

Application for Federal Assistance SF-424

Version 02

* 1. Type of Submission: <input type="checkbox"/> Preapplication <input checked="" type="checkbox"/> Application <input type="checkbox"/> Changed/Corrected Application	* 2. Type of Application: <input checked="" type="checkbox"/> New <input type="checkbox"/> Continuation <input type="checkbox"/> Revision	* If Revision, select appropriate letter(s): <input type="text"/> * Other (Specify) <input type="text"/>
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* 3. Date Received: <input type="text" value="09/18/2014"/>	4. Applicant Identifier: <input type="text"/>
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5a. Federal Entity Identifier: <input type="text"/>	* 5b. Federal Award Identifier: <input type="text"/>
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State Use Only:

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

* a. Legal Name:

* b. Employer/Taxpayer Identification Number (EIN/TIN): <input type="text" value="593155845"/>	* c. Organizational DUNS: <input type="text" value="838103893"/>
---	---

d. Address:

* Street1:	<input type="text" value="620 S Meridian St 1M"/>
Street2:	<input type="text"/>
* City:	<input type="text" value="Tallahassee"/>
County:	<input type="text"/>
* State:	<input type="text" value="FL: Florida"/>
Province:	<input type="text"/>
* Country:	<input type="text" value="USA: UNITED STATES"/>
* Zip / Postal Code:	<input type="text" value="32399"/>

e. Organizational Unit:

Department Name: <input type="text" value="FL Fish and Wildlife Cons Comm"/>	Division Name: <input type="text" value="Law Enforcement"/>
---	--

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

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

Title:

Organizational Affiliation:

* Telephone Number: <input type="text" value="850-488-5600"/>	Fax Number: <input type="text"/>
---	----------------------------------

* Email:

Application for Federal Assistance SF-424

Version 02

9. Type of Applicant 1: Select Applicant Type:

A: State Government

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

* Other (specify):

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

Fish and Wildlife Service

11. Catalog of Federal Domestic Assistance Number:

15.622

CFDA Title:

Sportfishing and Boating Safety Act

*** 12. Funding Opportunity Number:**

F14AS00241

* Title:

Boating Infrastructure Grants Tier 2

13. Competition Identification Number:

Title:

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

City of St. Petersburg, Pinellas County, Florida

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

St. Petersburg Municipal Marina - Transient Dock and Slips

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="632,000.00"/>
* b. Applicant	<input type="text" value="0.00"/>
* c. State	<input type="text" value="0.00"/>
* d. Local	<input type="text" value="357,000.00"/>
* e. Other	<input type="text" value="0.00"/>
* f. Program Income	<input type="text" value="0.00"/>
* g. TOTAL	<input type="text" value="989,000.00"/>

*** 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:

Application for Federal Assistance SF-424

Version 02

*** Applicant Federal Debt Delinquency Explanation**

The following field should contain an explanation if the Applicant organization is delinquent on any Federal Debt. Maximum number of characters that can be entered is 4,000. Try and avoid extra spaces and carriage returns to maximize the availability of space.

BUDGET INFORMATION - Construction Programs

NOTE: Certain Federal assistance programs require additional computations to arrive at the Federal share of project costs eligible for participation. If such is the case, you will be notified.

COST CLASSIFICATION	a. Total Cost	b. Costs Not Allowable for Participation	c. Total Allowable Costs (Columns a-b)
1. Administrative and legal expenses	\$.00	\$.00	\$.00
2. Land, structures, rights-of-way, appraisals, etc.	\$.00	\$.00	\$.00
3. Relocation expenses and payments	\$.00	\$.00	\$.00
4. Architectural and engineering fees	\$.00	\$.00	\$.00
5. Other architectural and engineering fees	\$.00	\$.00	\$.00
6. Project inspection fees	\$.00	\$.00	\$.00
7. Site work	\$.00	\$.00	\$.00
8. Demolition and removal	\$.00	\$.00	\$.00
9. Construction	\$.00	\$.00	\$.00
10. Equipment	\$.00	\$.00	\$.00
11. Miscellaneous	\$ 50900.00	\$.00	\$.00
12. SUBTOTAL (sum of lines 1-11)	\$.00	\$.00	\$.00
13. Contingencies	\$.00	\$.00	\$.00
14. SUBTOTAL	\$.00	\$.00	\$.00
15. Project (program) income	\$.00	\$.00	\$.00
16. TOTAL PROJECT COSTS (subtract #15 from #14)	\$.00	\$.00	\$.00
FEDERAL FUNDING			
17. Federal assistance requested, calculate as follows: (Consult Federal agency for Federal percentage share.) Enter the resulting Federal share.	Enter eligible costs from line 16c Multiply X _____%		\$.00



**Florida Fish
and Wildlife
Conservation
Commission**

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Immokalee

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Panama City

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Executive Director

Eric Sutton
Assistant Executive Director

Jennifer Fitzwater
Chief of Staff

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Enforcement**

Colonel Calvin Adams, Jr.
Director

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of people.*

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32399-1600
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Hearing/speech-impaired:
(800) 955-8771 (T)
(800) 955-8770 (V)

MyFWC.com

September 17, 2014

Mr. Mike Piccirilli, Chief
Federal Assistance-Region 4
US Fish and Wildlife Service
1875 Century Blvd
Atlanta, GA 30345

RE: NEW GRANT: Boating Infrastructure Grant Program – Tier II – FY 2015
St. Petersburg Municipal Marina – Transient Dock and

Dear Mr. Piccirilli:

Enclosed is an application that was submitted by the City of St. Petersburg for FY 2015 Boating Infrastructure Grant Program (BIGP) Tier II for the St. Petersburg Municipal Marina – Transient Dock and Slips. The project includes construction a 200 linear foot dock with 14 30-foot long slips. Total project cost is \$989,000 of which \$632,000 is requested from BIGP.

The application package includes an original signed Application for Federal Assistance (SF 424), Budget Information – Construction form, NEPA Checklist, Assurance Form, Project Statement, Ranking Criteria, Drawings/maps/photographs, and Support Documentation. The Southeast Region Cooperator Agreement documenting multi-state efforts is also included in the Support Documentation. Clearinghouse Review, State Historic Preservation Office Review, and Section 7 Review have not been completed pending approval of grant. If the grant is approved for award, these compliance documents will be submitted before final award.

Sincerely,

Patricia Harrell
Boating and Waterways
MS 1M

/ph
Enclosures

cc: Scott White, SE Region

APPLICATION FOR FEDERAL ASSISTANCE

Version 7/03

1. TYPE OF SUBMISSION: Application <input checked="" type="checkbox"/> Construction <input type="checkbox"/> Non-Construction		2. DATE SUBMITTED	Applicant Identifier
Pre-application <input type="checkbox"/> Construction <input type="checkbox"/> Non-Construction		3. DATE RECEIVED BY STATE	State Application Identifier
		4. DATE RECEIVED BY FEDERAL AGENCY	Federal Identifier

5. APPLICANT INFORMATION

Legal Name: State of Florida
 Organizational DUNS: 838103893
 Address: 620 S Meridian St. 1M
 City: Tallahassee
 County: Leon
 State: FL Zip Code: 32399
 Country:

Organizational Unit:
 Department: Fish and Wildlife Conservation Commission
 Division: Law Enforcement

Name and telephone number of person to be contacted on matters involving this application (give area code)
 Prefix: Ms. First Name: Patricia
 Middle Name: L.
 Last Name: Harrell
 Suffix:
 Email: Patricia.Harrell@MyFWC.com

6. EMPLOYER IDENTIFICATION NUMBER (EIN):
 59-3155845

Phone Number (give area code): (850) 617-9538
 Fax Number (give area code): (850) 488-9284

8. TYPE OF APPLICATION:
 New Continuation Revision
 If Revision, enter appropriate letter(s) in box(es)
 (See back of form for description of letters.)
 Other (specify)

7. TYPE OF APPLICANT: (See back of form for Application Types)
 A. State
 Other (specify)

10. CATALOG OF FEDERAL DOMESTIC ASSISTANCE NUMBER:
 15-622

TITLE (Name of Program): Boating Infrastructure Grant Program

11. DESCRIPTIVE TITLE OF APPLICANT'S PROJECT:
 Boating Infrastructure Grant Program - Tier II - St. Petersburg Municipal Marina - Transient Dock and Slips

12. AREAS AFFECTED BY PROJECT (Cities, Counties, States, etc.):
 City of St. Petersburg, Pinellas County, Florida

13. PROPOSED PROJECT
 Start Date: 07/01/2015 Ending Date: 06/30/2017

14. CONGRESSIONAL DISTRICTS OF:
 a. Applicant 2 b. Project 14

15. ESTIMATED FUNDING:

a. Federal	\$	632,000.00
b. Applicant	\$	
c. State	\$	
d. Local	\$	357,000.00
e. Other	\$	
f. Program Income	\$	
g. TOTAL	\$	989,000.00

16. IS APPLICATION SUBJECT TO REVIEW BY STATE EXECUTIVE ORDER 12372 PROCESS?
 a. Yes THIS PREAPPLICATION/APPLICATION WAS MADE AVAILABLE TO THE STATE EXECUTIVE ORDER 12372 PROCESS FOR REVIEW ON DATE:
 b. No PROGRAM IS NOT COVERED BY E. O. 12372
 OR PROGRAM HAS NOT BEEN SELECTED BY STATE FOR REVIEW

17. IS THE APPLICANT DELINQUENT ON ANY FEDERAL DEBT?
 Yes If "Yes" attach an explanation. No

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.

a. Authorized Representative

Prefix Lt. Col. First Name Greg Middle Name
 Last Name Gibson Suffix

b. Title Deputy Director, Division of Law Enforcement
c. Telephone Number (give area code) (850) 488-5600

d. Signature of Authorized Representative *[Signature]* **e. Date Signed** 9/17/14

RM 9/16/14
AK 9/14/14

NEPA COMPLIANCE CHECKLIST

OMB No. 1018-0110
Expires 03/31/2004

State: Florida Federal Financial Assistance Grant/Agreement/Amendment Number:

Grant/Project Name: St. Petersburg Municipal Marina - Transient Dock and Slips

This proposal is checked; is not completely covered by categorical exclusion No(s). 1.4.E(1), 516 DM 6 Appendix 1. (check () one) (Review proposed activities. An appropriate categorical exclusion must be identified before completing the remainder of the Checklist. If a categorical exclusion cannot be identified, or the proposal cannot meet the qualifying criteria in the categorical exclusion, an EA must be prepared.)

Exceptions:

Will This Proposal (check () yes or no for each item below):

- Yes No
1. Have significant adverse effects on public health or safety.
2. Have adverse effects on such unique geographic characteristics as historic or cultural resources, park, recreation or refuge lands, wilderness areas, wild or scenic rivers, sole or principal drinking water aquifers, prime farmlands, wetlands, floodplains, or ecologically significant or critical areas, including those listed on the Department's National Register of Natural Landmarks.
3. Have highly controversial environmental effects.
4. Have highly uncertain and potentially significant environmental effects or involve unique or unknown environmental risks.
5. Establish a precedent for future action or represent a decision in principle about future actions with potentially significant environmental effects.
6. Be directly related to other actions with individually insignificant, but cumulatively significant environmental effects.
7. Have adverse effects on properties listed or eligible for listing on the National Register of Historic Places.
8. Have adverse effects on species listed or proposed to be listed on the List of Endangered or Threatened Species, or have adverse effects on designated Critical Habitat for these species.
9. Have material adverse effects on resources requiring compliance with Executive Order 11988 (Floodplain Management), Executive Order 11990 (Protection of Wetlands), or the Fish and Wildlife Coordination Act.
10. Threaten to violate a Federal, State, local or tribal law or requirement imposed for the protection of the environment.

(If any of the above exceptions receive a "Yes" check (), an EA must be prepared.)

Concurrences/Approvals:

Project Leader: Patricia Hamell Date: 9/11/14
State Authority Concurrence: [Signature] Date: 9/17/14
(with financial assistance signature authority, if applicable)

Within the spirit and intent of the Council of Environmental Quality's regulations for implementing the National Environmental Policy Act (NEPA) and other statutes, orders, and policies that protect fish and wildlife resources, I have established the following administrative record and have determined that the grant/agreement/amendment:

- is a categorical exclusion as provided by 516 DM 6, Appendix 1. No further NEPA documentation will therefore be made.
is not completely covered by the categorical exclusion as provided by 516 DM 6, Appendix 1. An EA must be prepared.
includes other attached information supporting the Checklist.

Service signature approval:

RO or WO Environmental Coordinator: Date:
Staff Specialist, Division of Federal Aid: Date:
(or authorized Service representative with financial assistance signature authority)

ASSURANCES - CONSTRUCTION PROGRAMS

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 the project described in this application.
2. Will give the awarding agency, the Comptroller General of the United States and, if appropriate, the State, through any authorized representative, access to and 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 interest in the title of real property in accordance with 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 progress 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 for 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.

SIGNATURE OF AUTHORIZED CERTIFYING OFFICIAL 	TITLE Deputy Director, Division of Law Enforcement
APPLICANT ORGANIZATION Florida Fish and Wildlife Conservation Commission	DATE SUBMITTED 9/17/14

BUDGET INFORMATION - Construction Programs

NOTE: Certain Federal assistance programs require additional computations to arrive at the Federal share of project costs eligible for participation. If such is the case, you will be notified.

COST CLASSIFICATION	a. Total Cost	b. Costs Not Allowable for Participation	c. Total Allowable Costs (Columns a-b)
1. Administrative and legal expenses	\$.00	\$.00	\$.00
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3. Relocation expenses and payments	\$.00	\$.00	\$.00
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5. Other architectural and engineering fees	\$.00	\$.00	\$.00
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7. Site work	\$.00	\$.00	\$.00
8. Demolition and removal	\$.00	\$.00	\$.00
9. Construction	\$.00	\$.00	\$.00
10. Equipment	\$.00	\$.00	\$.00
11. Miscellaneous	\$ 50900.00	\$.00	\$.00
12. SUBTOTAL (sum of lines 1-11)	\$.00	\$.00	\$.00
13. Contingencies	\$.00	\$.00	\$.00
14. SUBTOTAL	\$.00	\$.00	\$.00
15. Project (program) income	\$.00	\$.00	\$.00
16. TOTAL PROJECT COSTS (subtract #15 from #14)	\$.00	\$.00	\$.00
FEDERAL FUNDING			
17. Federal assistance requested, calculate as follows: (Consult Federal agency for Federal percentage share.) Enter the resulting Federal share.	Enter eligible costs from line 16c Multiply X _____%		\$.00

**Boating Infrastructure Grant Program
Tier 2 Application**

Project Statement



Background

The City of St. Petersburg is an urban waterfront community located in Pinellas County, Florida on the western shoreline of Tampa Bay. St. Petersburg is a world-famous sailing, boating, and tourism destination. The waterfront includes numerous parks, museums, restaurants, and the St. Petersburg Pier. The St. Petersburg Municipal Marina—the largest municipal marina in Florida – is located in the heart of the downtown waterfront. The marina, constructed in the 1960’s, has limited capacity for transient boaters wishing to visit downtown St. Petersburg. The proposed transient dock, the location of which is indicated in the adjacent aerial photo, will facilitate access for tourists and residents visiting downtown businesses and attractions by boat.



The St. Petersburg downtown waterfront is the City’s signature physical asset. In 1905 a plan was presented to convert the downtown waterfront into a park. The following year the city began to acquire title to the land and has since continued to develop public facilities for both recreation and commerce, including the St. Petersburg Pier. Downtown St. Petersburg is undergoing a community-wide revitalization effort – spanning the past 25 years – complete with historical renovations, new restaurants and businesses, improved recreational venues, and environmental stewardship including the currently underway redevelopment of the St. Petersburg Pier. As a result, the draw to call on her shores is ever more present. In concert with this redevelopment effort, the St. Petersburg Marina continues to maintain and revitalize its aging facility to accommodate the boating community.

This statement provides an overview of the proposed dock construction and how it will efficiently and sustainably benefit the boating public.

Project Need

The need for this project arises from the City’s efforts to accommodate the ever-growing demand for convenient, flexible, and accessible transient dockage in the City’s waterfront. In reviewing their boating customers’ concerns about dockage in St. Petersburg, the City determined that the available transient dockage is insufficient for meeting current or future demand. The dockage needs to be adaptable to the ever changing slip-size demands while offering protection from waves on Tampa Bay.



Project Objectives

Specific goals of the City's waterfront redevelopment efforts include (1) identifying means to improve activity along the marina waterfront, especially along 2nd Avenue North, (2) better linkage between the St. Petersburg Pier and downtown, and (3) long-term development options that are economically sustainable. Stemming from the waterfront redevelopment goals, the City has set specific goals for the marina - to accommodate current and future resident and visitor boaters. This project meets these goals through the following objectives:

- **Accommodate up to 25 transient vessels in a wide range of sizes - 26 feet and larger (potentially to 200 feet in length) - using a floating transient docking facility with a flexible berthing arrangement.**
- Improve public access to the City from the water
- Enhance the downtown waterfront and pier.
- Support recreation and tourism.
- Develop sustainable solutions.
- Support visiting large yachts.
- Coordinate with pier master planning.
- Invigorate and centralize waterfront activity.

Expected Results and Benefits

Boaters visiting the St. Petersburg Marina Transient Visitor Dock will experience the following benefits:

- **Dedicated transient slips**
- **Flexible docking space**
- **Floating docks with constant freeboard**
- **ADA compliant docking facility**
- **Secure docking facility**
- **Publicly accessible pump-out and fuel facilities in close proximity**
- **Easy access to downtown St. Petersburg**

In addition to the benefits for the transient boater, the surrounding community will gain from an increase in patrons to local stores, restaurants, and other venues without additional vehicular traffic. A recent study conducted by a Southwest Florida Marine Industries Association committee member established that the average visiting boater to the St. Petersburg Yacht Club (in the same basin) spends \$185 per person per day locally.

The construction of additional transient dockage in the Downtown Waterfront area would also reinvigorate the historical water connection of this area. Adjacent to the marina is the City of St. Petersburg Pier, which is in the initial stages of a renovation. The Pier is a significant tourism and recreation venue for the City with festivals, events, fishing, fireworks, restaurants, attractions, and shops.



Project Approach

Recreational boating in the Tampa Bay region occurs year-round for residents and visitors alike. The St. Petersburg Municipal Marina primarily serves year-round local (Tampa Bay) residents and seasonal boaters, along with some commercial users (charters, brokers). Boating trends in Tampa Bay correspond to two distinct seasons: 1) the summer boating season catering primarily to residents and transient boaters and lasting from May through November and 2) the winter season catering to residents along with tourists from colder climate states and lasting from approximately December through April.

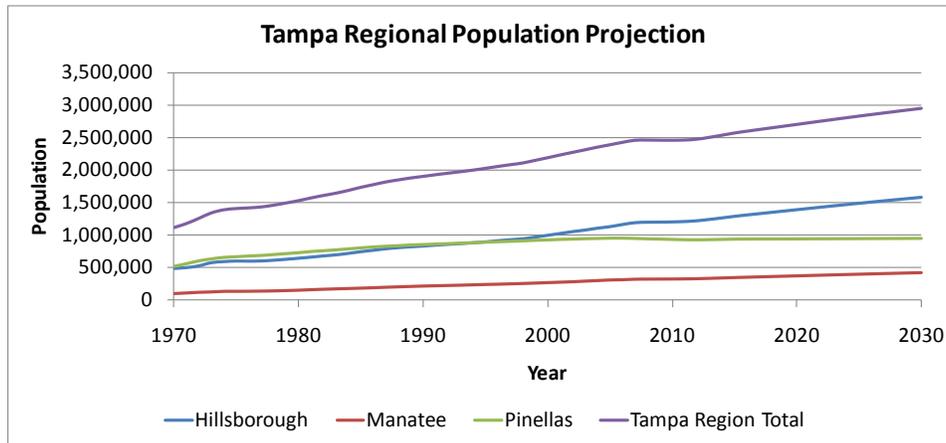
As the boating market continues to change, public projects such as the proposed dock construction are vital to optimally balance public costs, construction and maintenance of revenue-generating public facilities, community interests, and boater/consumer interests. Most significantly, the global shift toward larger, wider boats has created a local demand exceeding what is currently met by the number and size of transient boat slips offered in the St. Petersburg Municipal Marina.

The Southwest Florida Marine Industries Association identified the need for more transient slips in downtown St. Petersburg; an excerpt from their Letter of Commitment (included in Attachment 3) follows:

One of the more desirable aspects of the boating lifestyle is the ability to navigate to destinations that offer a variety of restaurants, shops, and entertainment. The City of St. Pete has all of those with the exception of the most important component, a safe and comfortable transient mooring facility. With over 112,000 registered boaters in the Tampa Bay Region alone, decent transient dockage is important to welcome those boaters to your community. It also provides them with the venue in which to spend \$185 per day, a typical amount determined by a study conducted by the St. Petersburg Yacht Club.

Within 30 miles of the project site there are over 100 coastal marinas with public slips in Hillsborough, Pinellas, and Manatee Counties, offering an estimated 8,400 wet slips and 5,800 dry slips as compared to the 112,000 registered boaters in the Tampa Bay region. **To compound the discrepancy between available slips and boaters, the majority of these marinas are near or at full capacity with limited reserve available to visiting boaters; this includes the St. Petersburg Municipal Marina.** Considering the popularity in boating activity in the region and assuming a relatively constant percentage of citizens participate in boating activity, aggregate slip demand in the region is expected to increase with population growth, thereby further amplifying the shortage in slips in the region.





Vessel size is of particular interest when assessing wet slip demand. While urban waterfronts across the world have adapted to service the growing number and size of megayachts, the St. Petersburg Marina currently lacks the infrastructure needed to attract these highly-visible and interest generating patrons, especially within the currently designated transient slips in the marina.

The proposed transient dockage will address the demand for more transient slips – both in number and size of boat accommodated – through a flexible berthing arrangement and close proximity to landside amenities in an established and wind and wave protected marina basin. The project considers the existing boating market and trends in addition to review of historical transient boating traffic to the region.

Project Description

The proposed transient dock will accommodate up to **25 recreational transient vessels in a combination of slip and side-tie docking arrangements; this combination allows for flexibility in both length and width of the visiting vessels.** The dock configuration comprises 14 30-foot long slips and a 200-foot long dock with berthing on both sides. Figure 1 (Attachment 2) presents plan view details of the dedicated transient slips.

The docks will be comprised of concrete floats, anchored with guide piles. Dock widths measure 10 feet for the main walks and 4 feet for the fingers. Access will be via an ADA compliant gangway designed to accommodate the full range of typical water elevations with a secure gate to mitigate non-boater access to the dock. Figure 2 (Attachment 2) presents typical dock and gangway details of the proposed dock. Dock amenities include vessel power and water for larger vessels on the long side tie dock, life and safety equipment (ladders, fire extinguishers, etc.), lighting, and refuse and recycling collection. Other vessel amenities located in the basin include a public pump-out dock and fuel dock.

Landside access to 2nd Avenue NE will be via a new sidewalk extending from the gangway to the adjacent existing parking lot. Public trolleys and other public transportation are available on 2nd Ave NE. Public restrooms are located directly across 2nd Avenue NE and in the St. Petersburg Municipal Pier building.



Fees for the transient slips will follow prevailing rates for the region with plans for an automated pay station (similar to the parking meters around the City) linked to the access gate included with this project.

Project Schedule

Project activities will commence after notification that the grant has been authorized. The anticipated schedule is as follows:

1. Preliminary design: 2 months.
2. Regulatory permitting: 12 months. Regulatory agencies with jurisdiction over marinas in St. Petersburg include Pinellas County Water and Navigation Control Authority (local); Florida Department of Environmental Protection and Florida Fish and Wildlife Conservation Commission (state); and US Army Corps of Engineers, US Fish and Wildlife Service, and US Coast Guard.
3. Final design and bid documentation: 2 months.
4. Bid solicitation and selection: 4 months.
5. Construction: 4 months

This schedule results in a total project timeframe of 24 months with construction commencement expected in the winter of 2016/2017.

Key Personnel

This transient dock project involves many public and private partners. The key organizations currently involved in the development are as follows:

Key Organizations	Contact
City of St. Petersburg Downtown Enterprises Facilities Department 300 Second Ave. SE St. Petersburg, FL 33701-3961	Walter Miller, Marina Manager (727) 893-7820 Walter.Miller@stpete.org role: property owner & manager
City of St. Petersburg Engineering Department One Fourth Street North, 6th Floor St. Petersburg, FL 33701-3804	Richard Herrmann, II, P.E. (727) 893-7852 Rick.Herrmann@stpete.org role: city engineer
St. Petersburg Chamber of Commerce The Chamber Building 100 Second Ave. N., Suite 150 St. Petersburg, FL 33701	Travis Norton, Advocacy Manager 727-388-0682 tnorton@stpete.com role: community partner
Southwest Florida Marine Industries Association P.O. Box 1510 Fort Myers, FL 33902	Hans Wilson (239) 334-6870 jopie@sailorswharf.com role: community partner



<p>The Downtown Business Association 200 Second Ave. Ste #102 St. Petersburg, FL 33701</p>	<p>Matt Shapiro, President 727-894-2111 matt@shapirogallery.com role: community partner</p>
<p>St. Petersburg Yacht Club 11 Central Ave St Petersburg, FL 33701</p>	<p>Matt Bryant, Commodore 727-822-3873 commodore@spyc.org role: project supporter</p>
<p>The Vinoy Marina 501 5th Avenue NE St. Petersburg, Florida 33701</p>	<p>Wes Stevens, Dock Master 727-824-8022 rhi.tpasr.marina@renaissancehotels.com role: project supporter</p>
<p>Moffatt & Nichol 1509 W. Swann Ave, Suite 225 Tampa, FL 33606</p>	<p>Mike Herrman, P.E. (813) 258-8818 MHerrman@moffattnichol.com role: engineering consultant</p>

Project Location

The new dock at the St. Petersburg Municipal Marina (Latitude 27° 46' 21.00" N, Longitude 82° 37' 35.80" W) will be located at the channel entrance to the Central Basin of St. Petersburg within Tampa Bay, directly behind/west of the existing breakwater. Figure 3 (Attachment 2) shows the project location on GoogleEarth imagery and Figure 4 (Attachment 2) on a NOAA nautical chart. Photographs of the existing site are included in Figure 5 (Attachment 2)



**Boating Infrastructure Grant Program
Tier 2 Application**

Budget Narrative



Costs

The budget estimate for the City of St. Petersburg Transient Dock includes planning, permitting and engineering fees as well as construction costs. The proposed docking facility comprises accommodation for up to **25 slips for vessels 26 feet in length of greater or 800 linear feet of transient recreational boats** (see Figure 1, Attachment 2 for an overall plan). The proposed docks are publicly accessible via an ADA-compliant gangway. Amenities available on the docks include a fire protection system, life safety equipment, and limited vessel utility service along the east dock. Landside improvements include security access gate, pay station, sidewalk connection to existing parking lot, and connection to existing landside utility services along the main access road. No design or construction costs associated with any dredging or bulkhead repairs are included in the budget. The construction costs include the material and installation costs for the floating docks and guide piles, gangway and landing, and the dock amenities and landside improvements described above.

Allowable Costs

The Transient Dock at the St. Petersburg Municipal Marina is publicly accessible and intended for transient use (up to 10 days) by recreational, nontrailerable (greater than 26 feet in length) vessels. The percent eligible of each budget item is determined by the percentage of the facility intended for transient vessels. As the proposed docking facility and associated landside improvements are planned solely for transient vessel use, the total costs for each budget item are considered **100% allowable. The federal request (#17) is 64% of the allowable costs** (not to exceed \$1.5 million). A detailed breakdown of the budget sheet follows.

Financing

The City has teamed with the St. Petersburg Chamber of Commerce and the Southwest Florida Marine Industries Association as project partners to meet the non-federal match for this application. The project partners are committed to constructing the Transient Dock at the St. Petersburg Marina as demonstrated in the following table and in the Letters of Commitment included in Attachment 3.

Project Funding Sources	Eligible Costs
BIG Funding	\$632,000
City of St. Petersburg	\$352,000
St. Petersburg Chamber of Commerce	\$5,000
Southwest Florida Marine Industries Association	TBD
Total	\$989,000



St. Petersburg Marina Transient Dock - Tier 2 Budget

Description: Floating docks for transient recreational boats

Location	Size (ft)	# of Slips	Dock LF		
North Dock - Slips	30	14	420		
East Dock - East Side Tie	26	6	200		
East Dock - West Side Tie	26	5	180		
Total		25	800	% allowable =	100%

No.	Cost Classification	a. Total Cost	b. Costs Not Allowable for Participation	c. Total Allowable Costs
1	Administrative & legal expenses	\$0	\$0	\$0
2	Land, structures, right-of-ways, appraisals, etc.	\$0	\$0	\$0
3	Relocation expenses & payments	\$0	\$0	\$0
4	Architectural & engineering fees			
	<i>Existing Condition & Environmental Surveys & Testing</i>	\$70,000	\$0	\$70,000
	<i>Environmental Permitting</i>	\$31,000	\$0	\$31,000
	<i>Grant Support</i>	\$15,000	\$0	\$15,000
	<i>Design & Construction Documents</i>	\$66,800	\$0	\$66,800
	<i>Bidding & Construction Phase Support</i>	\$47,200	\$0	\$47,200
	Total	\$230,000	\$0	\$230,000
5	Other architectural & engineering fees	\$0	\$0	\$0
6	Project Inspection Fees	\$0	\$0	\$0
7	Site Work	\$0	\$0	\$0
8	Demolition & Removal	\$0	\$0	\$0
9	Construction			
	<i>Landside Improvements</i>	\$83,000	\$0	\$83,000
	<i>Dock System</i>	\$676,000	\$0	\$676,000
	Total	\$759,000	\$0	\$759,000
10	Equipment	\$0	\$0	\$0
11	Miscellaneous	\$0	\$0	\$0
12	SUBTOTAL	\$989,000	\$0	\$989,000
13	Contingencies	\$0	\$0	\$0
14	SUBTOTAL	\$989,000	\$0	\$989,000
15	Project (program) income	\$0	\$0	\$0
16	TOTAL ALLOWABLE PROJECT COSTS	\$989,000	\$0	\$989,000
17	Federal Assistance Requested		64% (\$1.5M max)	\$632,000
			<i>FWS Cost Per Slip</i>	\$25,280



**Preliminary Project Cost Estimate
St. Petersburg Marina Transient Dock**

Engineering Fees			
Task	City	Consultant	Total
Existing Condition & Environmental Surveys & Testing		\$ 70,000	\$ 70,000
Environmental Permitting	\$ 4,300	\$ 26,700	\$ 31,000
Grant Support		\$ 15,000	\$ 15,000
Design & Construction Documents	\$ 8,500	\$ 58,300	\$ 66,800
Bidding & Construction Phase Support	\$ 32,200	\$ 15,000	\$ 47,200
Total Engineering Fees	\$ 45,000	\$ 185,000	\$ 230,000

Construction Cost Estimate				
Description	Quantity	Unit	Unit Cost	Total
<u>Landside Improvements</u>				
Sidewalk	150 SF		\$ 20	\$ 3,000
Pay Station	1 EA		\$ 6,000	\$ 6,000
Utility Connections, Transformer, Panel	1 LS		\$ 65,000	\$ 65,000
Mobilization	12%			\$ 9,000
<i>Subtotal</i>				<i>\$ 83,000</i>
<u>Dock System</u>				
Floating dock	5100 SF		\$ 100	\$ 510,000
Dock Amenities	5100 SF		\$ 10	\$ 51,000
Gangway	120 SF		\$ 150	\$ 18,000
Landing Platform	100 SF		\$ 200	\$ 20,000
Gate & Railings	1 LS		\$ 5,000	\$ 5,000
Mobilization	12%			\$ 72,000
<i>Subtotal</i>				<i>\$ 676,000</i>
Total Construction Cost				\$ 759,000

**Boating Infrastructure Grant Program
Tier 2 Application**

Attachment 1 - Ranking Criteria



This section provides a discussion of the Boating Infrastructure Grant Program (BIG) Ranking Criteria for St. Petersburg Marina's new transient dock project.

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

The St. Petersburg Marina's new transient dock project is being developed by the City of St. Petersburg (owner and operator of the marina) in partnership with the St. Petersburg Chamber of Commerce and the Southwest Florida Marine Industries Association. The City funding is through the Marina Capital Fund which is earmarked for any maintenance and improvements within the City Marina. The project will be wholly financed by these partners and any grant monies awarded through the Boating Infrastructure Grant Program. Letters of commitment to the City from each project partner are included in Attachment 3.

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

- **Implementing an Automated Marina**

The City owns and operates the St. Petersburg Municipal Marina with staff located at Demen's Landing and at the North Docks on 2nd Avenue NE. The marina staff will operate and maintain the proposed transient dock. The expected primary use of this dock is for day boaters using the dock for a short time period while visiting the City restaurants and businesses. In lieu of stationing personnel at the dock or requiring boaters to walk to existing facilities on the North Docks, the transient dock will include an automated access mechanism with a centralized pay station similar to what one would see along the street or in a gated parking lot. After docking and pre-paying or entering a credit card, boaters will exit the docks through a security gate. The gate will be unlocked for easy dock access during daytime hours. Re-admittance to the dock at night will require a gate code, issued to the boater upon first checking in and after entering a credit card in the pay station to pay for the slip. The code will expire after a set time. This pay station will charge a nominal hourly fee that will be low cost to encourage boaters to use the docks but not so low that boats will stay for extended periods. Each slip is expected to be used by several boaters each day and the combination of fixed slips and side-tie configuration provides flexibility to accommodate various boat sizes.

- **Use of Sustainable and Environmental Friendly Materials & Measures**

The St. Petersburg Municipal Marina transient dock will be designed and constructed utilizing materials and products suitable for a the highly corrosive marine/saltwater environment including marine-grade concrete; aluminum, galvanized, marine-grade coated, or stainless steel exposed metals; UV and fungal resistant plastic, composite and rubber materials; and preservative treated timber or hardwoods suitable for marine exposure. In addition, the St. Petersburg Municipal Marina is a designated Clean Marina through the Florida Department of Environmental Protection; best management practices employed at other locations in the marina will also be implemented at the new transient dock including use of the public pump-out station in the marina and refuse and recycling collection. Finally, an operational and maintenance plan will be developed to plan for regular condition assessments and maintenance of the facility. These measures will



ensure a transient boating facility that will remain in good, serviceable condition for many (20+) years to come.

- **Working with the Community**

The Municipal Marina is at the heart of St. Petersburg’s waterfront. Together with local businesses, cultural venues, hotels and other marinas, the marina works towards creating a vibrant waterfront community. This project is a result of community demand – resident and visiting boaters, community leaders, and local boating organizations - for more transient dock space in St. Petersburg. To ensure the success of this project, the City has teamed with the Chamber of Commerce and the Southwest Florida Marine Industries Association. These project partners will not only provide support during the planning, design and construction of the proposed transient dock, but, along with community partners at The St. Petersburg Yacht Club and Vinoy Marina, will also continue to promote use of this facility with the City. A secondary driver for this project is the redevelopment of the adjacent St. Petersburg Pier – a public commercial and recreational venue open since the early 1900s – encompassing 2nd Avenue NE from Beach Drive to the water. Just as the downtown waterfront revitalization efforts increase local and tourist visits to St. Petersburg, the improved St. Petersburg Pier corridor will draw visitors closer to the water. The docks will provide a much needed safe harborage for boaters visiting the Pier and Downtown St. Petersburg.

Ranking Criterion 3: Include private, local, or State funds above the required non-Federal match.

The estimated total cost of the St. Petersburg Marina Transient Dock is \$989,000. This cost includes construction of the docks and gangway, landside improvements, and associated design, planning, and permitting costs – all of which 100% grant eligible – resulting in a total BIG eligible cost of \$989,000. **The project partners (see #1 above) have committed to provide a minimum of 36% of the eligible costs from non-Federal sources in the amount of \$357,000.** The following table presents a summary of the financial contributions by the project partners.

Project Partner	Eligible Costs
City of St. Petersburg	\$352,000
St. Petersburg Chamber of Commerce	\$5,000
Southwest Florida Marine Industries Association	TBD

Ranking Criterion 4: Be cost efficient.

The proposed project is an extension of the recreational boating opportunities currently available in downtown St. Petersburg. Being a waterfront community in a city that boasts sunshine 365 days a year, boating is a year-round activity and available dockage is a premium amenity. Long wait lists exist at all the area marinas and demand for easily identifiable and accessible transient dock space exceeds the supply on a regular basis. **The City proposes to install a new transient dock near the entrance to the City’s 645+ slip municipal marina, including easy access to the existing sewage pump-out station and fuel dock.** Additionally, the location of the new transient dock was selected due to its proximity to the St. Petersburg Pier – a historical urban



waterfront commercial development - and the many downtown attractions. Further, public parking, public transportation, and public restrooms are available within a short walking distance (~ 1/10 mile) from the proposed dock. Construction costs included in this application comprise only the costs associated with the transient dock facility – the dock system, dock utilities, and means of access. **No dredging or breakwaters are proposed** for this project as the waterway has sufficient water depths to sustain the proposed boating traffic and the project is located within the existing marina basin which is protected by rubble-mound jetties. In addition, the marina structures will be designed for a **minimum serviceable life of 20 years**. The slips dedicated for transient boaters account for 800 linear feet of dockage or a total of 25 slips. This equates to a **Federal cost share of \$25,280 per transient slip**.

Ranking Criterion 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 provide safe harbors.

The St. Petersburg Municipal Marina is located on Tampa Bay in Pinellas County, Florida. The marina entrance is approximately 10 miles from the entrance of Tampa Bay (at the Sunshine Skyway Bridge) and the Florida Intercoastal Waterway as well as approximately 15 miles from the mouths of the Hillsborough River (Tampa), Alafia River (Gibsonton) and Manatee River (Bradenton). A federally maintained channel provides access for vessels traveling between the Gulf of Mexico and the Tampa Bay region including the cities (and ports) of St. Petersburg, Bradenton and Tampa. **Navigation routes for recreational vessels to/from the St. Petersburg Marina encompass the whole of Tampa Bay and its subsidiary bays and rivers and the Gulf of Mexico and the Intracoastal Waterway.** In addition, the proposed dock at the St. Petersburg Municipal Marina will be **located within the vicinity of over 100 coastal marinas located within 30 miles, including BIG funded transient docking facilities** at the Tampa Convention Center, Marjorie Park Marina (Tampa), Tampa Bay History Center, St. Pete Beach Marina, Riviera Beach Municipal Marina, Gulfport Casino, and Madeira Beach Municipal Marina.

Ranking Criterion 6: Create or reestablish access to recreational, historic, cultural, natural, or scenic opportunities of national, regional, or local significant.

The new transient dock will be located within the St. Petersburg Municipal Marina, adjacent to the St. Petersburg Municipal Pier and the St. Petersburg downtown historic district. The transient slips will provide dedicated docking for transient recreational boaters visiting the St. Petersburg area. From the St. Petersburg Municipal Marina, transient boaters have direct access via a variety of transportation means including navigation routes, pedestrian walkways, dedicated bicycle routes - both on the street and on recreational trails - vehicular roadways, waterfront scenic drive, trolleys (with a stop at the St. Petersburg Pier) and public transit to the many recreational, historic, cultural and natural destinations the area has to offer.

The proposed dock is within **walking distance of numerous cultural attractions including, the Dali Museum, St. Petersburg Museum of History, the Florida Orchestra, and restaurants and shops along Beach Drive** (all within 1 mile). Access to other communities in the region – such as Tampa and Clearwater - is via biking, vehicular or boating means. Cultural attractions in this area include Sundial St. Petersburg Shopping District (2 miles), the Florida and Clearwater Aquariums (20+ miles), Lowry Park Zoo (~30 miles) and a number of museums and historical sites. The proposed dock will also serve as a significant link to the numerous events held in the



area throughout the year. These events include parades, marathons, concerts, boat shows, etc. and in total make up more than 75 annual events in the area, each contributing significantly to residents’ and visitors’ quality of life. Examples range from the **Honda Grand Prix of St. Petersburg** through downtown streets (³/₄ miles) to the weekly **Saturday Morning Market** at Al Lang Field parking lot (~ ½ miles) to **Tampa Bay Rays** baseball games at Tropicana Field (2 miles) to the **MacDill Air Force Base Air Show** (10 miles).

The St. Petersburg area is a natural playground with numerous environmental, historical, and recreational parks and trails. The St. Petersburg Municipal Marina lies within the **Pinellas County Nature Preserve**, which consists of 350,000 acres of nearshore habitats home to mangroves, oysters, seagrasses, and numerous species of coral. Scuba/snorkeling and various other nature tours operate charters out of the St. Petersburg Municipal Marina, providing safe, fun, and environmentally-conscious opportunities for the public to enjoy the nearby natural environment. **Demen’s Landing Park and North Straub Park** (within ½ mile) border the St. Petersburg waterfront and provide a flexible open space for workday lunches, weekend picnics, festivals, outdoor plays, and the like. The Pinellas Trail is a recreation pedestrian and biking trail spanning between St. Petersburg to Clearwater; access is via 1st Street South approximately ½ mile from the proposed dock. The nationally renowned **Ft. DeSoto Park** as well as the regionally popular **Egmont Key – a State park accessible only via boat** – are located on the Gulf side of St. Petersburg less than 15 miles via boat.

The following table lists a sample of attractions accessible from the St. Petersburg Marina and associated means of transportation and travel distances. Figure 6 and Figure 7 (Attachment 2) provide a geographic overview of attractions within downtown St. Petersburg and the Tampa Bay region relative to the proposed docking facility.

Attraction Table		
Local	Regional	National
Parks & Trails		
Demen’s Landing Park, North Straub Park <i>walk/bike 0.5 miles</i>	Egmont Key State Park <i>boat 14 miles</i>	Fort Desoto Park <i>bike/drive 16 miles</i> <i>boat 14 miles</i>
Pinellas Trail <i>walk/bike 0.5 miles</i>	Weedon Island State Preserve <i>walk/bike/drive 9 miles</i> <i>boat 5 miles</i>	MacDill Air Force Base <i>boat 10 miles</i>
Museums, Aquariums, Theme Parks & Performing Arts		
Mahaffey Theater <i>walk/bike 0.8 miles</i>	Florida Orchestra <i>walk/bike 0.6 miles</i>	Dali Museum <i>walk/bike 1 mile</i>
Great Explorations Children’s Museum <i>walk/bike 2 miles</i>	Florida Aquarium, Clearwater Aquarium <i>drive 25 miles</i> <i>boat + walk 20 miles</i>	Busch Gardens <i>drive 32 miles</i>
St. Petersburg Museum of History <i>walk/bike 0.3 miles</i>	Lowry Park Zoo <i>drive 29 miles</i>	Adventure Island <i>drive 32 miles</i>
Retail Sporting Venues		
Sundial St. Petersburg <i>Walk/bike 2 miles</i>	Al Lang Field (soccer) <i>walk/bike 0.6 miles</i>	Tropicana Field (baseball) <i>walk/bike 2 miles</i>



Ranking Criterion 7: Create or reestablish positive economic impacts to a community.

There is a direct economic benefit associated with the addition of transient slips to a community. Transient boaters visit a destination for a multitude of reasons, but one of the most common is dining and entertainment. Other factors drawing transient boaters to visit the St. Petersburg area are special events and festivals such as the Saturday Morning Market, Grand Prix, and Rays baseball games. Longer stays could include travel to Tampa, Clearwater or even Orlando using the St. Petersburg Municipal Marina as “home base”.

The Southwest Florida Marine Industries Association Summary of Regional Boating, the Urban Land Institute Downtown Planning Study, and the Municipal Marina Master Plan all identify transient dockage as a major need for the City of St. Petersburg. Letters of support for additional transient boat docking from the St. Petersburg Yacht Club and Vinoy Marina are included in Attachment 3.

In order to quantify the economic returns to the community due to additional transient boater capacity in St. Petersburg market, the following assumptions were made:

- Number of transient slips = 25
- Summer & weekend occupancy rate = 75% (235 days)
- Winter occupancy rate = 50% (130 days)
- Spending type = medium
- Boat type = power

Equating to 6,031 boat stays per year

The Florida Boating Economic Models (www.floridaboatingeconomics.com) are tools that can be utilized to anticipate economic benefits of recreational boating activity in the State of Florida. The marina model includes an average spending chart for transient vessels (included in the economic impact table below). Other model input includes number of boat stays, type of facility (public/private), location, and type of boat (power or sail). The potential economic impacts, applicable on a local (St. Petersburg and Pinellas County) and state (Florida) scale are summarized in the following table.

Economic Impact Table					
Category	Average spending per day per vessel	Total spending per year	Sales tax (7%)	Jobs created	Labor income
Restaurant	\$47.40	\$285,869	\$20,010	5.3	\$100,100
Boat Fuel	\$87.90	\$530,125	\$37,108	1.4	\$39,900
Recreation & Entertainment	\$10.70	\$65,532	\$4,587	0.8	\$21,900
Shopping	\$23.30	\$140,522	\$9,836	1.3	\$50,600

Ranking Criterion 8: Include multi-State efforts that result in coordinating location of tie-up and other facilities.

The U.S. Fish and Wildlife Service Region 4 States have entered into a signed cooperative agreement and formal plan that results in the coordinated effort for the location of tie-up facilities. A copy of the agreement is included as an attachment under Supporting Documents (Attachment 4).



**Boating Infrastructure Grant Program
Tier 2 Application**

Attachment 2 - Figures



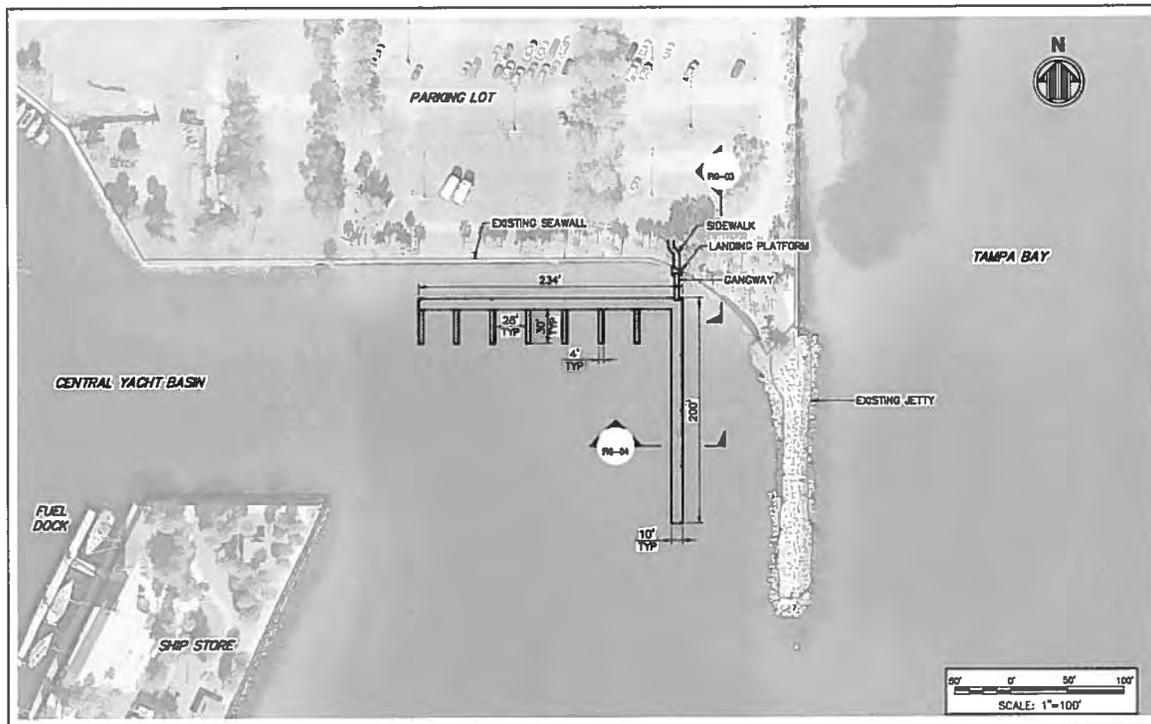
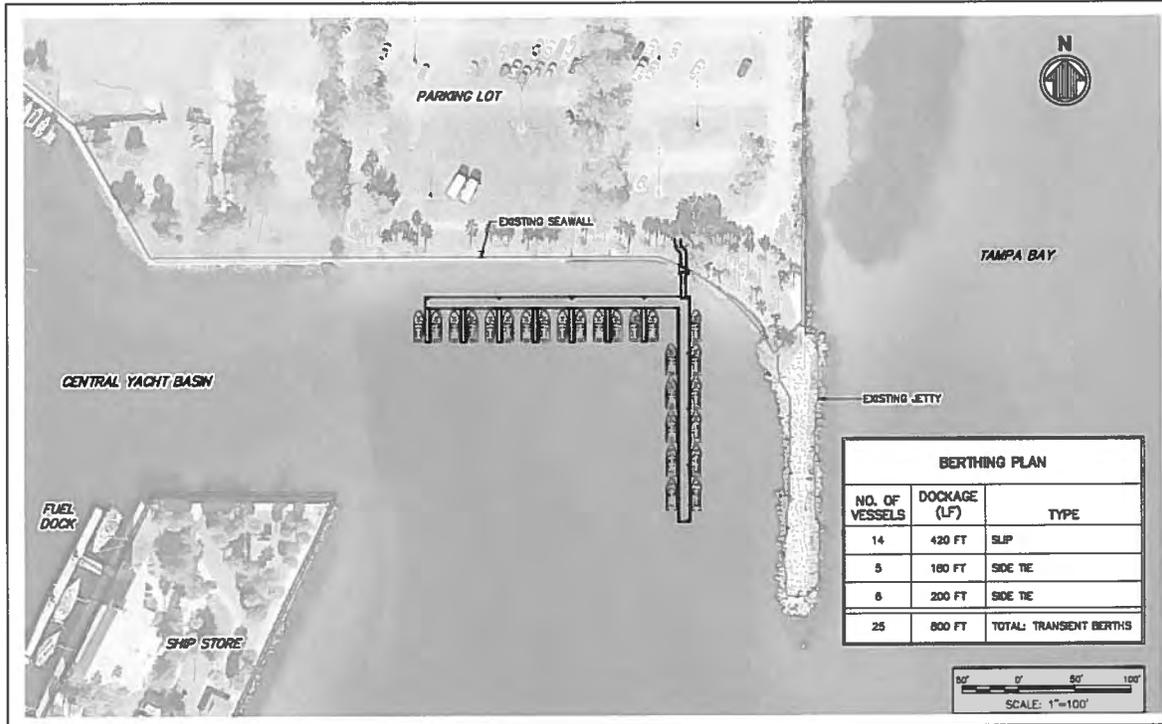
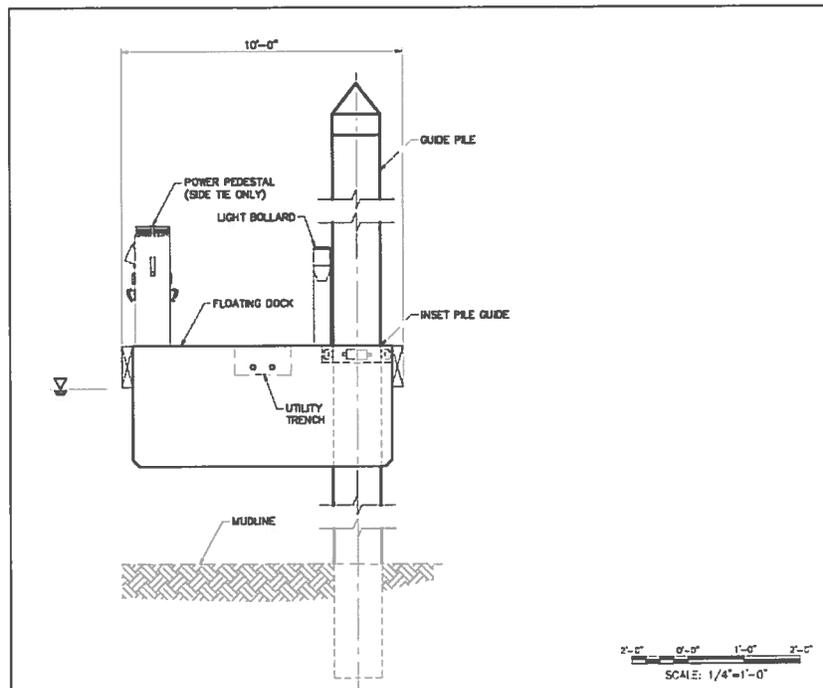
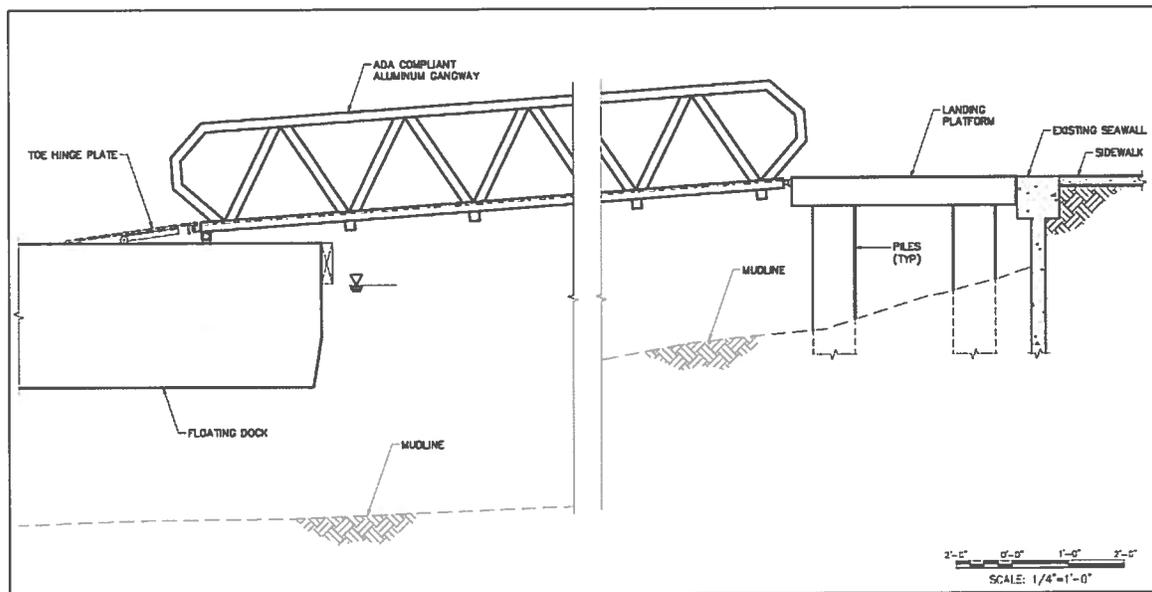


Figure 1: Overall Dock Plan





Section – Typical Floating dock



Elevation – Gangway

Figure 2: Typical Dock Details



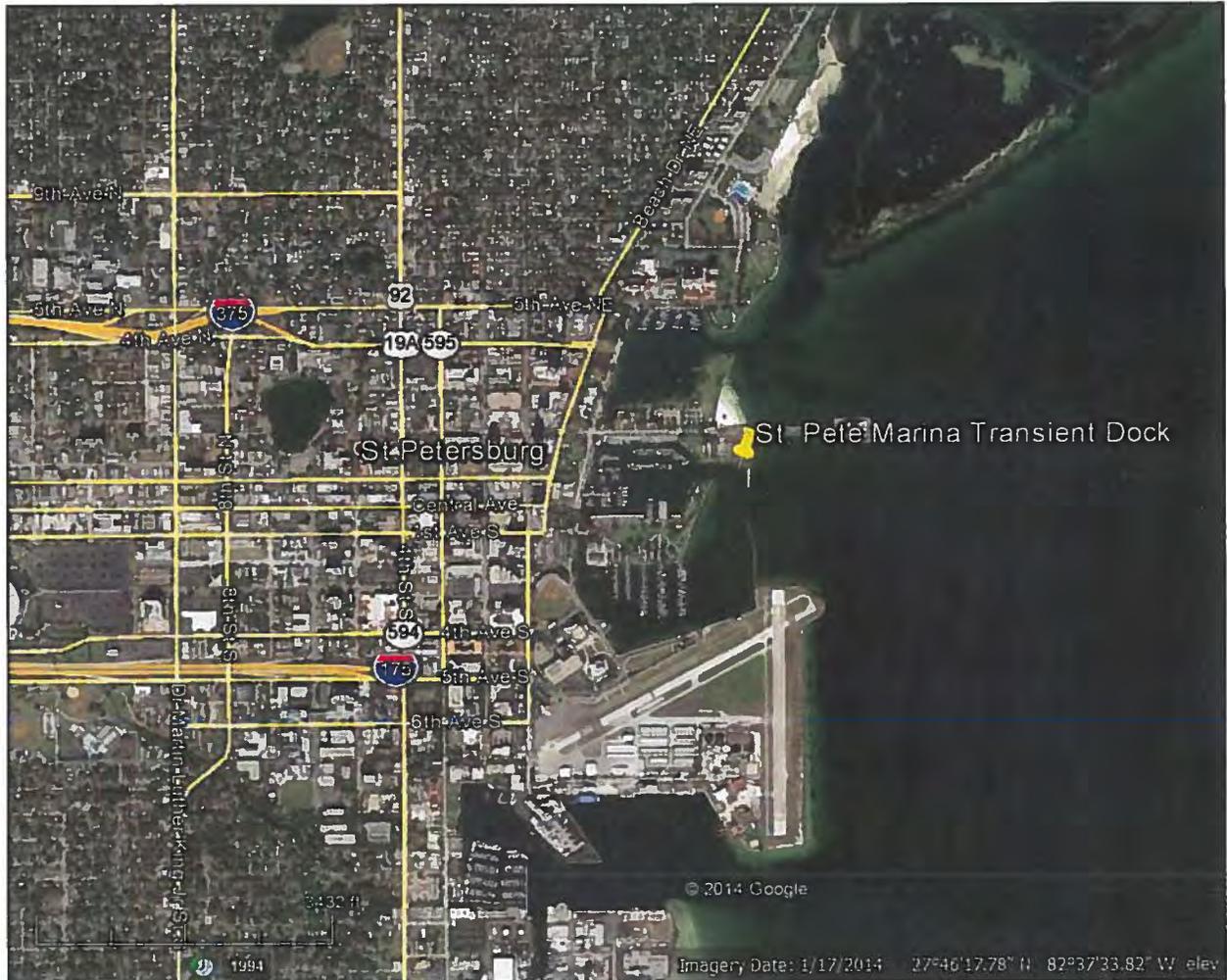


Figure 3: Project Vicinity Map
image courtesy of GoogleEarth



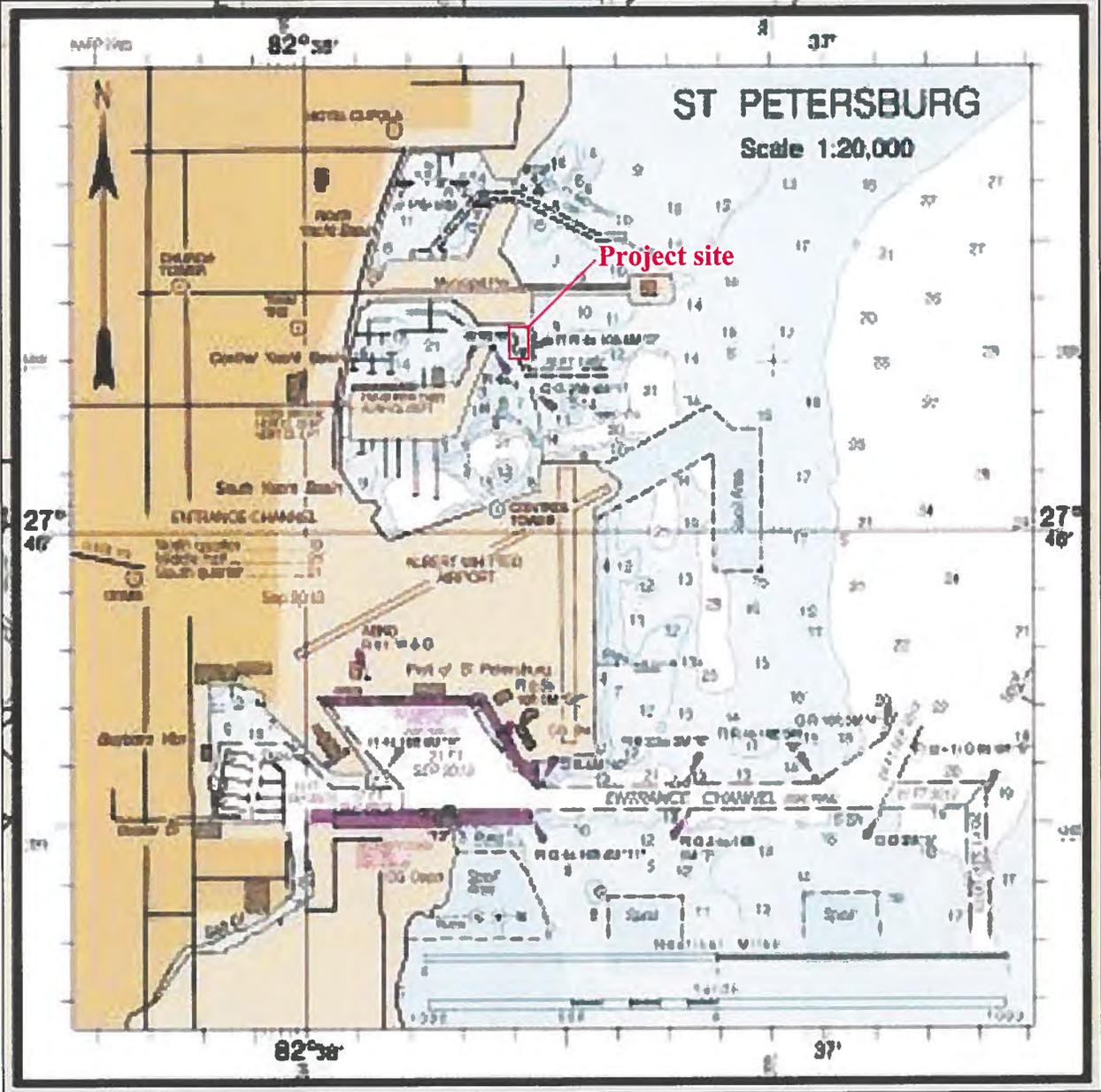


Figure 4: NOAA Nautical Chart
inset from NOAA Chart 11416



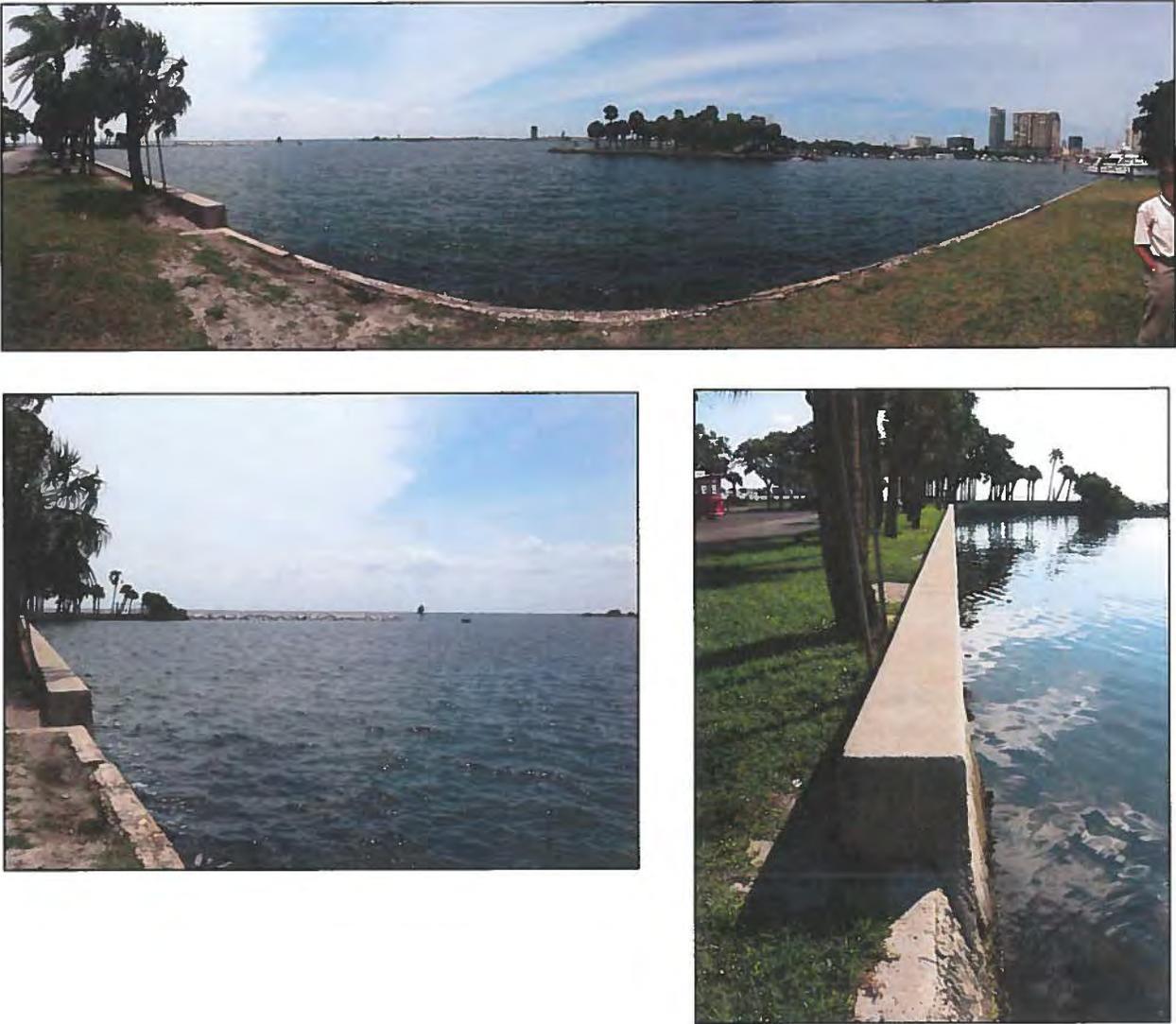


Figure 5: Project Site Photographs



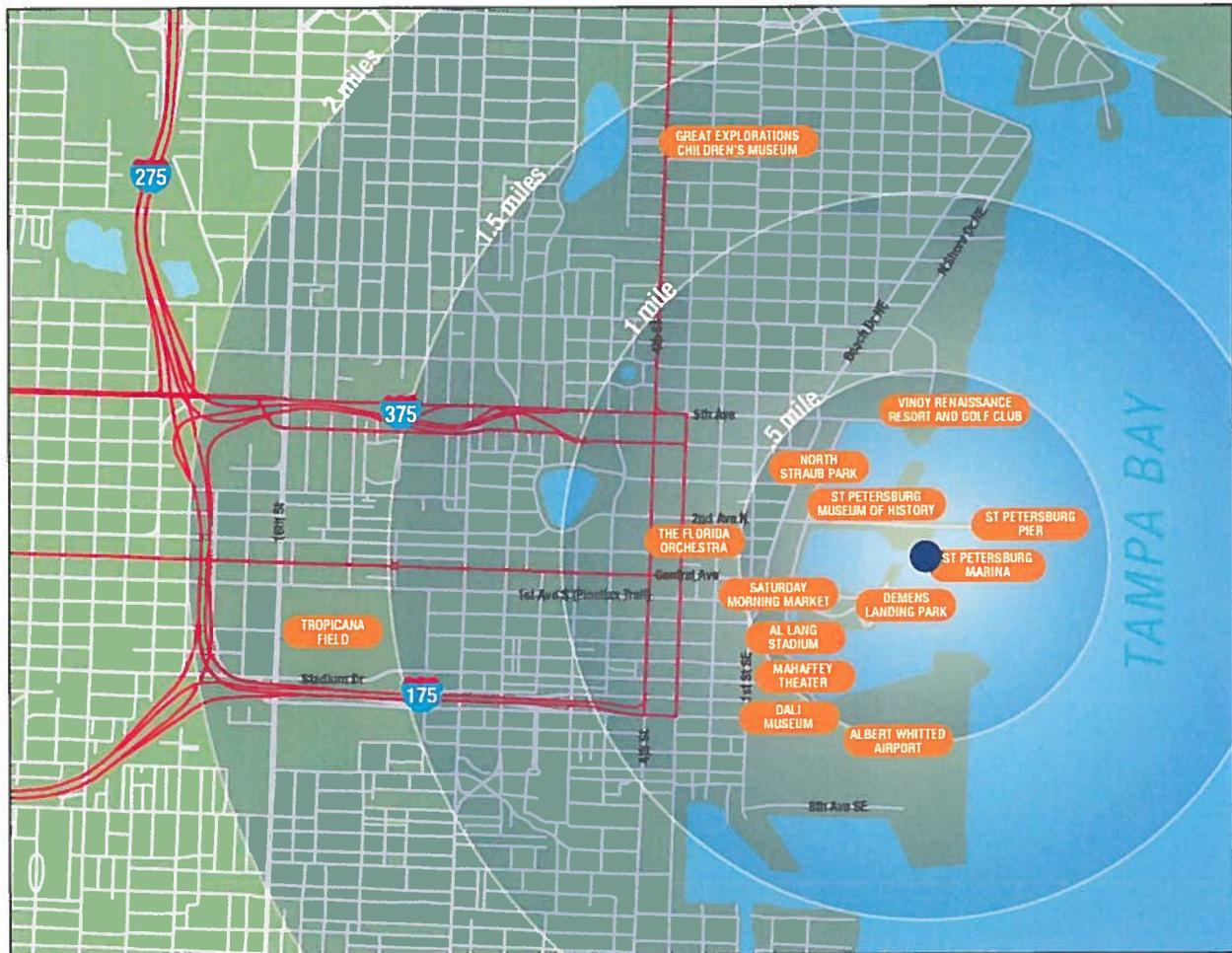


Figure 6: Attractions Map – Downtown St. Petersburg
Ranking criterion #6



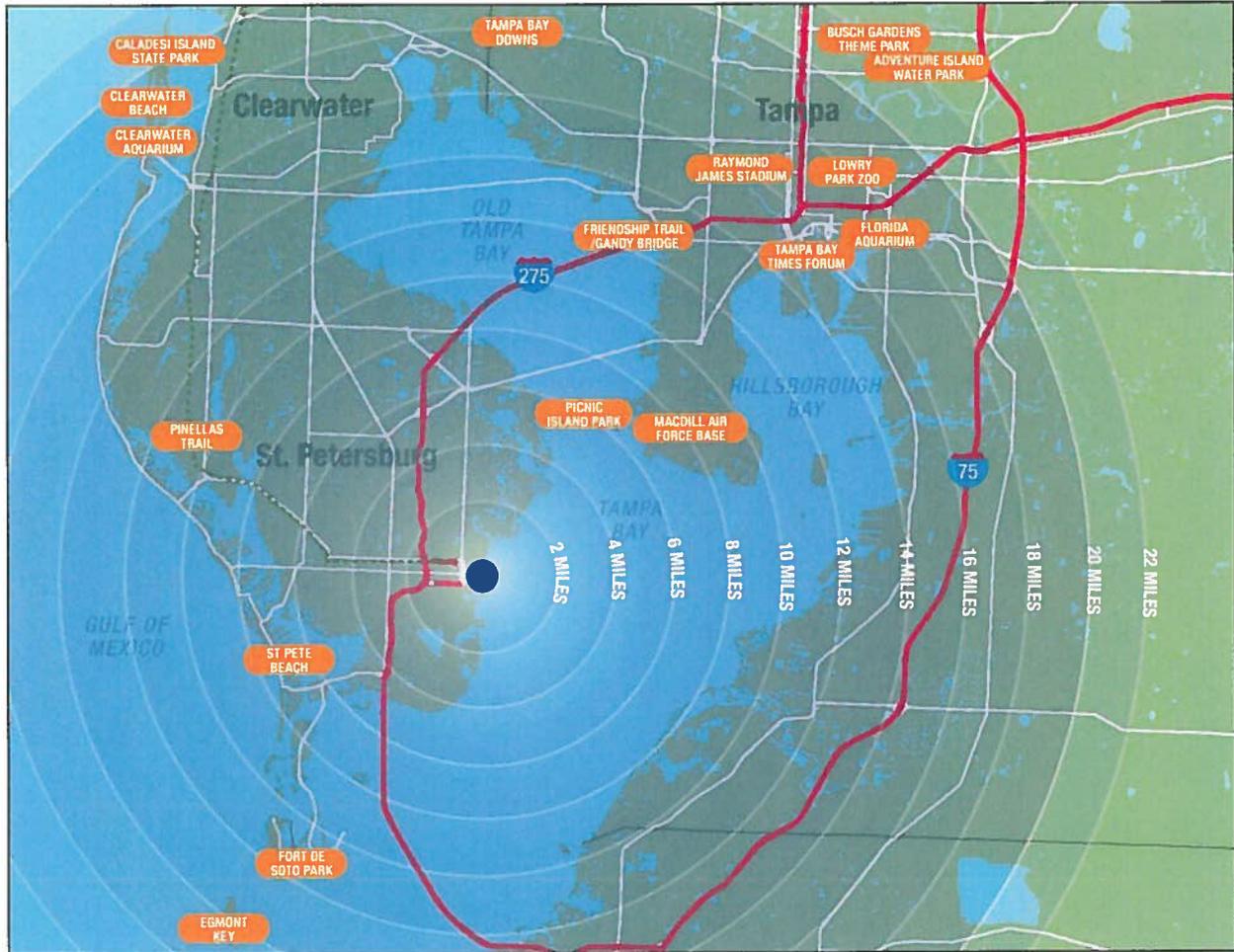


Figure 7: Attractions Map – Tampa Bay Region
Ranking criterion #6





Figure 8: Landside Property Plat





Figure 9: Waterside Property Plat



**Boating Infrastructure Grant Program
Tier 2 Application**

**Attachment 3 – Letters of Commitment
and Support**





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August 12, 2014

Walt Miller, Marina & Port Manager
City of St. Petersburg
Downtown Enterprises Facilities Department
300 Second Ave. SE
St. Petersburg, FL 33701-3961

Subject: St. Petersburg Municipal Marina Transient Dock
Boating Infrastructure Grant Tier 2 Application – Letter of Commitment

Dear Mr. Miller,

Thank you for your leadership in managing the City of St. Petersburg Marina – the largest city operated marina in Florida. The Downtown Waterfront Marina has contributed to the economic growth and community vitality of Downtown St. Petersburg. One of the top concerns expressed in a recent Downtown Waterfront Master Plan study was the need for more transient docks in the City's marina. While the City's marina is self-funded and has been good stewards of taxpayer dollars, the St. Petersburg Area Chamber of Commerce recognizes that financial assistance is needed to enhance the Downtown Waterfront experience for visitors.

On August 6, 2014, the St. Petersburg Area Chamber of Commerce's Board of Governors unanimously approved to commit to being a project partner for the new transient dock at the City's Marina in downtown St. Petersburg, FL and the associated Boating Infrastructure Grant Application.

As a project partner, the St. Petersburg Area Chamber of Commerce is committed to contribute \$5,000 towards the design and construction of the transient dock facility. Our financial contribution may be used towards the non-Federal match required for the eligible project costs.

We look forward to our continued efforts on St. Petersburg's waterfront. Please contact me with any questions at 727- 821-4069.

Sincerely,

Chris Steinocher
President and CEO,
St. Petersburg Area Chamber of Commerce



St. Petersburg Yacht Club

Walter Miller
City of St Petersburg Marina
300 2nd Ave S.E.
St Petersburg, Fl 33701

13 August 2014

Walt,

It was nice chatting with you the other day and to confirm the need for additional transient slips in downtown St Petersburg. On many occasions we turn away boaters who would not only use the St. Petersburg Yacht Club but all of the wonderful amenities downtown has to offer.

Please let us know if we may assist in any way to further this endeavor.

A handwritten signature in black ink, appearing to read 'Matt Bryant', with a long horizontal line extending to the right.

Matt Bryant, Commodore SPYC



July 31, 2014

To Whom It May Concern:

As Dock Master at the Vinoy Marina, I fully support the need for more visitor docking facilities in the downtown area.

The Vinoy Marina has a total of only 19 transient slips which are often filled due to hotel groups that stage their events at the Marina, as well as visiting boating clubs and downtown events that we sell out for. We do not offer courtesy docking or allow day docking at our Marina.

Many times, I refer inquiries to the St. Petersburg Municipal Marina, but I know firsthand that boats wanting to visit downtown are often turned away due to the lack of docking space there.

I can say with confidence that if there were more transient docks available at the Municipal Marina, they would be used.

I can be reached by phone at 727-824-8022 should you wish to discuss further.

Thank you for your consideration.

Sincerely,

Wes Stevens
Dock Master
Vinoy Marina

**Boating Infrastructure Grant Program
Tier 2 Application**

Attachment 4 – Supporting Documents

**St. Petersburg City Council Resolution
State Statute Deeding the Submerged Lands to the City of St. Petersburg
Multistate Tie-up Facilities Agreement**



- 349 8. Authorizing the Mayor or his designee to execute Amendment No. 3 to the Agreement between the City of St. Petersburg and Pinellas County Metropolitan Planning Organization ("MPO") for the Central Avenue Bus Rapid Transit Corridor Enhancement Project ("Project") that extends the Project completion date to September 30, 2016, and to execute all other documents necessary to effectuate this resolution.
- 350 9. Authorizing the Mayor or his designee to apply for and administer a Florida Boating Improvement Program grant through the Florida Fish and Wildlife Conservation Commission on behalf of the City for a transient visitor boat dock in the Central Yacht Basin; and will authorize a 20-year agreement for the maintenance and operation of the project; and to execute all documents necessary to effectuate this transaction.

(Leisure & Community Services)

- 351 10. Authorizing the Mayor or his designee to accept a Florida Fish and Wildlife Conservation Commission ("FFWCC") Grant ("Grant") from the Florida Boating Improvement Program, Boating and Waterways Section, funded by the United States Department of the Interior, Fish and Wildlife Service, for the boat ramp improvements at Demens Landing Park ("Project") at a maximum reimbursement amount of \$187,000; to execute a Florida Boating Improvement Program Grant Award Agreement for the Project site with the FFWCC; and to execute all other documents necessary to effectuate the Grant; approving a supplemental appropriation in the amount of \$187,000 from the increase in the unappropriated balance of the General Capital Improvement Fund (3001), resulting from these additional revenues, to the Boat Ramp Facility Improvements Project (13181).

(Miscellaneous)

- 352 11. Authorizing the Mayor or his designee to negotiate and provide a 0% interest acquisition and development forgiven loan in the amount of \$268,965 from the Home Investment Partnership ("Home") Affordable Multi-Family Rental Program to Pinellas Affordable Living, Inc. for acquisition and development of the 3636 Park Apartments to be located at 3636 5th Avenue North; and authorizing the Mayor or his designee to execute all documents necessary to effectuate this resolution.
- 353 12. Approving the purchase of Sundial walkway signage from Thomas Sign and Awning Co., Inc, a sole source supplier, for the City Development Administration at a total cost of \$127,056.
- 354 13. Approving a contract with the Pinellas County Supervisor of Elections for conducting a Special Election in conjunction with their November 4, 2014 General Election/Municipal Elections and approving a supplemental appropriation in the amount of \$20,500 from the unappropriated balance of the General Fund.

ST. PETERSBURG CITY COUNCIL
Consent Agenda
Meeting of August 7, 2014

TO: The Honorable Bill Dudley, Chair, and Members of City Council

SUBJECT: A resolution authorizing the Mayor or his designee to apply for and administer A Florida Boating Improvement Program grant from the Florida Fish and Wildlife Conservation Commission ("FFWCC") on behalf of the City for a transient visitor dock located in the Central Yacht Basin ("Project"); providing that upon acceptance of the grant the City is willing, subject to annual appropriations, to enter into A 20-year agreement with FFWCC for the maintenance and operation of the Project; authorizing the Mayor or his designee to execute all documents necessary to effectuate this transaction; and establishing an effective date.

EXPLANATION: The City desires to establish a transient visitor dock for short-term visits in the Central Yacht Basin ("Project"). The goal of the Project is to provide safe moorings for vessels for short-term visits to the downtown area. The plan calls for installation of a 400-ft (approximate) dock along the Pelican Parking Lot seawall, inside the St. Petersburg Marina North Jetty.

The City intends to apply for a Florida Boating Improvement Program grant through the Florida Fish and Wildlife Conservation Commission ("FFWCC") to provide funding to build the Project, to be operated by the City's Marina. Any grant funds received would be used to help cover costs associated with all phases of the project from planning through final construction of the transient visitor dock.

The Boating Infrastructure Grant Program of the FFWCC provides funding through competitive grants for tie-up facilities for transient recreational boats 26 feet or longer (non-trailerable). Eligible program participants include municipalities. Eligible uses of program funds include transient visitor docks for short-term visits of 10 days or less.

A requirement of the Florida Boating Improvement Program is to provide an adopted resolution by the Governing Body stating that the project manager (Mayor or designee) has the authority to apply for and administer the grant on behalf of the applicant (City) and that the Governing Body is willing to enter into a 20-year agreement for the maintenance and operation of the Project.

The Florida constitution, statutory law and the City Code do not permit the City to commit to agreements for which there is no appropriation, therefore the City's commitment to be willing to enter into a 20-year maintenance and operation agreement for the Project must be subject to annual appropriations. Administration of the grant will require City Council approval of the grant agreement(s) if awarded and compliance with all applicable laws, including the City Charter.

RECOMMENDATION: Administration recommends that City Council adopt the attached resolution authorizing the Mayor or his designee to apply for and administer A Florida Boating Improvement Program grant from the Florida Fish and Wildlife Conservation Commission ("FFWCC") on behalf of the City for a transient visitor dock located in the Central Yacht Basin ("Project"); providing that upon acceptance of the grant the City is willing, subject to annual appropriations, to enter into A 20-year agreement with FFWCC for the maintenance and operation of the Project; authorizing the Mayor or his designee to execute all documents necessary to effectuate this transaction; and establishing an effective date.

CB-9

COST/FUNDING/ASSESSMENT INFORMATION: N/A

ATTACHMENTS: Resolution

APPROVALS: Administration: Chris Tallisto
Budget: D. 2 Fick 7-23-14
Legal: RSS

A RESOLUTION AUTHORIZING THE MAYOR OR HIS DESIGNEE TO APPLY FOR AND ADMINISTER A FLORIDA BOATING IMPROVEMENT PROGRAM GRANT FROM THE FLORIDA FISH AND WILDLIFE CONSERVATION COMMISSION ("FFWCC") ON BEHALF OF THE CITY FOR A TRANSIENT VISITOR DOCK LOCATED IN THE CENTRAL YACHT BASIN ("PROJECT"); PROVIDING THAT UPON ACCEPTANCE OF THE GRANT THE CITY IS WILLING, SUBJECT TO ANNUAL APPROPRIATIONS, TO ENTER INTO A 20-YEAR AGREEMENT WITH FFWCC FOR THE MAINTENANCE AND OPERATION OF THE PROJECT; AUTHORIZING THE MAYOR OR HIS DESIGNEE TO EXECUTE ALL DOCUMENTS NECESSARY TO EFFECTUATE THIS TRANSACTION; AND ESTABLISHING AN EFFECTIVE DATE.

WHEREAS, the City desires to establish a transient visitor dock for short-term visits in the Central Yacht Basin ("Project") to provide safe moorings for vessels for short-term visits to the downtown area; and

WHEREAS, the City intends to apply for a Florida Boating Improvement Program grant through the Florida Fish and Wildlife Conservation Commission ("FFWCC") to provide funding to build the Project to be operated by the City's Marina; and

WHEREAS, the plan calls for installation of a 400-ft (approximate) dock along the Pelican Parking Lot seawall, inside the St. Petersburg Marina North Jetty; and

WHEREAS, Any grant funds received would be used to help cover costs associated with all phases of the Project from planning through final construction of the transient visitor dock; and

WHEREAS, the City's Grant application will be for funding design and construction of the transient visitor dock; and

WHEREAS, a requirement of the Florida Boating Improvement Program is to provide an adopted resolution by the Governing Body stating that the project manager (Mayor or designee) has the authority to apply for and administer the grant on behalf of the applicant (City), and that the City is willing to enter into a 20-year agreement for the maintenance and operation of the Project.; and

WHEREAS, the Florida constitution, statutory law and the City Code do not permit the City to commit to agreements for which there is no appropriation, therefore the City's commitment to be willing to enter into a 20-year maintenance and operation agreement for the Project must be subject to annual appropriations.

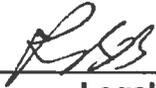
NOW THEREFORE, BE IT RESOLVED by the City Council of the City of St. Petersburg, Florida, that the Mayor or his designee is authorized to apply for and administer a Florida Boating Improvement Program grant from the Florida Fish and Wildlife Conservation Commission ("FFWCC") on behalf of the City for a transient visitor dock located in the Central Yacht Basin ("Project"); and

BE IT FURTHER RESOLVED, that upon acceptance of the grant the City is willing, subject to annual appropriations, to enter into a 20-year agreement with FFWCC for the maintenance and operation of the Project; and

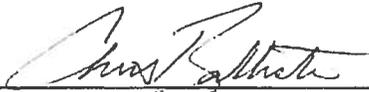
BE IT FURTHER RESOLVED, that the Mayor or his designee is authorized to execute all documents necessary to effectuate this transaction.

This resolution shall become effective immediately upon its adoption.

Approvals:

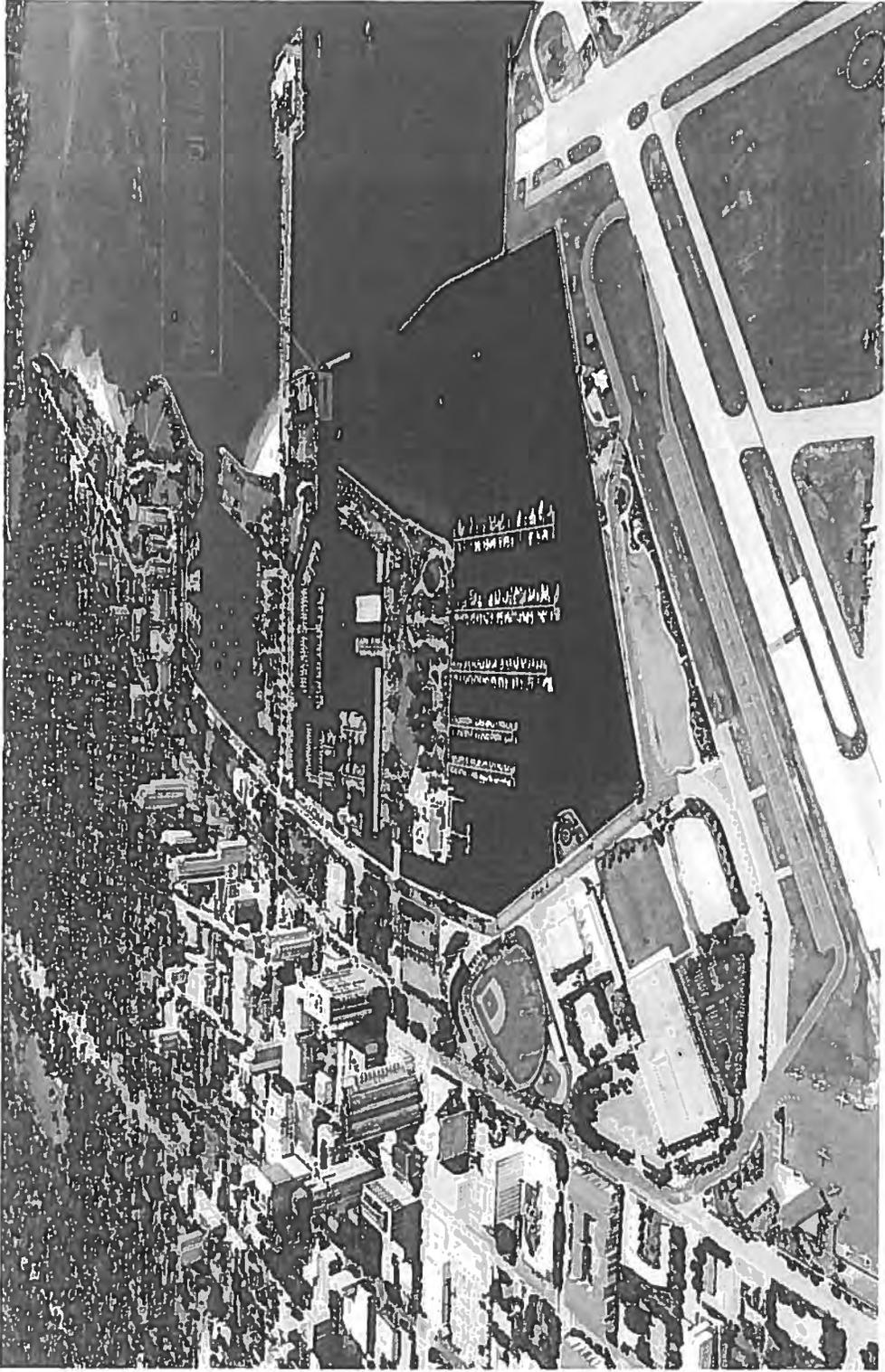


Legal



Administration

Transient Visitor Dock



MEMORANDUM

TO: Bruce Grimes, Manager, Property Management and Realty Services
FROM: Mark A. Winn, Chief Assistant City Attorney
DATE: August 23, 2002
RE: Submerged Lands



=====
Attached please find a copy of Chapter 7781 Laws of Florida, 1918 and Chapter 7893 Laws of Florida, 1919. These documents grant the City and certain property owners title to certain submerged lands in Tampa Bay in fee simple. I have forwarded these Acts to Real Estate on numerous occasions over the last 15 years for your files but continue to get referrals of citizens, and City staff, from your staff to me requesting copies of these documents. Since they evidence title to certain City-owned submerged land (which is generally the subject of interest of the requestor), I thought you might want to keep a copy for your records so that the next time somebody asks how or why the City owns particular parcels of submerged land, you may be able to provide that information to them without the necessity of involving this Office in finding these documents for your Department again.

If can be of further assistance, or if you have any questions, please feel free to contact me.

Mark A. Winn

bg

Attachment

00012894.WPD

LAWS OF FLORIDA.

CHAPTER 7781—(No. 56).

AN ACT to Grant the Water Front, Riparian Rights and Submerged Lands in Tampa Bay, in Front of that Property of the City of St. Petersburg lying between Coffee Pot Bayou and the South Line of 14th Avenue, South, Extended East, to which the State may have any Title or Right of Possession to the City of St. Petersburg, and the Individual Owners of Land Abutting Tampa Bay, between said Points.

Be it Enacted by the Legislature of the State of Florida:

Section 1. That the State of Florida, hereby grants to the City of St. Petersburg and the several individual property owners, whose land lies on the east boundary of the incorporate limits of the city of St. Petersburg, adjacent to and abutting on Tampa Bay, in fee simple, absolutely, all lands owned or held by the State of Florida, in trust or otherwise, and lying or being within the corporate limits of said city of St. Petersburg, whether said lands are covered or partly covered by the tide, or otherwise, and including all lands that have been reclaimed or filled in by said City or said property owners, prior to the enactment of this Act.

Sec. 2. That this Act shall take effect upon its passage and approval by the Governor, or upon its becoming a law without his approval.

Approved Dec. 5, 1918.

CHAPTER 7893—(No. 111).

AN ACT to Amend the Title of Chapter 7781, Acts of the Extraordinary Session of the Florida Legislature 1918, entitled "An Act to Grant the Water Front, Riparian Rights and Submerged Lands in Tampa Bay, in Front of that Property of the City of St. Petersburg lying between Coffee Pot Bayou and the South Line of Fourteenth Avenue South, extended East, to which the State may have any Title or Right of Possession to the City of St. Petersburg, and the Individual Owners of Land Abutting Tampa Bay, between said Points."

Be It Enacted by the Legislature of the State of Florida:

Section 1. That the title to the above Act be and it is hereby amended to read as follows:

Amending
title.

An Act to grant the water front, Riparian Rights and Submerged Lands in Tampa Bay in front of the City of St. Petersburg, from Coffee Pot Bayou to the South Limits of said City, to which the State may have any

LAWS OF FLORIDA.

Chap. 7781
1918

issuance of said bonds in said amount and for said purpose, and,

Whereas, it is important that there be no question as to the legality and validity of said bonds, the said municipality being in need of improvements for which said bonds are issued: therefore,

Be it Enacted by the Legislature of the State of Florida:

Section 1. That the said election held in the Town of Palm Beach, Florida, on the 31st day of July, 1917, to determine whether or not said town should issue bonds to the amount of Fifty Thousand & no/100 (\$50,000.00) Dollars for general improvement purposes of said Town, be and is hereby validated, confirmed and legalized in each and every respect.

Sec. 2. The provisions of this Act shall be construed to be remedial and curative of any defect in any proceedings heretofore had by the said Town of Palm Beach, Florida, in relation to said election and said bond issue and the said issue of bonds is hereby validated, legalized and confirmed in each and every respect.

Sec. 3. All laws and parts of laws in conflict with the provisions of this Act are hereby repealed.

Sec. 4. This Act shall take effect immediately upon its passage and approval by the Governor.

Approved Dec. 5, 1918. ;

CHAPTER 7781—(No. 56).

AN ACT to Grant the Water Front, Riparian Rights and Submerged Lands in Tampa Bay, in Front of that Property of the City of St. Petersburg lying between Coffee Pot Bayou and the South Line of 14th Avenue, South, Extended East, to which the State may have any Title or Right of Possession to the City of St. Petersburg, and the Individual Owners of Land Abutting Tampa Bay, between said Points.

Be it Enacted by the Legislature of the State of Florida:

Chap. 7782
1918

Section 1. That the State of Florida, hereby grants to the City of St. Petersburg and the several individual property owners, whose land lies on the east boundary of the incorporate limits of the city of St. Petersburg, adjacent to and abutting on Tampa Bay, in fee simple, absolutely, all lands owned or held by the State of Florida, in trust or otherwise, and lying or being within the corporate limits of said city of St. Petersburg, whether said lands are covered or partly covered by the tide, or otherwise, and including all lands that have been reclaimed or filled in by said City or said property owners, prior to the enactment of this Act.

Sec. 2. That this Act shall take effect upon its passage and approval by the Governor, or upon its becoming a law without his approval.

Approved Dec. 5, 1918.

CHAPTER 7782—(No. 57).

AN ACT to Prohibit the Dumping of Garbage into Doctor's Lake, a Lake in Clay County, Florida, and to provide a penalty for the violation thereof.

Be it Enacted by the Legislature of the State of Florida:

Section 1. That from and after the passage of this act it shall be unlawful for any person or persons, firm or corporation, or any servant or servants or other employee of any person or persons, firm or corporation to dump or cause to be dumped any garbage into Doctor's Lake, a lake situate in Clay County, Florida.

Sec. 2. That any person or persons, firm or corporation, or any servant or servants or other employee of any such person or persons, firm or corporation violating the provisions of this act shall upon conviction thereof be punished by a fine of not exceeding five thousand dollars

Chap. 7893.
1919

Plats and
field notes
to be filed.

ment Fund, together with any and all contracts, resolutions and instructions relating to such surveys, be and the same are hereby approved, validated and confirmed.

Sec. 3. That when such surveys shall have been made and approved by the Chief Drainage Engineer, the plats and field notes thereof shall be filed in the office of the Commissioner of Agriculture of this State, who shall be the custodian of such plats and field notes for the use of the public under such regulations as may apply to the use of plats and field notes of the Public Land Surveys of the United States, and a duly certified copy of the same shall be admissible as evidence in any court of law or equity in this State.

Sec. 4. All laws and parts of laws in conflict herewith be and the same are hereby repealed.

Sec. 5. This Act shall take effect immediately on its passage and approval by the Governor.

Approved June 7, 1919.

CHAPTER 7893—(No. 111).

AN ACT to Amend the Title of Chapter 7781, Acts of the Extraordinary Session of the Florida Legislature 1918, entitled "An Act to Grant the Water Front, Riparian Rights and Submerged Lands in Tampa Bay, in Front of that Property of the City of St. Petersburg lying between Coffee Pot Bayou and the South Line of Fourteenth Avenue South, extended East, to which the State may have any Title or Right of Possession to the City of St. Petersburg, and the Individual Owners of Land Abutting Tampa Bay, between said Points."

Be It Enacted by the Legislature of the State of Florida:

Section 1. That the title to the above Act be and it is hereby amended to read as follows:

An Act to grant the water front, Riparian Rights and Submerged Lands in Tampa Bay in front of the City of St. Petersburg, from Coffee Pot Bayou to the South Limits of said City, to which the State may have any

Amending
title.

title or right of possession, to the City of St. Petersburg, and the individual owners of land abutting Tampa Bay, between said points.

Sec. 2. That this Act shall take effect upon its passage and approval by the Governor, or upon its becoming a law without his approval.

Approved May 14, 1919.

CHAPTER 7894—(No. 112).

AN ACT to Authorize the Trustees of the Internal Improvement Fund of the State of Florida to sell all of the Moss, Standing Timber and Fallen Timber and Logs in the Dead Lakes in Calhoun County, Florida.

Whereas, Certain waters within Calhoun County, State of Florida, belong to the State under its sovereign rights; and

Whereas, There are large quantities of moss, standing timber and fallen timber and logs in the Dead Lakes in Calhoun County, Florida; and

Whereas, Under the existing laws no one has authority to sell or dispose of said moss, standing timber and fallen logs; and,

Whereas, It is to the best interest of the State that said moss and timber be sold so that the people of the State may have the benefit of the same; therefore,

Be It Enacted by the Legislature of the State of Florida.

Section 1. That the Trustees of the Internal Improvement Fund of the State of Florida are hereby authorized to sell all the moss, standing timber and fallen timber and logs in the Dead Lakes in Calhoun County, Florida, to the best interest of the State.

Provided, that the money received from such sale or sales shall be placed in the State School Fund.

Sec. 2. This Act shall take effect as soon as it becomes a law.

Approved June 9, 1919.



Jeb Bush
Governor

Department of Environmental Protection

Southwest District
3804 Coconut Palm Drive
Tampa, Florida 33619

David B. Struhs
Secretary

CC - PROJECT (PERMIT) FILE
PROJECT # 01074-117
PHILLIP REYES
R. WERDMANN

APR 7 2003

City of St. Petersburg
Micheal Connors, P.E.
c/o Jeffrey D. Malyszczek, P.E.
Moffatt & Nichol Engineers
1509 Waet Swann Avenue, Suite 225
Tampa, Fl 33606

RECEIVED
2003 APR 14 PM 2:04
CITY OF ST. PETERSBURG
ENGINEERING DEPT.

File No.: 52-0208263-002, Pinellas County
City of St. Petersburg Municipal Marina

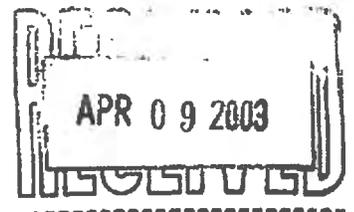
Dear Malyszczek:

The Department's Title and Land Records Section has reviewed the location of your project, at 300 2nd Ave No, St. Petersburg, and has determined that it is not on state-owned submerged lands. Therefore, your project is exempt from the further requirements of Chapter 253, Florida Statutes.

We appreciate your cooperation. If you have questions, please contact me at (813) 744-6100, ext.413.

Sincerely

Mistie T. Forehand
Environmental Specialist I
Environmental Resource Management



**BOATING INFRASTRUCTURE GRANT PROGRAM
SOUTHEAST REGION COOPERATIVE AGREEMENT
U.S. Fish and Wildlife Service Region 4**

WHEREAS, the fish and wildlife management agencies of the States of Alabama, Florida, Georgia, Mississippi, North Carolina, Tennessee; the Commonwealth of Kentucky and the United States Virgin Islands (“the Parties”) support, seek to increase in number, and maintain recreational boating facilities on their respective waterways and coastal areas; and

WHEREAS, the Boating Infrastructure Grant (BIG) Program provides funds to states to construct, renovate, and maintain tie-up facilities with features for transient boaters in vessels 26 feet or more in length, and to produce and distribute information and educational materials about the program; and

WHEREAS, the BIG Program encourages the states to coordinate information of facilities and services available on the waterways for transient non-trailerable recreational vessels; and

WHEREAS, this coordination amongst states provides an opportunity to promote public/private partnerships and cost-effective, innovative techniques to increase the availability of tie-up facilities within local communities that will provide positive economic impacts; and

WHEREAS, preliminary discussions amongst the Parties at national, regional, and state meetings such as the States Organization for Boating Access (SOBA) and U.S. Fish & Wildlife Service Region 4 Federal Aid Coordinator’s Meetings have generated ideas to promote the BIG Program, including a cooperative, multi-state agreement; and

WHEREAS, a more formal commitment of the Parties to coordinate may serve to advance Program administration and implementation, and further enable the transient boater to enjoy each of the Parties’ transient boating facilities, waterways, living resources, and history; and

WHEREAS, a cooperative agreement between the Parties will facilitate the development, implementation and promotion of the BIG Program within the U.S. Fish and Wildlife Service Southeast Region;

NOW, THEREFORE, we, the undersigned executives representing the Parties of the Cooperative Agreement agree to the following goals and objectives:

- Work cooperatively to provide continuity of public access to the shore by promoting and increasing in number transient boater tie-up facilities and related services for recreational vessels greater than or equal to 26 feet.
- Work cooperatively to promote the BIG Program in a manner which ensures an inclusive, open and comprehensive participation process.

- Communicate and coordinate on the development and use of environmentally friendly marine construction activities, outreach/educational materials and mechanisms, public/private partnerships, and other innovative measures.
- Communicate and coordinate in regard to administrative and management issues important to the Parties and exchange information that assists in the betterment of the overall BIG administrative process and project development.
- Compile an inventory of BIG facilities and services available in each state, providing this information on each state's BIG Program website, and providing links to each other's websites.
- Create common outreach materials to raise interest and awareness of the BIG Program and Southeast Region BIG sites.
- Develop BIG Program implementation goals and strategies for the Southeast Region.
- Communicate bi-annually to report progress on the goals of this Agreement; discuss Program administration/implementation issues; refine priorities, management goals, and tasks of the Cooperative; and identify resources (funds, personnel, supplies, etc.) that the Parties will contribute towards tasks to be accomplished.
- Work cooperatively toward our goals, 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 with respect to projects undertaken pursuant to this Agreement.

This Agreement shall terminate upon written agreement of the Parties. Any Party may withdraw from the Agreement for any reason, without cause, upon 30 days written notice to the other Parties, which shall result only in the termination of that Party's participation in the cooperative effort.

Each Party to this Agreement shall maintain independent budgets in accordance with federal and their respective state laws and no BIG Program funds shall be commingled by the Parties as a result of this Agreement.

Nothing herein requires or prohibits additional contractual relationships among or between the Parties to this Agreement. Furthermore, nothing herein is intended to conflict with any requirement of any federal or state law, rule, regulation, policy or directive. If terms of this Cooperative Agreement are deemed to be inconsistent with the policies or programs of any Party hereto, then those specific terms shall be deemed not binding on that Party.

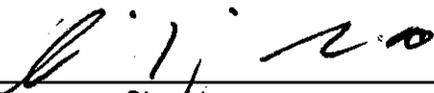
This Agreement represents the entire agreement of the parties. This Agreement may be modified or amended at any time upon the written agreement of the Parties.

The parties hereto have caused this Cooperative Agreement to be executed through their duly authorized signatories on the day and year last written on each signature page attached as:

State of Alabama	State of Florida	State of Georgia	Commonwealth of Kentucky
State of Mississippi	State of North Carolina	State of Tennessee	United States Virgin Island

**BOATING INFRASTRUCTURE GRANT PROGRAM
SOUTHEAST REGION COOPERATIVE AGREEMENT
U.S. Fish and Wildlife Service Region 4
Signatory Page**

FOR THE STATE OF ALABAMA



Signature
9/13/09

Date

Trey Glenn

Print Name

Director

Title

Department of Environmental Management

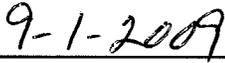
Agency – Department

**BOATING INFRASTRUCTURE GRANT PROGRAM
SOUTHEAST REGION COOPERATIVE AGREEMENT
U.S. Fish and Wildlife Service Region 4
Signatory Page**

FOR THE STATE OF GEORGIA



Signature



Date

Dan Forster

Print Name

Director

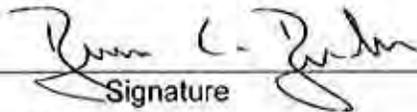
Title

Georgia Wildlife Resources Division

Agency – Department

**BOATING INFRASTRUCTURE GRANT PROGRAM
SOUTHEAST REGION COOPERATIVE AGREEMENT
U.S. Fish and Wildlife Service Region 4
Signatory Page**

FOR THE STATE OF FLORIDA



Signature

8/24/09

Date

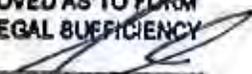
Lt. Col. Bruce Buckson

Print Name

Deputy Director, Boating and Waterways and Field Services

Title

Fish and Wildlife Conservation Commission, Division of Law Enforcement
Agency – Department

**APPROVED AS TO FORM
AND LEGAL SUFFICIENCY**


Commission Attorney

**BOATING INFRASTRUCTURE GRANT PROGRAM
SOUTHEAST REGION COOPERATIVE AGREEMENT
U.S. Fish and Wildlife Service Region 4
Signatory Page**

FOR THE COMMONWEALTH OF KENTUCKY

Benj Kinman

Signature

8/17/09

Date

Benj T. Kinman
Print Name

Deputy Commissioner
Title

Kentucky Department of Fish and Wildlife Resources
Agency - Department

**BOATING INFRASTRUCTURE GRANT PROGRAM
SOUTHEAST REGION COOPERATIVE AGREEMENT
U.S. Fish and Wildlife Service Region 4
Signatory Page**

FOR THE STATE OF MISSISSIPPI



Signature

Date

William W. Walker, Ph.D.
Print Name

Executive Director
Title

Department of Marine Resources
Agency – Department

**BOATING INFRASTRUCTURE GRANT PROGRAM
SOUTHEAST REGION COOPERATIVE AGREEMENT
U.S. Fish and Wildlife Service Region 4
Signatory Page**

FOR THE STATE OF NORTH CAROLINA



Signature
8/13/09

Date

Dr. Louis B. Daniel III

Print Name

Director

Title

Department of Environmental and Natural Resources, Division of Marine Fisheries
Agency – Department

**BOATING INFRASTRUCTURE GRANT PROGRAM
SOUTHEAST REGION COOPERATIVE AGREEMENT
U.S. Fish and Wildlife Service Region 4
Signatory Page**

FOR THE STATE OF TENNESSEE

Ed Carter

Signature

9/11/09

Date

Ed Carter

Print Name

Executive Director

Title

Wildlife Resource Agency

Agency – Department

**BOATING INFRASTRUCTURE GRANT PROGRAM
SOUTHEAST REGION COOPERATIVE AGREEMENT
U.S. Fish and Wildlife Service Region 4
Signatory Page**

FOR THE U.S. VIRGIN ISLANDS



Signature
8/17/05

Date

 Robert S. Mathes

Print Name

Commissioner

Title

Department of Planning and Natural Resources

Agency – Department

**ADDENDUM to
BOATING INFRASTRUCTURE GRANT PROGRAM
SOUTHEAST REGION COOPERATIVE AGREEMENT
U.S. Fish and Wildlife Service Region 4**

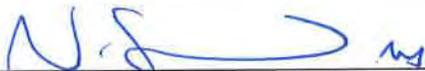
WHEREAS, the fish and wildlife management agencies of the States of Alabama, Florida, Georgia, Mississippi, North Carolina, Tennessee; the Commonwealth of Kentucky and the United States Virgin Islands ("the Parties") entered into an agreement dated September 11, 2009, referred to as the ORIGINAL AGREEMENT, and

WHEREAS, this ORIGINAL AGREEMENT was entered into to encourage the states within the Southeast Region to coordinate information of facilities and services available on the waterways for transient non-trailerable recreational vessels for the Boating Infrastructure Grant (BIG) Program; and

WHEREAS, at the time the ORIGINAL AGREEMENT was executed the State of Arkansas did not consent to be a Party, but does now elect to be included as a Party to this cooperative agreement to facilitate the development, implementation and promotion of the BIG Program within the U.S. Fish and Wildlife Service Southeast Region;

NOW, THEREFORE, this ADDENDUM is being duly executed to add the State of Arkansas as a Party to the Agreement. The State of Arkansas agrees to the terms of the ORIGINAL AGREEMENT.

FOR THE STATE OF ARKANSAS



Signature

2-25-2013

Date

Nathaniel Smith, MD

Print Name

Deputy Director

Title

Arkansas Department of Health

Agency – Department

**ADDENDUM to
BOATING INFRASTRUCTURE GRANT PROGRAM
SOUTHEAST REGION COOPERATIVE AGREEMENT
U.S. Fish and Wildlife Service Region 4**

WHEREAS, the fish and wildlife management agencies of the States of Alabama, Florida, Georgia, Mississippi, North Carolina, Tennessee; the Commonwealth of Kentucky and the United States Virgin Islands ("the Parties") entered into an agreement dated September 11, 2009, referred to as the ORIGINAL AGREEMENT, and

WHEREAS, this ORIGINAL AGREEMENT was entered into to encourage the states within the Southeast Region to coordinate information of facilities and services available on the waterways for transient non-trailerable recreational vessels for the Boating Infrastructure Grant (BIG) Program; and

WHEREAS, at the time the ORIGINAL AGREEMENT was executed the State of South Carolina did not consent to be a Party, but does now elect to be included as a Party to this cooperative agreement to facilitate the development, implementation and promotion of the BIG Program within the U.S. Fish and Wildlife Service Southeast Region;

NOW, THEREFORE, this ADDENDUM is being duly executed to add the State of South Carolina as a Party to the Agreement. The State of South Carolina agrees to the terms of the ORIGINAL AGREEMENT.

FOR THE STATE OF SOUTH CAROLINA



Signature

2-6-13

Date

Alvin A. Taylor

Print Name

Director

Title

SC Department of Natural Resources

Agency - Department



Boating Infrastructure Grant Program Grant Application

Fill in all sections that apply – leave all other sections blank

I – APPLICANT INFORMATION		
Applicant: City of St. Petersburg, Downtown Enterprises Facilities Department		
Federal Employer Id. No.: 59-6000424		
Project Manager Name: Walter Miller	Project Manager Title: Manager, Marina & Port	
Mailing Address: 500 First Avenue SE	City: St. Petersburg	Zip Code: 33701
Shipping Address: same	City:	Zip Code:
Telephone: (727) 893-7820 Fax:	Email: Walter.Miller@stpete.org	

PARTNERSHIPS
List partners involved in the project (Do not include the Fish and Wildlife Conservation Commission or USFWS):
1. St. Petersburg Chamber of Commerce
2. Southwest Florida Marine Industries Association
3.
4.
5.

PROJECT SUMMARY
Type of Application: <input checked="" type="radio"/> New (never before considered) <input type="radio"/> Reconsideration <input type="radio"/> Phased Continuation – Phase No.: _____
Grant Amount Requested: \$ 632,000 _____ Total Project Cost: \$ 989,000 _____
Provide a brief summary of the project: <p>The project is in response to community demand for more transient docking opportunities in concert with continued revitalization efforts of the downtown waterfront corridor. The proposed transient dock will accommodate up to 25 recreational transient vessels in a combination of slip and side tie docking arrangements; this combination allows for flexibility in both length and width of the visiting vessels. The dock configuration comprises 14 30-foot long slips and a 200-foot long dock with berthing on both sides. The dock site is in the City's Downtown Historic District adjacent to the St. Petersburg Pier - a multi-use venue first established in the early 1900s - in the Central Yacht Basin of the City's Municipal Marina.</p>

PROJECT LOCATION			
Latitude (Degrees and decimal minutes, N ##° ##.###')		Longitude (Degrees and decimal minutes, W -##° ##.###')	
N: 27 ° 46.35 '		W: - 82 ° 37.60 '	
Township: 31	Range: 17E	Section: 20	
Facility Name: St. Petersburg Municipal Marina			
County: Pinellas		Water body: Tampa Bay	
Facility Street Address or Location: Central Yacht Basin of the St. Petersburg Marina at the eastern end of 2nd Avenue NE			
Legislative Districts Numbers: U.S. House: 14 U.S. Senate: 14 State Senate: 22 State House: 68			

GENERAL FACILITY INFORMATION	
Upland Ownership: <input checked="" type="checkbox"/> Public – Fee Simple <input type="checkbox"/> Public – Lease	Years Remaining on Lease _____
Name of Owner: City of St. Petersburg	
Open to General Public? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Tie-up/Overnight Moorage Fee: \$ 2/hr
Name of nearest adjacent transient boating facilities, public and private:	
Name:	Distance:
1. St. Petersburg Municipal Marina	0 miles
2. St. Petersburg Yacht Club	1/4 mile
3. Renaissance Vinoy Resort Marina	1 mile
4. Harborage Marina	2 miles
5. Salt Creek Marina	2 miles
Name of recreational, historical, cultural, and natural attractions near facility	
Name:	Distance:
1. St. Petersburg Pier	1/4 mile
2. St. Petersburg Museum of History	1/2 mile
3. Dali Museum	1 mile
4. Pinellas Trail Park	1 mile
5. Tropicana Field (Tampa Bay Rays - MLB)	2 miles

FACILITY COMPONENTS AND USE – EXISTING CONDITIONS	
Type of Dock: Fixed Concrete (existing courtesy docks at Bayshore Drive NE)	
Condition: <input type="radio"/> Good <input checked="" type="radio"/> Average <input type="radio"/> Poor	
Length of Tie-up Dock or Moorage: 300 Ft.	No. of Slips: 10
Type: <input checked="" type="checkbox"/> Slip <input type="checkbox"/> Broadside	
Condition: <input type="radio"/> Good <input checked="" type="radio"/> Average <input type="radio"/> Poor	
Facility Attributes: Pumpout or Dump Station: <input checked="" type="radio"/> Yes <input type="radio"/> No	Restroom: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

PROJECT DESCRIPTION

Primary Need for Project:

Safety

Age-end of Useful Life

High User Demand

Lack of In-house Capability

Recommended by FWC Staff

Need Statement:

The need for this project arises from the City's efforts to accommodate the ever-growing demand for convenient, flexible, and accessible transient dockage in the City's waterfront. In reviewing their boating customers' concerns about dockage in St. Petersburg, the City determined that the available transient dockage is insufficient for meeting current or future demand. The dockage needs to be adaptable to the ever changing slip-size demands while offering protection from waves on Tampa Bay.

What is the objective of the project:

- Accommodate up to 25 transient vessels in a wide range of sizes - 26 feet and larger (potentially to 200 feet in length) - using a floating transient docking facility with flexible berthing arrangement.
- Improve public access to the City from the water
- Enhance the downtown waterfront and pier.
- Support recreation and tourism.
- Develop sustainable solutions.
- Support visiting large yachts.
- Coordinate with pier master planning.
- Invigorate and centralize waterfront activity.

Approach: describe the methods and techniques the project will use to address the need:

This project will address the demand for more transient slips – both in number and size of boat accommodated – through a flexible berthing arrangement and close proximity to landside amenities in an established and wind and wave protected marina basin. The berthing arrangement includes slips and side-tie docking to accommodate a wide range of boat sizes and widths. The project considers the existing boating market and trends in addition to review of historical transient boating traffic to the region.

PROJECT DESCRIPTION

Results and Benefits: describe the expected results and benefits of the project:

Boaters visiting the St. Petersburg Municipal Marina Transient Dock will experience the following benefits:

- Dedicated transient slips
- Flexible docking space
- Floating docks with constant freeboard
- ADA compliant docking facility
- Secure docking facility
- Publicly accessible pump-out and fuel facilities in close proximity
- Easy access to downtown St. Petersburg

In addition to the benefits for the transient boater, the surrounding community will gain from an increase in patrons to local stores, restaurants, and other venues without additional vehicular traffic.

Describe the economic impact the project will have on the community:

In order to quantify the economic returns to the community due to additional transient boater capacity in St. Petersburg market, the following assumptions were made:

- Number of transient slips = 25
- Summer & weekend occupancy rate = 75% (235 days)
- Winter occupancy rate = 50% (130 days)

Equating to 6,031 boat stays per year

Using the Florida Boating Economic Models (www.floridaboatingeconomics.com) the following results can be quantified:

Category	Total spending per year	Sales tax (7%)	Jobs created	Labor income
Restaurant	\$285,869	\$20,010	5.3	\$100,100
Boat Fuel	\$530,125	\$37,108	1.4	\$39,900
Recreation & Entertainment	\$65,532	\$4,587	0.8	\$21,900
Shopping	\$140,522	\$9,836	1.3	\$50,600

Will the project significantly or adversely affect the environment?

Yes

No

If Yes, please explain key issues and describe any mitigation actions proposed:

PROJECT ENGINEERING AND CONSTRUCTION

Who is or will be completing project design/engineering?

- Applicant's Staff
- Consulting Engineers
- Other: _____
- N/A (Materials/Equipment Purchase)

Level of completion at time of application:

- None
- Conceptual (Master Plan)
- Preliminary
- Final (Ready to Bid)
- Bid Out

Has a preliminary or final engineer's cost estimate been developed for this project at time of application?

- Yes No If yes, please attach a copy of detailed engineer's cost estimate to application.

PROJECT ENGINEERING AND CONSTRUCTION

See Procedure Guide for definitions. Check all that apply

COMPONENT	REPLACEMENT	EXPANSION	NEW	ENGINEERING/ PLANNING
Recreational Channel Marking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pumpout	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Dump Station	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Portable pumpout	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Transient tie-up	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Overnight moorage	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Restroom	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Access road	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Paved parking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Non-paved parking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Curbs, signs, marking and lighting	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Sewage hookup	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lift pump	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Debris deflection boom	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Piles	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Dredging	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pumpout dock	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

PROPERTY VALUE

Size – Acreage: 1.5

Assessed Value: \$ N/A

Appraisal Completed: Yes No

Current Zoning: Municipal

PROJECT COST			
Budget Information – Construction Projects			
Cost Classification	a. Total Cost	b. Costs Not Allowable for Participation	c. Total Allowable Costs (Columns a-b)
1. Administrative & legal expenses	\$0	\$0	\$0
2. Land, structures, rights-of-way appraisals, etc.	\$0	\$0	\$0
3. Relocation expenses & payments	\$0	\$0	\$0
4. Architectural & engineering fees	\$230,000	\$0	\$230,000
5. Other architectural & engineering fees	\$0	\$0	\$0
6. Project inspection fees	\$0	\$0	\$0
7. Site work	\$0	\$0	\$0
8. Demolition & removal	\$0	\$0	\$0
9. Construction	\$759,000	\$0	\$759,000
10. Equipment	\$0	\$0	\$0
11. Miscellaneous	\$0	\$0	\$0
12. SUBTOTAL (Sum of 1-11)	\$989,000	\$0	\$989,000
13. Contingencies	\$0	\$0	\$0
14. SUBTOTAL	\$989,000	\$0	\$989,000
15. Project (program) income	\$0	\$0	\$
16. TOTAL PROJECT COSTS (Subtract 15 from 14)	\$989,000	\$0	\$989,000
FEDERAL FUNDING			
17. Federal assistance requested, calculate as follows: (Consult Federal agency for Federal percentage share.) Enter resulting Federal share Enter eligible costs from line 16c Multiply X ___ %	632,000 \$	0 \$	632,000 \$

PROJECT COST			
SOFT (NON CASH) FUNDS			
Cost Item	Applicant	Other**	TOTAL
Administration	\$0	\$0	\$0
In-Kind Engineering	\$0	\$0	\$0
In-Kind Labor	\$0	\$0	\$0
In-Kind Materials	\$0	\$0	\$0
In-Kind Equipment	\$0	\$0	\$0
In-Kind Inspection	\$0	\$0	\$0
Other:	\$0	\$0	\$0
TOTAL SOFT FUNDS:	\$0	\$0	\$0

HARD (CASH) FUNDS				
Cost Item	Applicant	Other**	BIG P Grant	TOTAL
Property Acquisition	\$0	\$0	\$0	\$0
Consultant Master Plan	\$0	\$0	\$0	\$0
Consultant Engineering	\$83,000	\$0	\$147,000	\$230,000
Consultant Inspection	\$0	\$0	\$0	\$0
Construction	\$274,000	\$0	\$485,000	\$759,000
Other:	\$0	\$0	\$0	\$0
TOTAL HARD FUNDS:	\$357,000	\$0	\$632,000	\$989,000

GRAND TOTAL	\$357,000	\$0	\$632,000	\$989,000
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****Source of Other Funds:**

Federal
 State/Local
 Loan

Agency Name: _____

Grant Name (if applicable): _____

Approval Status:
 Approved
 Pending
 Intend to Apply, Date: _____

****Source of Other Funds:**

Federal
 State/Local
 Loan

Agency Name: _____

Grant Name (if applicable): _____

Approval Status:
 Approved
 Pending
 Intend to Apply, Date: _____

****Source of Other Funds:**

Federal
 State/Local
 Loan

Agency Name: _____

Grant Name (if applicable): _____

Approval Status:
 Approved
 Pending
 Intend to Apply, Date: _____

PROJECT PERMITTING			
<i>Construction Projects Only</i>			
Has an application been submitted to:	No	Yes (submit copy)	Approved (submit proof)
Florida Department of Environmental Protection?	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
U.S. Army Corps of Engineers?	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Local and Others (If needed)?	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

REQUIRED APPLICATION ATTACHMENTS AND DOCUMENTATION

Please check all boxes that are applicable.

<input checked="" type="checkbox"/>	An adopted resolution, by the Governing Body authorizing that a designated representative has the authority to apply for and administer the grant on behalf of the applicant, and stating that the Governing Body is willing to enter into a 20-year agreement for the maintenance and operation of the project.
<input checked="" type="checkbox"/>	Boundary map of the project area. The map must provide a description and sketch of the project area boundaries, displaying known easements, and be legally sufficient to identify the project area.
<input checked="" type="checkbox"/>	Site control documentation (e.g. deed, lease, title search, etc.) for the project site.
<input checked="" type="checkbox"/>	Existing condition photographs sufficient to depict the physical characteristics of project site.
<input checked="" type="checkbox"/>	Aerial photographs marked with approximate boundaries of project site.
<input checked="" type="checkbox"/>	*An 8.5" X 11" photocopy (project site vicinity only) of a current NOAA North American Datum 83 nautical chart (provide the NOAA chart name and number) indicating the precise location of project site.
<input type="checkbox"/>	Photocopies of necessary project permits or applications
<input checked="" type="checkbox"/>	Engineering Cost Estimate (if completed)
<input type="checkbox"/>	Preliminary Design/Engineering Plans (if completed)
<input checked="" type="checkbox"/>	Application transmittal cover letter (Identify priority rank if multiple applications submitted)
<input checked="" type="checkbox"/>	One (1) original application (original signature required)
<input checked="" type="checkbox"/>	Three (3) copies of application (unbound, secured with binder clip in upper left-hand corner)
<input checked="" type="checkbox"/>	Projective narrative according to Federal Aid Grant Proposal Guidelines
<input checked="" type="checkbox"/>	CD – Copy of all the above scanned and saved to a CD.

APPLICANT ACKNOWLEDGEMENT AND SIGNATURE

Application is hereby made for the activities described herein. I certify that I am familiar with the information contained in the application, and, to the best of my knowledge and belief, this information is true, complete and accurate. I further certify that I possess the authority, including the necessary property interests, to undertake the proposed activities.

I also certify that the Applicant's Governing Body is aware of and has authorized the person identified as the official representative of the Applicant to act in connection with this application and subsequent project as well as to provide additional information as may be required. By signature below, the Applicant agrees to comply with all applicable federal, state, and local laws in conjunction with this proposal and resulting project so approved.

Gary G. Cornwell

Print/Type Name

City Administrator

Title

Applicant Signature

Date

WARNING: "Whoever knowingly makes a false statement in writing with the intent to mislead a public servant in the performance of his or her official duty shall be guilty of a misdemeanor of the second degree, punishable as provided in s. 775.082 or s. 775.083." § 837.06, Florida Statutes.

Note: Instruction and further information regarding this application and the Boating Infrastructure Grant Program may be found in the Boating Infrastructure Grant Program Guidelines or contact the Program Administrator, Florida Fish and Wildlife Conservation Commission, 620 South Meridian Street, Tallahassee, FL 32399-1600, telephone: 850-488-5600.