of Barnegat Bay and sheltered waters inside the basin. Waretown is located 87 miles south of New York Harbor, 45 miles north of Atlantic City and 56 miles providing a central location for transient boaters to spend the night, layover during periods of foul weather, dock and dine, purchase fuel and supplies, and repairs.



## G. Contact Information

Fred Brueggemann, Owner  
Key Harbor Marina  
2 Point Road  
Waretown, NJ 08758  
Phone: 609-693-9355  
Fax: 609-693-1227  
[Fred\\_Statewidemarine@yahoo.com](mailto:Fred_Statewidemarine@yahoo.com)

## **2. Ranking Criteria**

The proposed project will renovate 352 linear feet of bulkhead to provide day docks for 10 vessels 26 feet in length primarily for dock and dine use at the restaurant located on the property. The bulkhead and fuel service were damaged beyond repair by Superstorm Sandy. Approximately \$40,000 in temporary emergency repairs was made to the fuel pumps and docks in order to be able to provide fuel service for the 2013 boating season. Dock and dine and fuel service opportunities are limited in the area and are necessary to help restore the economy to a pre-Sandy condition.

### **A. Partnerships**

**Bay View Terrace Restaurant** – Key Harbor Marina is home to the Bay View Terrace Restaurant and they are pleased to hear about the proposed renovation to the day docks and the positive economic impact it will have on the community. Bay View Terrace Restaurant has committed to providing \$2,500 for the proposed project. A letter of commitment can be found in the supporting documents section.

### **B. Innovativeness**

Key Harbor Marina has participated in the New Jersey Clean Marina Program as an officially designated “Clean Marina” since January 2008. To reinforce this commitment the marina will utilize low impact construction materials such as 50 year vinyl sheeting, composite decking and other materials as they are available. The boating industry has experienced a trend where the use of boats as a second home has increased. In addition, fishery management regulations have increased for many species resulting in a reduction in the number of days fishing for a given species can take place. Key Harbor Marina will capitalize on both of these by marketing itself as destination with a wide array of amenities. The amenities such as the restaurant, pool, tennis court in combination with the transient docks gives Key Harbor Marina a distinct advantage over other nearby facilities. Discounts to boating clubs for overnight stays and coupons for discounts in the restaurant will continue to be offered.

### **C. Non-Federal match**

A \$95,414.70 match for the grant will be provided by the project partners. This match is 26% of the Total Transient Slip Cost. Key Harbor Marina will provide \$92,914.70 and Bay View Terrace Restaurant will provide \$2,500.

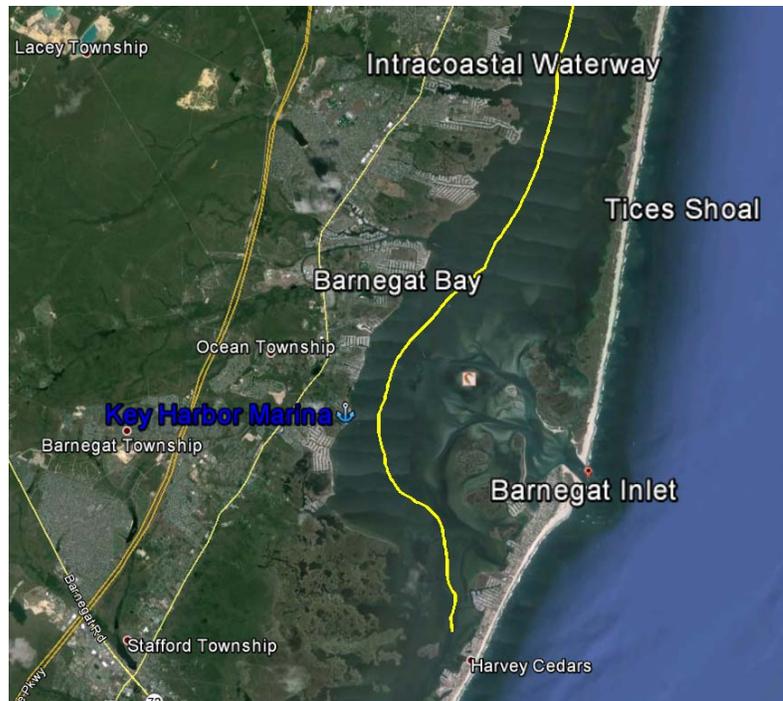
## D. Cost Efficiency

This grant proposal is requesting funds to renovate transient docks for day use only at Key Harbor Marina. Key Harbor Marina is an existing full service facility with the infrastructure in place necessary and reputation to support the proposed transient docks. Therefore, the proposed project is highly cost efficient due to the limited amount of funds that have to be spent on engineering, permitting and administration.

In 2006, the marina received NBIG funds to renovate transient dockage for overnight stays. Prior to Superstorm Sandy the marina was successful at establishing transient business for day use and overnight stays. The renovations of the day use docks have a moderate cost efficiency at approximately \$27,156 per slip. Although the project has a moderate cost rate per slip this is offset by the marina not charging for use of the day docks.

## E. Way Point Link or Safe Harbor

Strategically located on the Intracoastal Waterway (ICW) and approximately 4 nautical miles from Barnegat Inlet, Key Harbor Marina serves as a waypoint link and provides a safe harbor. Barnegat Inlet is conveniently located close to the northern end of the New Jersey section of the ICW. This provides boaters traveling both north and south in the Atlantic Ocean with an easy entrance and exit point to the ICW and to layover or stop for supplies. The ICW is commonly used by vessels transiting to and from Atlantic City and Cape May or points further to the north and south such as New York Harbor or Chesapeake Bay. In addition, the marina is located 74 nautical miles south of New York Harbor and 38 nautical miles north of Atlantic City providing a central location for transients boaters to spend the night, layover during periods of foul weather, dock and dine, purchase fuel and supplies, and make needed repairs when traveling to or returning from these popular destinations.



Safe harbors are in demand along this portion of the New Jersey coast for transiting to and from winter destinations. Key Harbor Marina is located near Manasquan Inlet where the northern end of the ICW is in New Jersey. From the end of the ICW at Manasquan Inlet an approximately 30 nautical mile run in open ocean waters is needed before protected waters are available for transiting. The combination of the marinas close proximity to Barnegat Inlet and the ICW and the amenities it offers make it an ideal location for a layover. There are few marinas along Barnegat Bay that offer similar services and provide convenient access to Barnegat Inlet. In addition, Key Harbor Marina continues to offer rental car service that enables visitors to access attractions located along the New Jersey Coast.

## **F. Access to Cultural and Natural Resources**

Key Harbor Marina is located an hour or less from the following natural and cultural resources:

### National

- The Jacques Cousteau National Estuarine Research Reserve and Edwin B. Forsythe National Wildlife Refuge can be accessed by boat and provide opportunities for viewing wildlife and other forms of outdoor related recreation.

### Regional

- Tices Shoal Mooring Area, Island Beach State Park and the Tuckerton Seaport can all be easily reached by boat. Tices Shoal Mooring area and Island Beach State Park are the two most popular boating destinations in Barnegat Bay and New Jersey attracting hundreds of boaters on the weekends in the summer months. Tices Shoal Mooring area provides a safe places for boaters to spend the day and is located next to Island Beach State Park. The park provides access to Atlantic Ocean beaches. The Tuckerton Seaport is an ideal place for a day trip to visit maritime displays and visit local restaurants.
- The PNC Arts Center in Holmdel, Six Flags Great Adventure, Barnegat Light State Park, Jenkinsons Aquarium, Popcorn Park Zoo, Double Trouble State Park, Toms River Seaport Society and Maritime Museum provide a variety of recreation and entertainment options. They can all be easily accessed by car.

### Local

- Bay View Terrace Restaurant is located on the marina property. Access is provided through the proposed free transient docks.
- The Waretown Business District is easily accessed by car and provides access to businesses of all types.

## **G. Economic Impact**

This project provides substantial economic impact to help sustain the marina operation, restaurant and local community as they both recover from the devastating effects of Superstorm Sandy. The prime boating season in New Jersey runs from Memorial Day through mid September. During this time period there are approximately 16 prime weekends providing 48 days where maximum use of the day docks is possible. Prior to the storm there were anywhere from 12-24 boats per day using the day docks for the restaurant with the highest use occurring on Friday, Saturday and Sunday. The table size for those arriving by boat is 4-8 people and is higher than the table size for customers arriving by car. The average expenditure per person at the restaurant is approximately \$25. Over the course of the season the day docks contribute significantly to the economy of the facility. Based on the median number of boats (18) and customers (6) using the day docks, the average expenditure of \$25 per person and the number of days where maximum use is possible it is estimated that the project will generate approximately \$130,000 in economic impact to the local community. In addition, fuel sales, purchases at the ship store and visits to local, regional and national resources will contribute further to the overall economic impact of the project.

## **H. Multi-State Coordination**

The NJDOT is finalizing a BIG Blueways Guide to promote the BIG program and coordinate multi-state transient boating facilities. The BIG Blueways Guide consists of an online, interactive map that highlights transient services created or enhanced by the BIG Program, and aids recreational boaters as they cruise, vacation or transition along the Atlantic coast. This effort will contribute to NJDOT leadership in water transportation and multi-state planning, and will enhance the State's reputation for providing upgraded transient service to boaters along the eastern seaboard.

Key Harbor Marina is currently participating in the BIG Blueways Guide and in other beneficial multi-state coordination resulting from the Region 5 Memorandum of Understanding signed by the States of Maryland, Connecticut, Massachusetts, Virginia and New Jersey. The Region 5 MOU and BIG Blueways Guide are included in the supporting documents.

### 3. Maps

#### A. Schematic of Proposed Project



**4. Estimated Costs**

<b>Line Item</b>	<b>Total Cost</b>	<b>Transient Slip Cost</b>	<b>Grant Request</b>	<b>Funding Match</b>
Construction Plans*	\$3,000	\$240	\$177.60	\$62.40
Permits and Fees*	\$6,000	\$480	\$355.20	\$124.80
Electric				
Down Lighting	\$3,450	\$3,450	\$2,553	\$897
Fuel Pumps*	\$5,670	\$453.60	\$335.66	\$117.94
Pumpout*	\$950	\$76	\$56.24	\$19.76
Landscaping				
Down Lighting	\$4,245	\$4,245	\$3,141.3	\$1,103.70
Trap Rock (1.5")	\$8,325	\$8,325	\$6,160.50	\$2,164.50
Bluestone (3/4")	\$10,537	\$10,537	\$7,797.38	\$2,739.62
Concrete Benches	\$8,433	\$8,433	\$6,240.42	\$2,192.58
Bulkhead				
Remove and Replace 252 linear ft.	\$226,800	\$226,800	\$167,832	\$58,968
Remove and Replace 100 linear ft*	\$90,000	\$7,200	\$5,328	\$1,872
Bulkhead Decking 1260 sq. ft.	\$83,000	\$83,000	\$61,420	\$21,580
Remove and Replace Concrete Pad	\$166,750	\$13,340	\$9,871.60	\$3,468.40
Administration*	\$5,000	\$400	\$296	\$104
<b>TOTAL</b>	<b>\$622,160.00</b>	<b>\$366,979.60</b>	<b>\$271,564.90</b>	<b>\$95,414.70</b>
<b>Federal Cost per Slip for 10 Transient Slips</b>		<b>\$27,156.49</b>		
<b>Partner Contributions (Matching Funds)</b>				
<b>Key Harbor Marina Share</b>		<b>\$92,914.70</b>		
<b>Bay View Terrace Restaurant</b>		<b>\$2,500</b>		
<b>Project Cost Summary</b>				
Total Project Cost		\$622,160		
<b>Total Eligible Funding (Transient Portion of Project)</b>		<b>\$366,979.60</b>		
Project Cost Difference		\$255,180.40		
<b>Federal Request (BIG) @ 74%</b>		<b>\$271,564.90</b>		
<b>Non-Federal Transient Funding (see partners above) @ 26%</b>		<b>\$95,414.70</b>		
<b>Total Transient Project Cost</b>		<b>\$366,979.60</b>		

\*Note -100 linear feet of bulkhead, the concrete pad and electric for the fuel and pumpout are located in the fuel service area and available for transient use approximately 50% use of the time during the business hours of the restaurant when the fuel dock is closed. Therefore, the costs for these items have been prorated based on 282 total slips of which 22 are dedicated to transients. According to this formula 8% of these costs can be applied to Transient Costs.

## **5. Supporting Documents**

- A. Multi-State Memorandum of Understanding
- B. The BIG Blueways Guide
- C. Bay View Terrace Restaurant Letter

## **A. Multi-State Memorandum of Understanding**

# MEMORANDUM OF UNDERSTANDING

AMONG

**The States of Maryland, Connecticut, Massachusetts, New Jersey and Virginia**

**W**HEREAS, the above referenced states and local units of government support a vast array of recreational boating facilities on their respective waterways and coastal areas and,

WHEREAS, as a result of the Boating Infrastructure Grant (BIG) Program, there is an opportunity to promote public waterways with transient docking, and services available for vessels greater than or equal to 26', and

WHEREAS, communication amongst states and local coastal communities can help to facilitate developing a process for BIG Program implementation as states struggle to carry out a secondary vision of the Program; and

WHEREAS, the "secondary vision" includes a state's ability to promote public/private partnerships and entrepreneurial opportunities; goals of which are important for surrounding communities and innovative for state agencies; and

WHEREAS, preliminary discussions to promote administration of the Program within individual states through vectors such as the States Organization for Boating Access (SOBA) meetings, etc., have proven fruitful, and

WHEREAS, a more formal commitment amongst states and local units of government should serve to advance Program administration and to enable the transient boater to enjoy each of the state's and town's transient boating facilities, waterways, living resources, and history,

**N**OW, THEREFORE, we, the undersigned executives representing state and town entities agree to the following:

- Work cooperatively to provide continuity of public access to the shore by increasing and promoting transient slips, and related services for vessels greater than or equal to 26'.
- Advertise the BIG Program to ensure an inclusive, open and comprehensive contractor participation process.
- Collaborate on the development and use of innovative measures to encourage environmentally friendly marine construction activities, cooperative outreach implementation mechanisms, and expanded interstate agreements between federal, state, local governments and others.
- Exchange information that assists in the betterment of the overall BIG administrative process and project development.

**B**y this Agreement, we the undersigned coordinators for the BIG Program and those responsible for maritime activities on the local level for our respective states and towns (where applicable), will work toward our goals in a spirit open to others, welcome new ideas, pursue fairness and equity, seek the most cost effective solutions, foster collaborative approaches, and commit to the common vision of the BIG Program. We agree to report annually to those states and local governments and the U.S. Fish & Wildlife Service on the progress toward achieving the goals of this agreement.

FOR THE STATE OF MARYLAND

Robert Paul Gaudette <sup>Director</sup> Waterway Improvement 12/29/04  
Signature Title Date

Name (Print) Robert Paul Gaudette

FOR THE STATE OF MASSACHUSETTS

Stephanie Cunningham B.I.G. Program Coord. 9-29-2005  
Signature Title Date

Name (Print) Stephanie Cunningham

FOR THE STATE OF CONNECTICUT

Eleanor C. Mariani State Boating Law Administrator 11/8/05  
Signature Title Date

Name (Print) ELEANOR C. MARIANI

FOR THE STATE OF NEW JERSEY

Genevieve Boehm RECREATION TRAILS 9-21-05  
Signature Title Date  
PROGRAM MANAGER

Name (Print) GENEVIEVE BOEHM

FOR THE STATE OF VIRGINIA

C.M. Sawyer DIRECTOR, DIVISION 10/4/05  
Signature Title Date  
OF WASTEWATER  
ENGINEERING

Name (Print) C.M. SAWYER

## **B. The BIG Blueways Guide**

# The BIG Blueways Guide

National Boating Infrastructure Grant

Name, address, or description Search Advanced Search



## Welcome to New Jersey's BIG Blueways Guide!

Welcome to the NJDOT Office of Maritime Resources' (NJDOT/OMR) BIG Blueways Guide - a service for transient boaters to locate facilities that have recently been upgraded or rebuilt utilizing US Fish and Wildlife Service (USFWS) National Boating Infrastructure Grant (BIG) funds. The USFWS BIG Program has provided funding to New Jersey marinas, as well as many along the eastern seaboard, to improve transient boating amenities and ensure safe harbor for those who cruise along the coast.

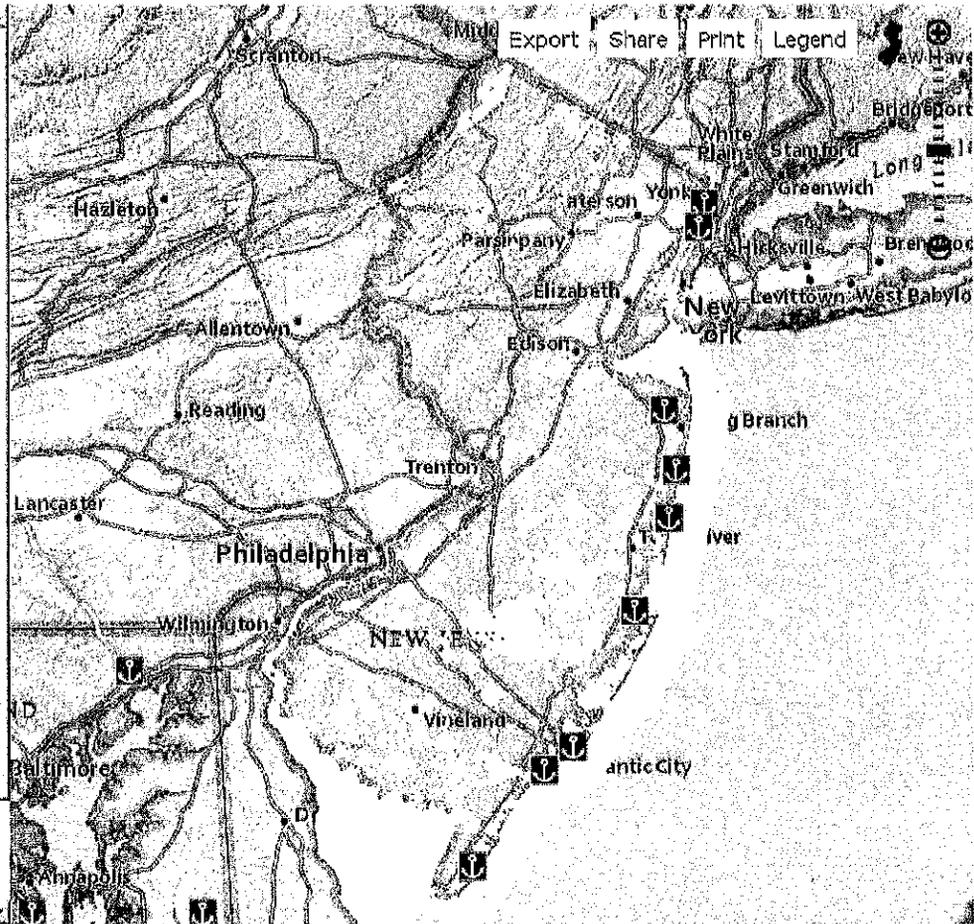
While this site is focused on transient services available along New Jersey's Marine Transportation System, New Jersey is a boating state, and every waterway has its own charm and marine facilities that may be suitable for your needs.

Here are a few pointers for using this interactive mapping application featuring facilities that have been awarded BIG funding:

- Click on an anchor icon to see marina details.
- Click on the NJ silhouette to return to state view.

DATA & MAPS NOT FOR NAVIGATION

Resource Links



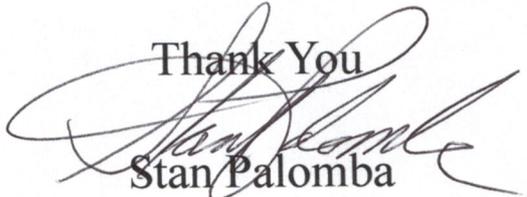
# BAY VIEW TERRACE RESTAURANT

October 23, 2013

To whom it may concern

In regards to Key Harbor Marina  
construction of a bulk head. Bay View Terrace will  
contribute \$ 2500.00 for dock and dine slips.

Thank You



Stan Palomba

2 POINT ROAD  
WARETOWN NEW JERSEY 08758  
609-242-4200  
609-242-4202

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**4. Estimated Costs**

<b>Line Item</b>	<b>Total Cost</b>	<b>Transient Slip Cost</b>	<b>Grant Request</b>	<b>Funding Match</b>
Construction Plans*	\$3,000	\$240	\$177.60	\$62.40
Permits and Fees*	\$6,000	\$480	\$355.20	\$124.80
Electric				
Down Lighting	\$3,450	\$3,450	\$2,553	\$897
Fuel Pumps*	\$5,670	\$453.60	\$335.66	\$117.94
Pumpout*	\$950	\$76	\$56.24	\$19.76
Landscaping				
Down Lighting	\$4,245	\$4,245	\$3,141.3	\$1,103.70
Trap Rock (1.5")	\$8,325	\$8,325	\$6,160.50	\$2,164.50
Bluestone (3/4")	\$10,537	\$10,537	\$7,797.38	\$2,739.62
Concrete Benches	\$8,433	\$8,433	\$6,240.42	\$2,192.58
Bulkhead				
Remove and Replace 252 linear ft.	\$226,800	\$226,800	\$167,832	\$58,968
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