

Application for Federal Assistance SF-424

Version 02

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

* 3. Date Received: <input type="text" value="09/19/2014"/>	4. Applicant Identifier: <input type="text"/>
--	--

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

State Use Only:

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

8. APPLICANT INFORMATION:

* a. Legal Name:

* b. Employer/Taxpayer Identification Number (EIN/TIN): <input type="text" value="04-6002-284"/>	* c. Organizational DUNS: <input type="text" value="878139013"/>
---	---

d. Address:

* Street1:	<input type="text" value="251 Causeway Street"/>
Street2:	<input type="text" value="Suite 400"/>
* City:	<input type="text" value="Boston"/>
County:	<input type="text"/>
* State:	<input type="text" value="MA: Massachusetts"/>
Province:	<input type="text"/>
* Country:	<input type="text" value="USA: UNITED STATES"/>
* Zip / Postal Code:	<input type="text" value="01966"/>

e. Organizational Unit:

Department Name: <input type="text" value="Department of Fish and Game"/>	Division Name: <input type="text" value="Division of Marine Fisheries"/>
--	---

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="Stephanie"/>
Middle Name: <input type="text"/>	
* Last Name: <input type="text" value="Cunningham"/>	
Suffix: <input type="text"/>	

Title:

Organizational Affiliation:

* Telephone Number: <input type="text" value="978-282-0308 x 133"/>	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.):

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

Solomon Jacob's Park Transient Boater Access, Gloucester, MA

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="263,930.00"/>
* b. Applicant	<input type="text" value="0.00"/>
* c. State	<input type="text" value="109,300.00"/>
* d. Local	<input type="text" value="27,840.00"/>
* e. Other	<input type="text" value="126,835.00"/>
* f. Program Income	<input type="text" value="0.00"/>
* g. TOTAL	<input type="text" value="527,905.00"/>

*** 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.

**Solomon Jacob's Park Transient Boater Initiative
Gloucester, Massachusetts
2015 Proposal to the Boating Infrastructure Grant Program**



September, 2014

PROJECT STATEMENT

Overview

Solomon Jacob's Park Transient Boater Initiative (the Project) for which the City of Gloucester Waterways Board (WWB) is seeking Boating Infrastructure Grant (BIG) funding, is at the center of an initiative to make Gloucester an accessible port for recreational boaters while seeking to protect and enhance its working maritime heritage. In 2013, the City reinforced a commitment to recreational boaters by establishing a City run launch service and additional transient moorings outside the Inner Harbor.

The unique aspect of this Project is its location situated within a state-defined Designated Port Area (DPA). In Massachusetts, DPA's restrict land and water sheet uses to those directly related to the working waterfront. Under Massachusetts state law, the definition of a DPA specifically excludes all recreational boating facilities. In Gloucester Harbor, the DPA bounds include the portion of the harbor adjacent to the City's historic waterfront and bustling downtown – the very resources and services that benefit cruising transient boaters. The only recreational boating access allowable within a DPA definition is access through the placement of temporary tie-up floats and/or dinghy docks. Over the years, neither of these forms of access has proven to be cost effective for a local business enterprise nor has the City had the means to acquire harbor property and build access with solely local funding. This situation has left a dire need for visiting transient boaters to have access to the cultural, historic and recreational resources and services Gloucester has to offer.

This Project proposes to leverage the resources available from a larger water sheet project being undertaken by National Grid, a large Massachusetts utility, and the City of Gloucester. Funding provided by National Grid, the Gloucester Waterways Fund, and the Massachusetts Seaport Council matched 50:50 against Boating Infrastructure Grant funding will enable the City of Gloucester to make transient boater access to the cultural, historic, and recreational resources of Gloucester a reality.

The larger water sheet project is estimated to cost \$1,149,600. This application focuses on the transient boater portion with eligible costs of \$527,905 (see proration and eligible costs in BUDGET).

Need

Because of the strict limits on land uses, especially recreational boating, imposed by the state DPA restrictions on Gloucester Harbor, there is an urgent need to monopolize upon the opportunity presented by the National Grid/City of Gloucester Solomon Jacob's Park Landing Project and ensure that transient boating access is a focal component of the Initiative by constructing a handicapped accessible, 87 linear foot

deep water tie-up, 188 linear foot drop off area, and 144 linear feet of dinghy dock for transient boats greater than 26 feet in length and their dinghies at a total project cost of \$527,905.

Objectives

The objective of the Project is to provide visiting transient boaters access to the many attractions and resources of Gloucester, where none has existed in the past, by constructing within a 3 year period:

- 144 feet of dockage for transient dinghies (additional space may be available if a rock-removal process goes forward)
- Arched/Access Aluminum Bridge
- 87 feet of dockage for transient boater tie-ups with a low-tide depth greater than 6 feet
- 118 feet of dockage for public access drop off and pick up which can be used by eligible transient boaters
- 80' ADA compliant gangway

The WWB/Harbormaster is the agency responsible for setting policies for the use of public shoreside facilities and will guarantee regulations/staffing to assure that the transient boater facilities will be used in accordance with agreements in this proposal.

Expected Benefits and Results

These project components will build on recent initiatives by the Harbormaster's Office, with the support of the City of Gloucester, to better serve transient boats. The Harbormaster started a launch service in 2013. It purchased a new launch for \$115,000 and has spent \$18,000 in operating cost for the 2013 and 2014 boating seasons. The WWB has done a harbor mooring survey to establish additional transient moorings and is assessing the feasibility of adding further such moorings. This is, in part, a response to the charge from Gloucester Mayor, Carolyn Kirk, to increase the moorings in the Harbor by 10%.

This project will further aid transient boaters by finally establishing a handicapped accessible, convenient route from their vessels to the numerous attractions in the City of Gloucester, the North Shore of Massachusetts region and to Boston, a world-class cultural center. All of these attractions are reachable by walking and by public transportation. Gloucester is a legendary fishing port and an ideal waypoint for boaters heading north to New Hampshire/Maine and south to Boston. Gloucester is still a working harbor with many facilities within easy walking distance of the Solomon Jacob's Park complex. Nearby are many shops, restaurants, the nationally recognized Cape Ann Art Museum, the Gloucester Harborwalk, a harbor water shuttle and a fleet of boats

which provide some of the best whale-watching trips in the Northeast. A new downtown hotel, within walking distance, is under construction.

The Cape Ann Transportation Authority provides bus service to the entire Cape, with its fine beaches and state parks. Cultural attractions such as the Rockport and Rocky Neck art colonies and the town of Rockport are accessible through this transportation service, with several stops near the proposed transient boater facilities. Within a half mile is a Mass Bay Commuter Railroad stop that provides train service to the historic port of Salem (30 minutes) and the renowned cultural center of Boston (55 minutes).

When completed, this Project will allow up to 7 transient vessels > 26' to tie up at any one time – that's up to 50 vessels in any one day, and will allow potentially 50 more transient vessels access at the dinghy dock.

Approach

National Grid, the WWB and the Seaport Council are all making significant commitments to the project. Although the larger project and partner participation in that endeavor are evidence of the extent of the commitment of the partners and lay the groundwork for the transient boater project, NO BIG funds will be used for any part of the environmental remediation project or any dredging related to it. And, ALL funding requested and included from Partners in this Project's Budget Proposal is solely related to the Transient Boating Initiative's infrastructure.

National Grid is undertaking the environmental remediation of a section of Gloucester Harbor which includes shoreline reinforcement, the water sheet and the docking complex. National Grid will provide a clean, safe site for boaters and will provide new pilings for the Project docks. As National Grid indicated in their partnership letter, their total contribution will amount to approximately \$400,000.00.

For this Project they have agreed to authorize payment for the installment and payment for the steel, rock socketed piles totaling \$264,240.00. Using the 48% proration, National Grid's matching donation is \$126,835.

The WWB has received \$200,000 in funding from the Massachusetts Seaport Council of which \$109,300.00 will be used as match toward the transient portion of the project for the purchase of floats.

The City of Gloucester Waterways Enterprise Account authorized \$58,000.00 in funds to support a study and engineering analysis of the transient float project, \$27,840 of which is eligible for the transient portion of the project.

The Project will be managed by Kenneth Lento, National Grid, and by the City of Gloucester. The WWB will conduct the engineering and analysis and project study.

Upon completion, National Grid will prepare and file local, state, and federal permits and will begin by setting all piles and associated rock sockets. A 8' x 48' dinghy dock, 6' x 8' dinghy dock, 12 x 148' of heavy duty concrete main access way floats, and 12' x 45' concrete float will be installed by the City along with an 80' ADA compliant gangway and arched/access aluminum bridge to allow dinghies access behind the adjacent CVA pumpout station float.

Description of Activity

The project consists of the placement of steel piles, placement of floating docks, placement of an 80' ADA gangway and arched aluminum bridge. The placement of piles will be the only in-water work required in this project. Compliance with NEPA, ESA and all relevant Massachusetts laws and permitting procedures will be managed by project partner, National Grid.

Project Location

The Project is located in Gloucester, MA off of Harbor Loop, at the terminus of Solomon Jacob's Park at the following coordinates: 42 36.631 / 070 39.503 (also see attached Project Locus).

Other Federal Grants

The relocation of an existing gangway and the purchase and installation of a shoreside pumpout station and an associated 8' x 44' float are part of a separate proposal to the Mass Clean Vessel Act Program. The proposal has already been accepted for inclusion in the Massachusetts 2015 CVA Application. No costs for this equipment or placement thereof have been included in this BIG application (See C on attached Project Plan).

The transient project will move forward unimpeded by the outcome of the 2015 MA CVA Application. Although a shoreside pumpout adjacent to the facility would be a benefit to transient boaters, there is a City pumpout vessel available nearby for transient boaters' use.

BUDGET JUSTIFICATION

SOLOMON JACOB'S PARK TRANSIENT BOATING INITIATIVE

Project Proration to Determine Eligible Expenses:

PRORATION CALCULATIONS				
SOLOMON JACOB'S TRANSIENT BOATER ACCESS ESSENTIAL COMPONENTS				
Component Description	length	width	square feet	proration
dinghy dock - transient - A	6	24	144	
dinghy dock - transient - A	8	48	384	
tie up float - transient - A	12	45	540	
tie up float - transient - A	12	30	360	
main spine, pick up/drop off - shared - B	12	66	792	
main spine, pick up/drop off - shared - B	12	52	624	
total square footage of essential components			2844	100%
transient square footage			1428	50%
shared square footage			1416	50%
Component Description	est. no.	proration		
piles & rock sockets - transient	8	50%		
piles & rock sockets - shared	8	50%		
Based on these calculations, a conservative proration of 48% was used for all shared elements of the project in order to ensure that all estimated transient costs for the project are eligible (also see attached Project Plan).				

The Transient Boating Initiative at Solomon Jacob’s Park is the focal point of a larger water sheet project. In order to determine the necessary proration for shared project components, square footage ratios for the floats essential to the project were utilized in the calculations. The square footage of the elements of the project that are dedicated to BIG eligible transient boaters is labeled above and in the attached Project Plan with the letter A. The two large main stem floats that are essential access to the dedicated transient tie-up floats and which will also be available for transient boater pick-up and drop-off are labeled above and in the attached Project Plan with the letter B. The entire 2,844 square foot structure will be support by approximately 16 steel piles. All project components that are dedicated to access for BIG eligible transient boaters have been identified and add up to 1,428 square feet. The remaining shared portion of the structure is 1,416 square feet. Project engineers have identified 8 piles as essential to the transient portion of the structure and 8 piles essential to the shared elements of the structure.

Although a case could be made to use a proration estimate as high as 50% (see table above), a conservative 48% proration was agreed to by project partners for the shared portions of the project in order to ensure that all projected budgeted costs are eligible.

Proration Applied to Project Budget:

SOLOMON JACOB'S TRANSIENT BOATER INITIATIVE - BUDGET			
	component	%	transient project
Transient Project Components	cost	transient	cost
Arched/Access Aluminum Bridge (essential for dinghy access)	\$14,400	100%	\$14,400
8' x 48' Dinghy Dock	\$46,080	100%	\$46,080
6' x 24' Dinghy Dock	\$17,280	100%	\$17,280
12' x 45' Short Term Tie Up Float	\$92,200	100%	\$92,200
12' x 30' Short Term Tie Up Float	\$64,800	100%	\$64,800
80 foot ADA Compliant Aluminum Gangway	\$33,600	48%	\$16,128
Steel Float Guide Piles w/connections (18 inch) 16 @ \$8,640.00 ea.	\$138,240	48%	\$66,355
Rock Socket for piles @ \$9,000.00 ea.	\$126,000	48%	\$60,480
Heavy Duty Shallow Draft Conc. Floats 118 ft x 12 ft = 1416 sq ft@ \$120.00 per sq. ft.	\$254,880	48%	\$122,342
Engineering and Design (requested pre agreement cost)	\$58,000	48%	\$27,840
TOTAL TRANSIENT PROJECT COST			\$527,905
Project Partners and Match			
National Grid - Piles and Rock Sockets	match	other	\$126,835
Gloucester Waterways Fund - Engineering & Design (requested pre agreement cost)	match	local	\$27,840
Massachusetts Seaport Council Grant - state dollars	match	state	\$109,300
TOTAL MATCH			50%
TOTAL GRANT REQUEST			50%
			\$263,975
			\$263,930

After applying the appropriate proration to the Project Budget, the total Transient Project Cost at Solomon Jacob's Park is **\$527,905**.

As National Grid indicated in their partnership letter, their total contribution will amount to approximately \$400,000.00. For this Project they have agreed to authorize payment for the installment and payment for the steel, rock socketed piles totaling \$264,240.00. Using the 48% proration, National Grid's matching donation is \$126,835.

The Massachusetts Seaport Advisory Council has also partnered with the Waterways Board and has granted the City \$200,000.00 for the purchase of floats at Solomon Jacob's Park. The City of Gloucester is directing \$109,300 of these state funds directly to the transient portion of the Project.

The Gloucester Waterways Fund is contributing \$58,000 to cover the cost of engineering and design for the project. Using the 48% proration, The Gloucester Waterways Fund matching contribution is \$27,840. This amount is also being requested as a pre-agreement cost eligible for reimbursement if expended prior to the Begin Date of this potential grant award.

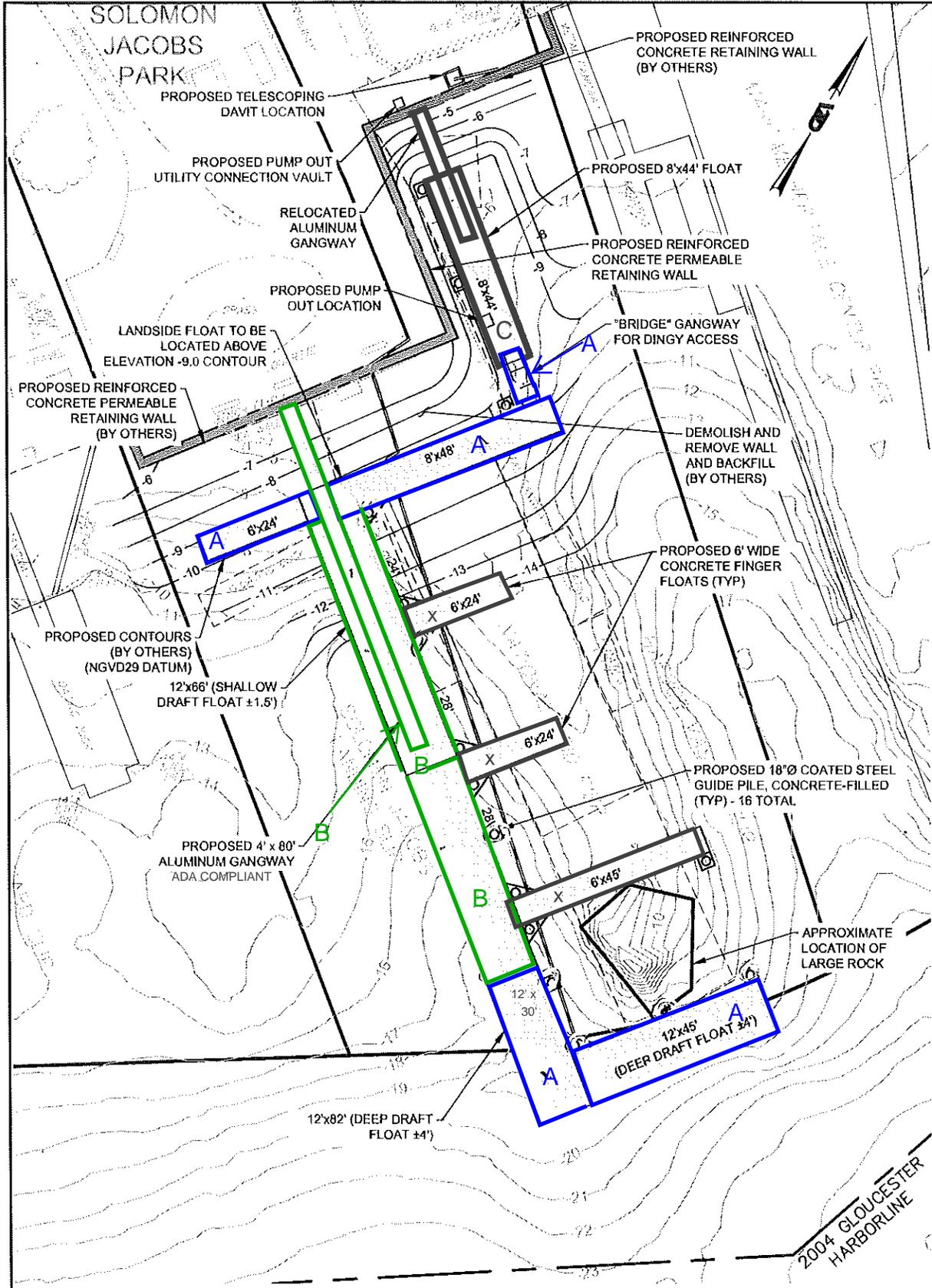
After applying Partner match, the final BIG Grant Request for the Transient Project is **\$263,930**; thereby, providing at least 50% match under Criteria A.3., page 14 of the RFA.

Indirect Charges:

The Massachusetts Division of Marine Fisheries, Department of Fish and Game, Federally negotiated Indirect Rate for FY2015 is attached. However, there are NO Indirect Charges applied against this grant proposal.

SOLOMON JACOB'S PARK TRANSIENT ACCESS

© 2012 - GZA Geo-Environmental, Inc. GZA-J\171350\A\18.0171350.00 Gloucester Berthing Improvements\Figures-CA\CURRENT - Plot Layout Plot.dwg [Lays:1] October 31, 2013 - 11:16am jshuazai



- A - Transient, 100%
- B - Shared, prorated 48%
- C - CVA not part of transient
- X - Not part of transient project

LEGEND

- EDGE PAVEMENT
- - - 2004 GLOUCESTER HARBORLINE
- PROPERTY LINE
- ▨ NEW AND REPLACEMENT SEAWALL
- - - CHAIN LINK FENCE
- ... EDGE OF WOODED AREA/PLANTED AREA

PROPOSED SITE PLAN
SCALE: 1" = 20'



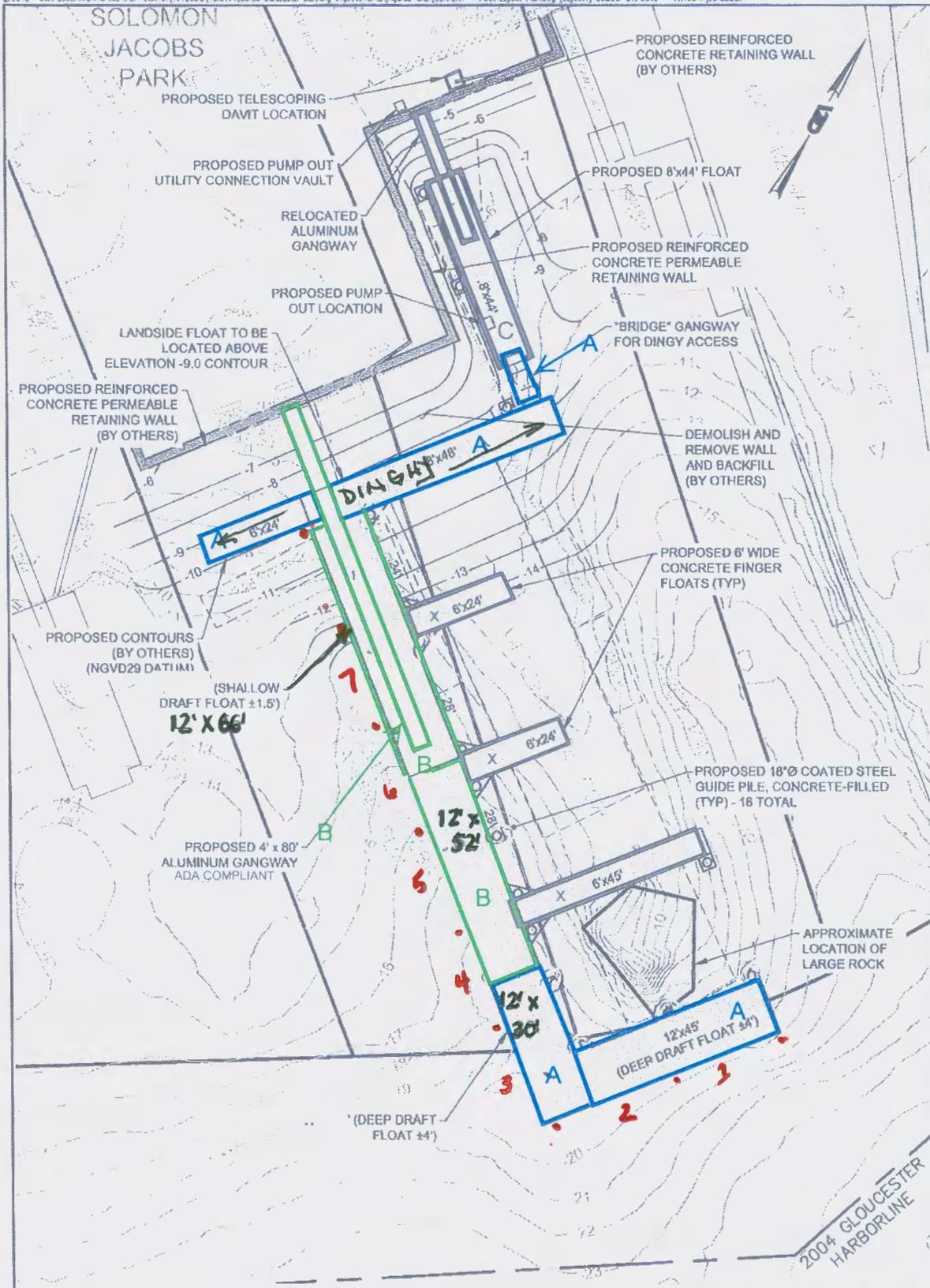
DRAFT

UNLESS SPECIFICALLY STATED BY WRITTEN AGREEMENT, THIS DRAWING IS THE SOLE PROPERTY OF GZA GEO-ENVIRONMENTAL, INC. (GZA). THE INFORMATION SHOWN ON THIS DRAWING IS SOLELY FOR USE BY GZA'S CLIENT OR THE CLIENT'S DESIGNATED REPRESENTATIVE FOR THE PROJECT AND LOCATION SPECIFIED ON THE DRAWING. NO PART OF THIS DRAWING, INCLUDING ANY COPIES, SHALL BE REPRODUCED, COPIED, COPIED OR TRANSMITTED IN ANY MANNER FOR USE AT ANY OTHER LOCATION WITHOUT THE WRITTEN CONSENT OF GZA. ANY CHANGES, REVISIONS OR ADDITIONS TO THIS DRAWING IN THE FUTURE OR OTHERWISE WITHOUT THE WRITTEN CONSENT OF GZA WILL BE AT THE USER'S SOLE RISK AND WITHOUT ANY LIABILITY TO GZA.

GLOUCESTER HARBORMASTER BERTHING IMPROVEMENTS			
GLOUCESTER, MASSACHUSETTS			
PROPOSED SITE PLAN			
PREPARED BY: GZA Geo-Environmental, Inc. Engineers and Scientists www.gza.com		PREPARED FOR:	
PROJECT NO: DAS	REVIEWED BY: DBV	CHECKED BY: DAS	FIGURE
DESIGNED BY: DAS	DRAWN BY: JIZ	SCALE: AS SHOWN	1
DATE: OCT 2013	PROJECT NO: 18.0171350.00	REVISION NO:	

SOLOMON JACOB'S PARK TRANSIENT ACCESS

© 2012 GZA GeoEnvironmental, Inc. 02A-2/171300A/18.0171350.00 Gloucester Berthing Improvements/Figures-CAD/CURRENT - Plot Layout Plan.dwg (Layout1) October 31, 2013 - 11:16am Joshua.zai



A - Transient, 100%
 B - Shared, prorated 48%
 C - CVA not part of transient
 X - Not part of transient project
 1-7 - transient
 He ups

LEGEND

- EDGE PAVEMENT
- 2004 GLOUCESTER HARBORLINE
- PROPERTY LINE
- NEW AND REPLACEMENT SEAWALL
- CHAIN LINK FENCE
- EDGE OF WOODED AREA/PLANTED AREA

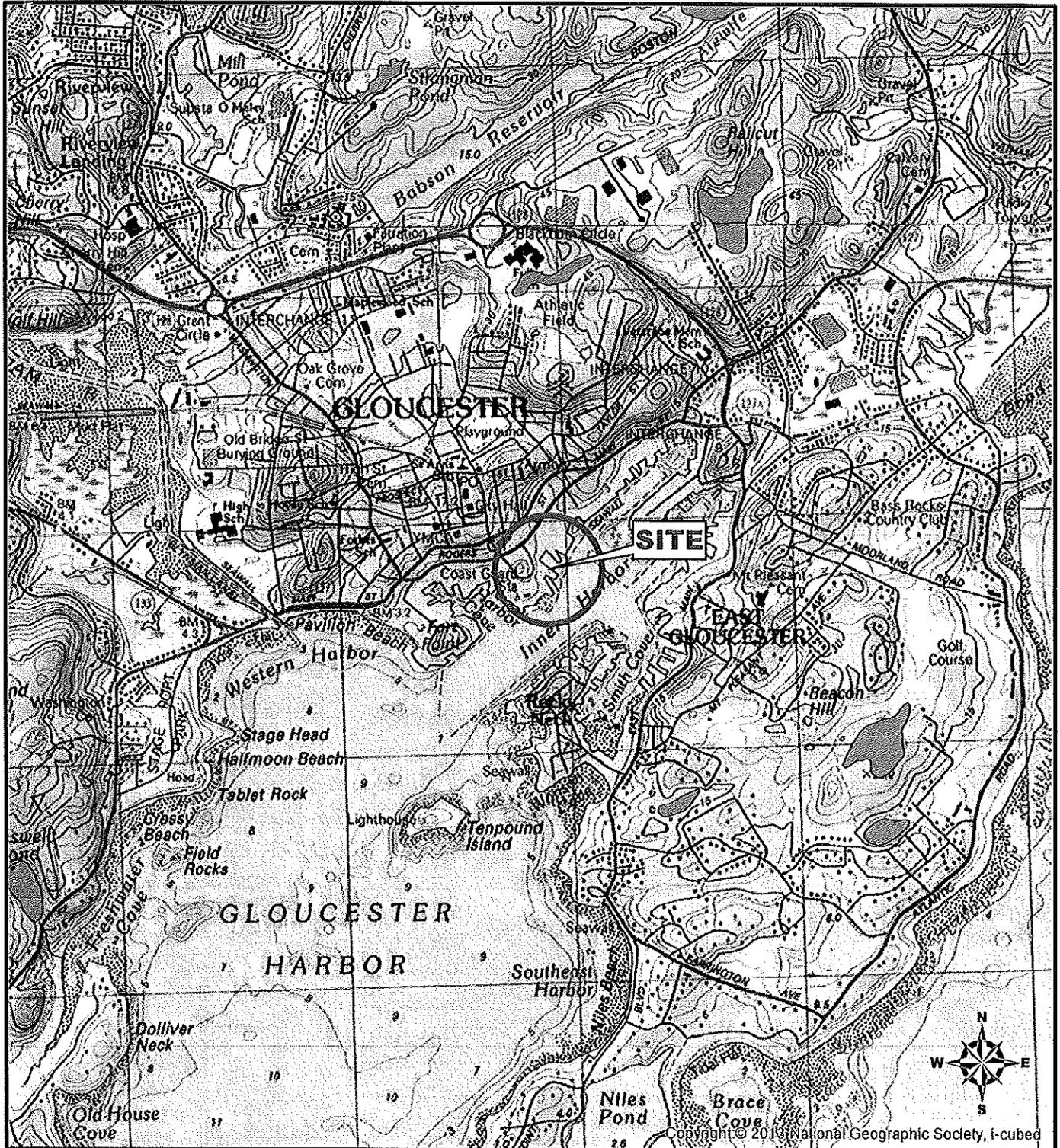
PROPOSED SITE PLAN
 SCALE: 1"=20'
 0 10' 20' 40'
 SCALE IN FEET

DRAFT

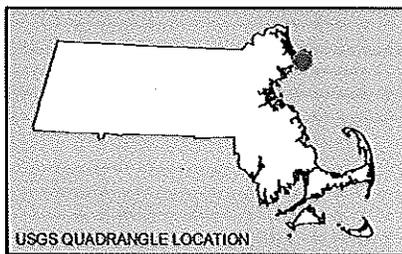
UNLESS SPECIFICALLY STATED BY WRITTEN AGREEMENT, THE DRAWING IS THE SOLE PROPERTY OF GZA GEOENVIRONMENTAL, INC. (GZA). THE INFORMATION SHOWN ON THE DRAWING IS SOLELY FOR USE BY GZA'S CLIENT OR THE CLIENT'S DESIGNATED REPRESENTATIVE FOR THE SPECIFIC PROJECT AND LOCATION COVERED BY THE DRAWING. THE DRAWING SHALL NOT BE REPRODUCED, COPIED, OR ALTERED IN ANY MANNER FOR USE AT ANY OTHER LOCATION OR FOR ANY OTHER PURPOSE WITHOUT THE PRIOR WRITTEN CONSENT OF GZA. ANY CHANGES MADE OR ADDITIONS TO THE DRAWING BY THE CLIENT OR OTHERS WITHOUT THE PRIOR WRITTEN CONSENT OF GZA WILL BE AT THE CLIENT'S RISK AND WITHOUT ANY RISK OR LIABILITY TO GZA.

GLOUCESTER HARBORMASTER BERTHING IMPROVEMENTS			
GLOUCESTER, MASSACHUSETTS			
PROPOSED SITE PLAN			
PREPARED BY:	GZA GeoEnvironmental, Inc. Engineers and Scientists	PREPARED FOR:	
PROJECT NO:	DAS	DESIGNED BY:	DAS
ISSUED BY:	DAS	SCALE:	AS SHOWN
DATE:	OCT 2013	PROJECT NO.:	18.0171350.00
			FIGURE 1

GZA Geo-Environmental, Inc., J:\25,000-26,999\09_0025623_00\Figures\GIS\WMDs\25623-00_FloatingDockNOI_500_FLOOD_FIG1D.mxd, 7/29/2014, 6:36:27 PM, elaine.donohue



Copyright © 2013 National Geographic Society, i-cubed



LEGEND

 500 YEAR FLOOD ZONE



SOURCE:

- 1) THIS MAP CONTAINS THE ESRI ARCGIS ONLINE USA TOPOGRAPHIC MAP SERVICE, PUBLISHED DECEMBER 12, 2009 BY ESRI ARCS SERVICES AND UPDATED AS NEEDED. THIS SERVICE USES UNIFORM NATIONALLY RECOGNIZED DATUM AND CARTOGRAPHY STANDARDS AND A VARIETY OF AVAILABLE SOURCES FROM SEVERAL DATA PROVIDERS.
- 2) THE 500-YEAR FLOOD ZONE DATA LAYER LOCATED FROM ELECTRONIC FILES DEVELOPED BY FEMA ENTITLED 'FEMA NATIONAL FLOOD HAZARD' AND DISTRIBUTED BY MASSGIS IN JANUARY 2014.



PROJ. MGR.: JAC
 DESIGNED BY: MS
 REVIEWED BY: MJB
 OPERATOR: SMW/EMD
 DATE: 07-29-2014

**500 YEAR FLOOD ZONES
 SHOWING NATIONAL FLOOD HAZARD DATA**

**CITY OF GLOUCESTER
 FLOATING DOCK NOTICE OF INTENT
 GLOUCESTER, MASSACHUSETTS**

JOB NO.
 09.0025623.00

FIGURE NO.
1D



Note: Dock by X owned by city and will be removed prior to construction. Dock on next plot, to the north, owned by NG and will be removed too. Once the NG dock is removed, the city will lease that next plot for 50 years. A.O.

Transport
 — State Highway
 □ Image Parcels



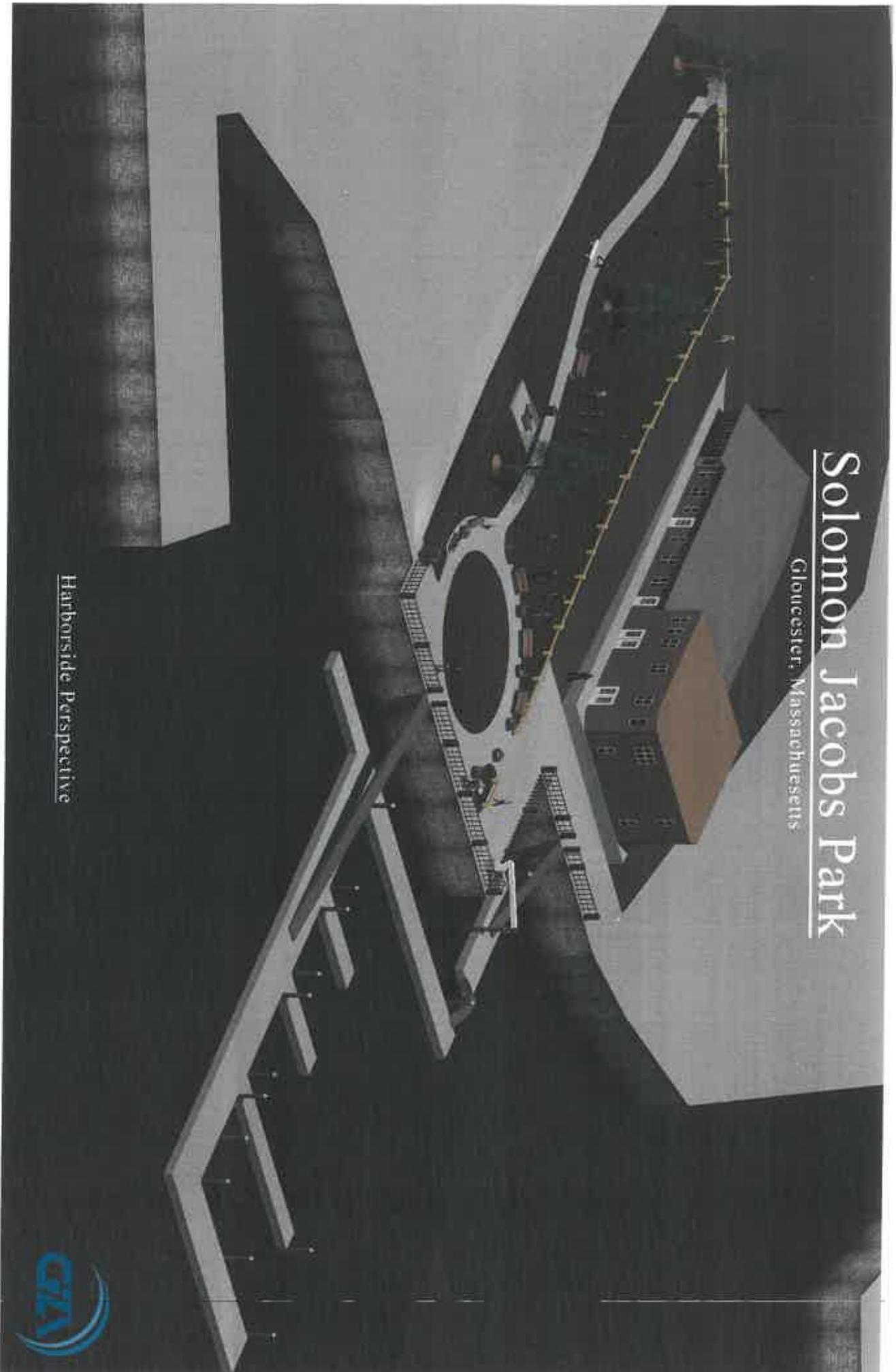
Planimetric and topographic basemap features 1 = 40 scale from Aerial Photography March, 2011. The information depicted on this map is for planning purposes only. The City of Gloucester makes no warranties, expressed or implied, concerning the accuracy, completeness, reliability, or suitability of these data. The City of Gloucester does not assume any liability associated with the use or misuse of this information.

X Existing Project Site

1" = 149 ft

Solomon Jacobs Park

Gloucester, Massachusetts

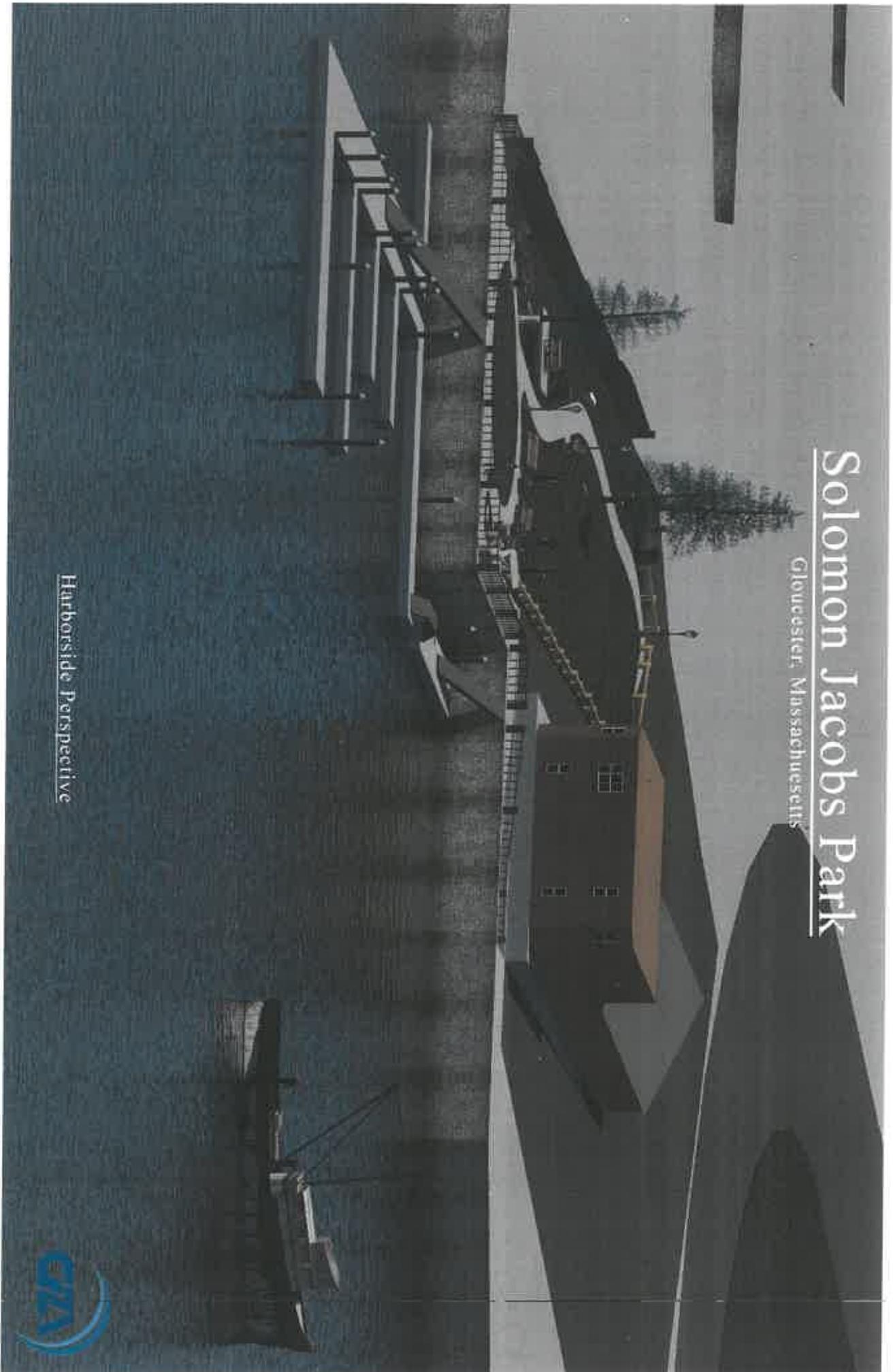


Harborside Perspective



Solomon Jacobs Park

Gloucester, Massachusetts



Harborside Perspective



21

22

23

SOLOMON JACOB’S PARK TRANSIENT BOATING INITIATIVE, GLOUCESTER, MA

RESPONSE TO CRITERIA

Criterion	Response	Pts.
1--Public-Private Partnerships	<p>This BIG application has three primary partners, one private and two public, who have contributed substantial sums of money and support. As National Grid indicated in their partnership letter, their total contribution will amount to approximately \$400,000.00. For this Project they have agreed to authorize payment for the installment and payment for the steel, rock socketed piles totaling \$264,240.00. Using the 48% proration, National Grid’s matching donation is \$126,835.</p> <p>The Massachusetts Seaport Advisory Council has also partnered with the Waterways Board and has granted the City \$200,000.00 for the purchase of floats at Solomon Jacob’s Park. The City of Gloucester is directing \$109,300 of these state funds directly to the transient portion of the Project. The Gloucester Waterways Fund is contributing \$58,000 to cover the cost of engineering and design for the project. Using the 48% proration, The Gloucester Waterways Fund matching contribution is \$27,840.</p>	15
2--Innovative Techniques	<p>The Transient Boater Initiative is an administrative and regulatory innovation that will provide shoreside access to transient boaters within a highly regulated harbor area. The Solomon Jacob’s Park Transient Boating Initiative is uniquely situated within a Massachusetts Designated Port Area (DPA). In Massachusetts, DPA’s restrict land and water sheet uses to those directly related to the working waterfront. Under Massachusetts state law, the definition of a DPA specifically excludes all recreational boating facilities. In Gloucester Harbor, the DPA bounds include the portion of the harbor adjacent to the City’s historic waterfront and bustling downtown – the very resources and services that benefit cruising transient boaters. The only recreational boating access allowable within a DPA definition is access through the placement of temporary tie-up floats and/or dinghy docks. Over the years, neither of these forms of access has proven to be cost effective for a local business enterprise nor</p>	15

	<p>has the City had the means to acquire harbor property and build access with solely local funding. This situation has left a dire need for visiting transient boaters to have access to the cultural, historic and recreational resources and services Gloucester has to offer.</p> <p>This Project proposes to leverage the resources available from a larger water sheet project being undertaken by National Grid, a large Massachusetts utility, and the City of Gloucester to make transient boater access within a DPA possible and thereby making transient boater access to the cultural, historic, and recreational resources of Gloucester a reality.</p>	
<p>3-- Private, Local and State Match in Funding</p>	<p>The private and public partners identified in the Response to Criterion 1 have committed \$263,975 in match. National Grid agreed to authorize payment for the installment and payment for the steel, rock socketed piles totaling \$264,240. Using the 48% proration, National Grid’s matching donation is \$126,835.</p> <p>The Massachusetts Seaport Advisory Council has also partnered with the Waterways Board and has granted the City \$200,000.00 for the purchase of floats at Solomon Jacob’s Park. The City of Gloucester is directing \$109,300 of these state funds directly to the transient portion of the Project.</p> <p>The Gloucester Waterways Fund is contributing \$58,000 to cover the cost of engineering and design for the project. Using the 48% proration, The Gloucester Waterways Fund matching contribution is \$27,840.</p> <p>After applying Partner match, the final BIG Grant Request for the Transient Project is \$263,930; thereby, providing at least 50% match.</p>	<p>15</p>
<p>4--Cost Efficiency</p>	<p>This Transient Boater Initiative is not a “stand-alone” project. It is nested within a larger project that will provide boating and access facilities for non-eligible functions (e.g. Harbormaster dockage for regulation enforcement and public safety duties). The Transient Boater Initiative would not be possible without the larger undertaking of the Harbormaster Complex dock replacement and building renovation program.</p> <p>The Transient Boater Initiative is a small cost compared to the much greater private and public investment in this larger project. Nesting the boater initiative within this larger project provides a way to provide these facilities in a cost efficient way which</p>	<p>13</p>

	<p>would not be possible on a stand-alone basis. It is, at present, anticipated that no fees would be charged for the BIG eligible facilities so cost per user data is not applicable.</p> <p>With linear tie up for 7 transient boaters the Federal cost share/slip is \$37,704.</p>	
5—Create Links to Prominent Destinations	<p>Gloucester is a large, legendary fishing port and an ideal waypoint for boaters heading north to New Hampshire (40 nautical miles to Portsmouth) and Maine (79 nautical miles to Portland) and south to Boston (26 nautical miles). This project will provide an important waypoint for boaters traversing the Cape Cod Canal, 52 nautical miles away.</p> <p>This BIG proposal is being put forward within a larger public commitment to make the Gloucester Harbor a more welcoming port to transient boaters sailing along the New England Coast. Cruiseport docking and tender facilities were developed several years ago to enable cruise ships to visit the harbor and a Labor Day Schooner Festival brings ships from along the Atlantic seaboard for public boarding and a race. Making the access and service improvements outlined in this BIG proposal, along with a more aggressive boater outreach program, will strengthen Gloucester as a waypoint and destination.</p>	10
6—Create Access to Cultural and Natural Opportunities	<p>The Transient Boater Initiative will further expand access of transient boaters to numerous attractions in the City of Gloucester, the North Shore of Massachusetts region and to Boston, a world-class historic and cultural center- all of them reachable by walking or by public transportation. Gloucester is still a working fishing harbor with many facilities within easy walking distance of the Harbormaster complex. Also within walking distance are many shops, restaurants, the nationally recognized Cape Ann Museum, the Gloucester Harborwalk, a whalewatching fleet, and a harbor water shuttle. A new downtown hotel near the transient boater docks is under construction.</p> <p>The harbor is within 12 nautical miles of Stellwagon Bank National Marine Sanctuary.</p> <p>The Cape Ann Transportation Authority (CATA) provides access to the entire Cape Ann Peninsula,</p>	15

	<p>with its fine beaches and state parks. Cultural attractions such as the Rockport (5 miles) and Rocky Neck (1.5 miles) art colonies and world renowned Gloucester Stage Company are accessible. The town of Rockport is also accessible through this transportation service, with several stops near the proposed transient boater facilities. CATA also has stops at one of the region’s finest beaches (Good Harbor) and several stops where one can view the rocky coast. Within a half mile is a Mass Bay Commuter Railroad stop that provides inexpensive, regular train service to the historic port of Salem (30 minutes) and the renowned cultural center of Boston (55 minutes).</p>	
7—Create Positive Impacts to Community	<p>The decline of the fishing industry in Gloucester and the Northeast has caused significant job loss and manufacturing employment opportunities are limited. The Massachusetts Department of Workforce Development job statistics regularly place unemployment in Gloucester as greater than the statewide average. The expansion of the tourist/recreational boater section of the economy, while trying to maintain the working harbor of Gloucester, are goals of the Waterways Board and the City. The Transient Boater Initiative, linked with other Waterways Board efforts to expand boater access should lead to more jobs in the hospitality sector as well in other businesses, marine and non-marine that service the boater economy. The proposed facilities identified in this BIG proposal are small in themselves. They will lead to some increased seasonal staffing by the Harbormaster to manage the facilities but any claims of extensive economic impact would be suspect. The Transient Boater Initiative is part of a wider effort to make Gloucester more boater-friendly and this will contribute to more employment opportunities as this commitment unfolds.</p>	5
8—Multi-State Efforts	<p>Massachusetts participates in multi-state partnerships as indicated in the attached documents.</p>	5

City Hall
Nine Dale Avenue
Gloucester, MA 01930



CITY OF GLOUCESTER
OFFICE OF THE MAYOR

TEL 978-281-9700
FAX 978-281-9738
ckirk@gloucester-ma.gov

September 16, 2014

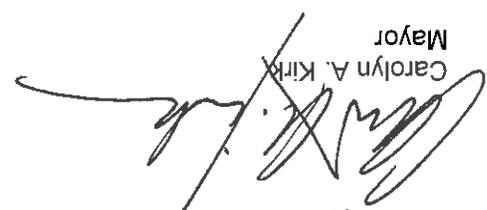
Ms. Stephanie Cunningham, Federal Aid and Grants Coordinator
Boating Infrastructure Grant Program
Massachusetts Division of Marine Fisheries
30 Emerson Avenue
Gloucester, MA 01930
Dear Ms. Cunningham,

I am writing in strong support of the Transient Boater Initiative Proposal which is being submitted to the Boating Infrastructure Grant (BIG) Program by the City of Gloucester Waterways Board (WWB). Your favorable consideration of this request for Phase 1 improvements to the docking systems would also greatly enhance our ability to proceed with a Phase 2 implementation which would provide showers/restrooms and other transient boater facilities during remodeling of the building housing the Harbormasters' Office.

The WWB is requesting reimbursement for BIG-eligible costs of \$527,906 for Phase 1 docking system improvements. These improvements are nested within a much larger project cost which rests upon substantial commitments made by our private (National Grid) and public (Massachusetts Seaport Council and the City of Gloucester) partners. National Grid has provided \$126,835 in funding for BIG-eligible systems (\$66,355 for steel-float guide piles and \$60,480 for rock-socketing for these piles). The Massachusetts Seaport Council has provided \$109,300 for the dock system and the City of Gloucester Waterways Fund has provided \$27,840 in pre-agreement costs for engineering and design. More details on the commitments by these partners are outlined in the Transient Boater Initiative Proposal. The financial support of these partners clearly meets the 50% level desired in BIG criteria and is a very strong aspect of our request.

This Transient Boater Initiative also represents an innovative way to provide transient boater facilities within the constraints of the Designated Port Area within which the project sits. The DPA regulations are intended primarily to support the commercial fishing industry, a goal to which the City is committed. They are less friendly to expansion of facilities for recreational boaters. This proposal allows us to work within DPA constraints to provide dinghy and temporary dockage services for recreational boaters and to do so in a very cost-effective manner. The City of Gloucester also supports enhancing access to our fine harbor and community for recreational boaters. This Transient Boater Initiative enables us to advance this goal within the DPA framework.

Each of these points is further amplified in the Transient Boater Initiative Proposal. I am pleased to write this letter to demonstrate my strong support of this project. I urge the Boating Infrastructure Grant administrators to give this proposal their most serious consideration. I, along with the City of Gloucester Waterways Board, will eagerly await your decision.

Sincerely,

Carolyn A. Kirk
Mayor



Kenneth E. Lento
Project Manager
NE Site Investigation and Remediation Group

VIA EMAIL

August 22, 2014

Stephanie Cunningham,
Massachusetts Boating Infrastructure Grant Program,
Massachusetts Division of Marine Fisheries,
30 Emerson Avenue
Gloucester, MA 01930

Dear Ms. Cunningham:

At the request of the City of Gloucester, Massachusetts Electric Company d/b/a National Grid ("National Grid") is writing in support of the City of Gloucester's grant submittal for the Boating Infrastructure Grant established under the Sportfishing and Boating Safety Act of 1998.

National Grid is currently permitting and designing a remediation project that will be carried out by National Grid in a portion of Gloucester harbor over the next few years. National Grid's work is associated with historical manufactured gas plant ("MGP") operations along the Inner Harbor between the mid-1800s to mid-1900s. The former MGP was previously situated on land that now includes Solomon Jacobs Park and Public Landing.

As part of National Grid's remediation activities, National Grid has entered into an agreement with the City of Gloucester to perform certain aspects of the improvements being proposed for Solomon Jacobs Park and Public Landing. Specifically, at National Grid's expense, National Grid has agreed to install all piles and associated rock sockets for the new floating dock system and to prepare and file certain local, state, and federal permit applications for the City's new dock. National Grid estimates the value of its contribution is approximately \$400,000.

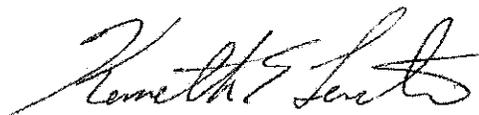
In addition, the remediation work will result in other improvements to the Public Landing including rebuilding of existing seawalls and installation of certain utilities that will service the new dock system. These improvements will significantly upgrade the functionality of the Public Landing.

We look forward to commencing the remediation of the MGP site within Gloucester Inner Harbor and we look forward to working with the City of Gloucester in making improvements to this very important facility that services the public.

If you have any questions about this project, please do not hesitate to contact me via telephone at (617) 791-2627 or e-mail: kenneth.lento@nationalgrid.com.

Sincerely,

National Grid

A handwritten signature in black ink, appearing to read "Kenneth E. Lento". The signature is fluid and cursive, with the first name being the most prominent.

Kenneth E. Lento
Project Manager

c: Jim Caulkett, City of Gloucester



**Rhode Island
Department of Environmental Management**

Division of Fish and Wildlife
Great Swamp Field Headquarters
277 Great Neck Road
West Kingston, RI 02892

401 789-0281
Fax 401 783-7490
TDD 401 222-4462

September 19, 2014

Ms. Stephanie Cunningham
Massachusetts Boating Infrastructure Grant Program
Massachusetts Division of Marine Fisheries
30 Emerson Ave.
Gloucester, MA 01930

Dear Ms. Cunningham,

As the Rhode Island Boating Infrastructure Grant Coordinator, I was very pleased to read your Program's plan for a Multi-State Collaborative in southern New England. I fully support this endeavor and hope you will count on the RI BIG Program's participation in providing not only waypoint information but in creating a network of cooperating facilities for transient boaters traversing our states' waters.

The Massachusetts coast north of Boston is ideally situated to act as an information hub and a critical stop-over for the New England coastal area that encompasses New Hampshire, Massachusetts, Rhode Island, and Connecticut. The proposed transient boater facilities will provide a tremendous opportunity for my state program to provide information to transient boaters before they reach Rhode Island waters. And, what a great advantage for boaters to be able to educate themselves not only on state, regional, and local attractions and regulations, but to also learn the location of the next safe harbor or fueling and pumpout facility.

I am anxious to begin working with Massachusetts to help bring the Multi-State Collaborative into fruition and to expand the Collaborative to other states along the Atlantic coast.

Sincerely,

Veronica J. Masson
Rhode Island Boating Infrastructure Grants Coordinator

MEMORANDUM OF UNDERSTANDING

BETWEEN

The States of Rhode Island and Massachusetts.

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

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

WHEREAS, communication amongst states and local coastal communities can help to facilitate developing a process for BIG Program implementation as states struggle to carry out a secondary vision of the Program, to promote public/private partnerships and entrepreneurial opportunities; goals of which are innovative for state agencies, and

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

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

NOW, THEREFORE, we, the undersigned executives representing state and town entities agree to the following:

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

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

FOR THE STATE OF RHODE ISLAND

Michael L. Lapisky
Signature

CHIEF
Title

9/25/2007
Date

Name (Print) MICHAEL L. LAPISKY

FOR THE STATE OF MASSACHUSETTS

Paul Diadetti
Signature

Director
Title

10/19/07
Date

Name (Print) Paul Diadetti

ASSURANCES - CONSTRUCTION PROGRAMS

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

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

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

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

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

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

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

SIGNATURE OF AUTHORIZED CERTIFYING OFFICIAL Kevin Creighton	TITLE Chief Fiscal Officer
APPLICANT ORGANIZATION Commonwealth of Massachusetts	DATE SUBMITTED 09/19/2014

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