

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" value="14-1615D"/>
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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" value="05/01/2014"/>	7. State Application Identifier: <input type="text" value="14-1615D"/>
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8. APPLICANT INFORMATION:

* a. Legal Name:

* b. Employer/Taxpayer Identification Number (EIN/TIN): <input type="text" value="91-0780046"/>	* c. Organizational DUNS: <input type="text" value="0884058520000"/>
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d. Address:

* Street1:	<input type="text" value="1111 Washington Street SE PO Box 40917"/>
Street2:	<input type="text"/>
* City:	<input type="text" value="Olympia"/>
County:	<input type="text"/>
* State:	<input type="text" value="WA: Washington"/>
Province:	<input type="text"/>
* Country:	<input type="text" value="USA: UNITED STATES"/>
* Zip / Postal Code:	<input type="text" value="98504-0917"/>

e. Organizational Unit:

Department Name: <input type="text" value="Recreation Conservation Office"/>	Division Name: <input type="text" value="Rec & Conservation Section"/>
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f. Name and contact information of person to be contacted on matters involving this application:

Prefix: <input type="text" value="Ms."/>	* First Name: <input type="text" value="Laura"/>
Middle Name: <input type="text" value="Josephine"/>	
* Last Name: <input type="text" value="Moxham"/>	
Suffix: <input type="text"/>	

Title:

Organizational Affiliation:

* Telephone Number: <input type="text" value="360-902-2587"/>	Fax Number: <input type="text" value="360-902-3026"/>
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* 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:

C: City or Township Government

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 Port Angeles located in Clallam County in Washington State, Oregon, Canada (entire Pacific Northwest region) etc.

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

City of Port Angeles Transient Moorage Float Replacement 14-1615D

Attach supporting documents as specified in agency instructions.

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="268,575.46"/>
* b. Applicant	<input type="text" value="3,800.78"/>
* c. State	<input type="text" value="0.00"/>
* d. Local	<input type="text" value="92,252.00"/>
* e. Other	<input type="text" value="0.00"/>
* f. Program Income	<input type="text" value="0.00"/>
* g. TOTAL	<input type="text" value="364,628.24"/>

*** 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:

Certification of Applicant Match

Organization Name City of Port Angeles

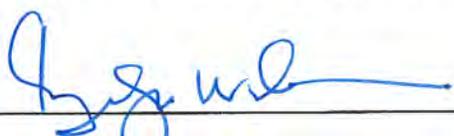
Project Name Port Angeles City Pier Moorage Float Replacement

Project Number 14-1615

The sources and amounts of our matching share will be:

Source of Match	Amount
Real Estate Excise Tax	\$81,750
Total	\$ 81,750

As the authorized **financial** representative for the above identified organization, I hereby certify that the sponsor matching resources are available for the project referenced above. I further acknowledge that our organization is responsible for supporting all non-cash commitments and donations should they not materialize.

Signature 

Printed Name Brandon W. Osgood

Title CHIEF FINANCIAL OFFICER

Date 04/30/2014

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.

From: [Moxham, Laura \(RCO\)](#)
To: edward_curren@fws.gov
Subject: RE: City of Port Angeles Transient Moorage Float Replacement, BIG Tier 2 Application---Clarification information
Date: Friday, November 07, 2014 8:49:22 AM
Importance: High

Good Morning Flinn,

This is a follow up with your question regarding the difference of \$14,428 between the Budget Justification showing \$350,200 versus the 424 document showing \$364,628. The City completed the Budget Justification based on the cost of the actual project. The difference between the 2 is the Washington State Recreation and Conservation Office's Indirect rate of 4.12%. That was added to the cost of the project after the applicant submitted the project to my agency. I hope this helps to clarify. It is shown in the Budget Narrative excel document that is attached. Please let me know of any further questions. Thanks so much!

Laura Moxham

Outdoor Grants Manager

[WA Recreation and Conservation Office](#)

PO Box 40917

Olympia, WA 98504-0917

(360) 902-2587

Schedule: Monday 6:00am-2:30pm, Tuesday through Friday 8:15-4:45pm

From: Moxham, Laura (RCO)
Sent: Thursday, November 06, 2014 9:44 AM
To: edward_curren@fws.gov
Subject: City of Port Angeles Transient Moorage Float Replacement, BIG Tier 2 Application---Clarification information
Importance: High

Good Morning Flinn,

Please find the answers to the questions raised below from the City of Port Angeles. I hope this addresses all of the questions.

I would like to re-emphasize the importance of these BIG Tier 2 projects for our Applicants and for Washington State. Please let me know if you need additional information.

Thanks so much!

Laura Moxham

Outdoor Grants Manager

[WA Recreation and Conservation Office](#)

PO Box 40917

Olympia, WA 98504-0917

(360) 902-2587

Schedule: Monday 6:00am-2:30pm, Tuesday through Friday 8:15-4:45pm

From: Corey Delikat [<mailto:Cdelikat@cityofpa.us>]

Sent: Wednesday, November 05, 2014 7:10 PM

To: Moxham, Laura (RCO)

Cc: Benjamin Braudrick; Nathan West

Subject: RE: BIG Tier 2

- 1.) A hold-over letter was attached to the application stating from Department of Natural Resources that we do not have a current lease of the City Pier with them, but that we do have a Hold-Over letter that states that we are currently working with them on a new lease and that they support the project.
- 2.) In the application I attached numerous depth charts of the City Pier that were provided to me by NOAA- see attached PDF.
- 3.) Boats tie up on the side of the floats.
- 4.) We do not have a pump out station and put in the grant the nearest was at the Port's Marina about .5 miles away
- 5.) I do not recall how many letters are attached in the grant, if any. I know a list of supporters was placed in the grant application.
- 6.) The City Pier is 40 years old and would guess that it has at least another 40 years of life in it.
- 7.) No. These activities are done on the main portion of the docks and not the moorage slips. This language was put in the grant to show the vibrant activity and educational piece that also comes with our floats.
- 8.) We have a advanced camera system at the City Pier with 7 to 8 cameras that surround the City Pier. The Police Department and myself have access to these cameras from our computers and police vehicles.

From: Moxham, Laura (RCO) [<mailto:Laura.Moxham@rco.wa.gov>]

Sent: Wednesday, November 05, 2014 5:53 PM

To: Corey Delikat; Benjamin Braudrick

Subject: FW: BIG Tier 2

Importance: High

Hi Corey and Ben,

I am in need of additional information!!!

Can you please provide me responses and documentation on the following:

1. The definition of "Holdover letter"?
2. Documentation about water depth at proposed facility.
3. Project objectives "638 linear feet of guest side tie capable of handling boats as large as 80' in length" what is side tie?
4. What is the project's distance from pump-out station?
5. Do you have letters of endorsement?
6. The useful life determination of the proposed facility? It must be at least 20 years.

7. ineligible activities Pg. 2 “The floats allow the local Port Angeles Marine Lab to conduct scientific research and engage local students in educational opportunities. The Marine Lab conducts summer camps for 180 children over the summer and provides scientific activities to over 400 4th grade students during the school year. The floats also support kayakers” Will these ancillary uses of the dock obstruct or hinder any use of the floats by BIG eligible vessels and their passengers?
8. Security- Facilities must provide security, safety, and service for boats

Once I get this info from you I will email it to US Fish and Wildlife.

Thank so much for your immediate attention to this email!!!

Laura Moxham

Outdoor Grants Manager

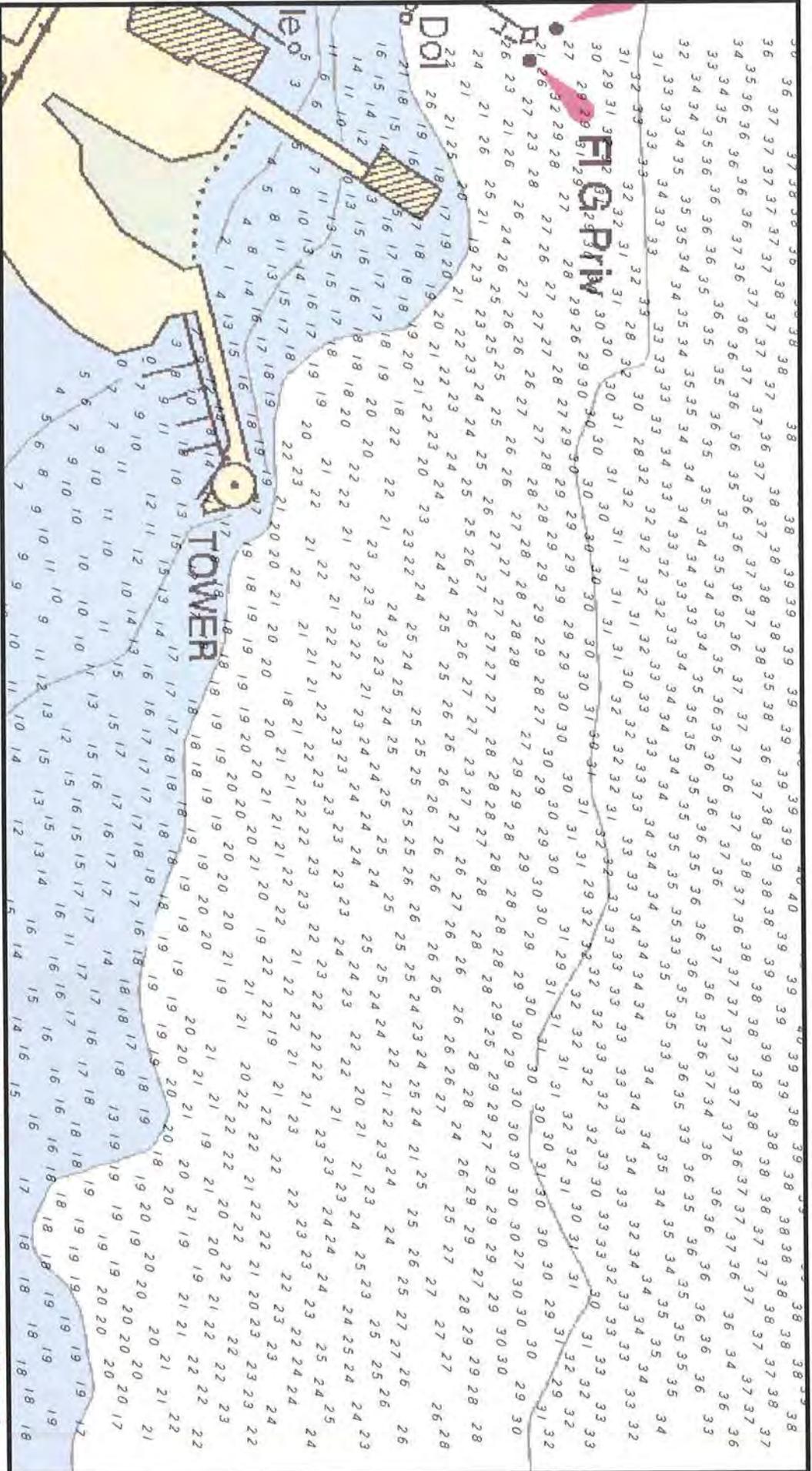
[WA Recreation and Conservation Office](#)

PO Box 40917

Olympia, WA 98504-0917

(360) 902-2587

Schedule: Monday 6:00am-2:30pm, Tuesday through Friday 8:15-4:45pm



Chartlet 1 of 1
 Preliminary Survey Data for Approaches to Port Angeles City Pier
 Preliminary data subject to office review. Soundings corrected using preliminary observed tides.
 Data reflects state of sea floor in existence on day and at time the survey was conducted.

**This chartlet has been corrected through
 Notice to Mariners dated November 1, 2007
 NOT FOR NAVIGATION.**



**NATIONAL OCEANIC AND
 ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE**

Project: OPR-N372-RA-07
 Survey: H11751
 State: WA
 Locality: Approaches to Puget Sound
 Sub-locality: Port Angeles
 Survey Scale: 1:10,000
 Overlay on modified chart 18486

Sounding Units: Feet
 Sounding Datum: MLLW
 Horizontal Datum: MAD 83
 Projection: UTM 10
 Central Meridian: 123° 00 00
 Contours are from Chart 18486
 and do not represent survey data

NOAA Ship RAINIER
 Donald W. Haines
 Commanding
 October 17 to
 November 13, 2007

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	\$ 14,428.24	\$	\$ 14,428.24
2. Land, structures, rights-of-way, appraisals, etc.	\$	\$	\$ 0.00
3. Relocation expenses and payments	\$	\$	\$ 0.00
4. Architectural and engineering fees	\$ 5,000.00	\$	\$ 5,000.00
5. Other architectural and engineering fees	\$	\$	\$ 0.00
6. Project inspection fees	\$	\$	\$ 0.00
7. Site work	\$	\$	\$ 0.00
8. Demolition and removal	\$	\$	\$ 0.00
9. Construction	\$ 340,200.00	\$	\$ 340,200.00
10. Equipment	\$	\$	\$ 0.00
11. Miscellaneous	\$ 5,000.00	\$	\$ 5,000.00
12. SUBTOTAL (sum of lines 1-11)	\$ 364,628.24	\$ 0.00	\$ 364,628.24
13. Contingencies	\$	\$	\$ 0.00
14. SUBTOTAL	\$ 364,628.24	\$ 0.00	\$ 364,628.24
15. Project (program) income	\$	\$	\$ 0.00
16. TOTAL PROJECT COSTS (subtract #15 from #14)	\$ 364,628.24	\$ 0.00	\$ 364,628.24
FEDERAL FUNDING			
17. Federal assistance requested, calculate as follows: (Consult Federal agency for Federal percentage share.) Enter eligible costs from line 16c Multiply X <input type="text" value="73.65"/> % Enter the resulting Federal share.			\$ <input type="text" value="\$268,575.46"/>

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 Brent Hedden	TITLE Director, RCO
APPLICANT ORGANIZATION State of Washington	DATE SUBMITTED 09/18/2014

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

PROJECT STATEMENT

The proposed project site is located on the north-facing shore of the Strait of Juan de Fuca. The Port Angeles City Pier was opened in 1979 and has been in continuous operation since that date. Currently, the City Pier is used for community events, recreational activities, and is home to the Port Angeles Marine Life Center. The land that the City Pier is located on is leased to the City by the State of Washington Department of Natural Resources (DNR). The thirty-year lease expired in 2009 and the City is currently under a Holdover letter for the lease. Both documents are attached in the BIG grant application. DNR understands the need for a new long-term lease and will work with the City for a new authorization. DNR supports the grant proposal for new transient moorage floats and have written a letter of support for the project, which is also attached in the application.

This funding request is to re-establish transient moorage floats to provide for 16-guest moorage slips capable of handling boats as large as 80' in length. The moorage floats were removed in 2013 due to rotting conditions and safety hazards. Replacement is needed for five finger floats that will be attached to an 8' x 196' floating head walk. Two of the finger floats are 6' x 39'6" and three of the floats are 6' x 80'. There is a single float on the east end of the City Pier, which is also 6' x 80', but it will not be included in this project and will be replaced at a later time (see "Site Plan" in the Attachments for more detail). The new floats will be connected to the existing infrastructure, which include thirteen 14-inch diameter steel piles. The 45 foot long aluminum gangway ramp that leads down to the floating head walk will be replaced with an 80 foot long gangway to meet minimum ADA standards. The decking on the floats will also be ADA compliant and will be pultruded fiberglass grating with a 1/2" gap and will simultaneously meet the requirements of the Department of Natural Resources and allow 60% natural light through.

A. Project Need

The City of Port Angeles, located along the southern coast of the Strait of Juan de Fuca, has fulfilled the role of a safe haven since time immemorial. The City's moniker is no accident. The Northern Olympics rise to a lofty 6,500 ft in a mere 9 miles from shore, with room for only a single foothill. A natural bay protected from the typical westerlies on the Strait by a 3.5 mile spit has created a deep natural harbor that provides spectacular views of Olympic National Park or Canada and a needed connection for recreational and commercial boaters that travel up the Pacific Coast, including Alaska. Traffic from commercial, pleasure, and touring crafts is continuous, as Port Angeles is a unique haven of its size for those seeking refuge, maintenance, or resupply. The City also exchanges a great deal of daily and weekend traffic from Victoria on Vancouver Island, British Columbia and the San Juan Islands. The advantage of the transient moorage docks is the direct access that daily and touring crafts have to the Port Angeles historic and commercial downtown for shopping, dining, and resupply; the Port Angeles Regional Chamber of Commerce for tourism and regional information; the Gateway Transit Center servicing transportation needs throughout the region; and the Olympic Discovery Trail, spanning the entire Northern Olympic Peninsula, a spectacular paved and ADA trail connecting to numerous different

recreational opportunities. All of these amenities lie within a ¼ mile of the Public Pier where the transient moorage is located, and most are within 100 yards.

Boating infrastructure is a critical resource along the Olympic Peninsula and requires overwater support structures within suitable locations. Nearby services located close to the City Pier provide showers, sanitary pump-outs, refueling, and a boat yard with haul-out facilities, including a travel lift and marine ways. Other local marine services include welding, mechanics, hydraulic services, fiberglass and wood repair, and painting. The nearby Port of Port Angeles Marina works closely with the City to help promote the use of the City Pier for its available and cost effective transient moorage.

The City Pier was opened in 1979 by a voter approved bond for two million dollars. Over the years, City staff has performed a variety of maintenance, repair, and improvements to the transient moorage floats, but after 20 years of use, the floats were removed in 2013 due to rotting and safety conditions. New transient moorage floats are required to meet the need for visiting boaters, as well as the need of the community. The floats allow the local Port Angeles Marine Lab to conduct scientific research and engage local students in educational opportunities. The Marine Lab conducts summer camps for 180 children over the summer and provides scientific activities to over 400 4th grade students during the school year. The floats also support kayakers and various community events like the Tall Ships in the fair weather months. Transient moorage continues to provide both economically and environmentally sustainable marina services to the City and visitors alike. In a 2014 study done by the Port of Port Angeles, the nearby marina had 886 guest boats with around 2,000 days of transient moorage in 2012. Boats over 50 feet accounted for 31% of calls and 37% of days. Because of the location of the Port Angeles City Pier, transient moorage adds an additional value to boaters who need easier access to the downtown area.

B. Project Objectives

To help provide transient moorage for 26' and larger boats, guest moorage will be provided with overnight stays and easy access to the Port Angeles Downtown area. The project includes 638 linear feet of guest side tie capable of handling boats as large as 80' in length.

C. Project Benefits/Results

The proposed transient moorage facilities will provide opportunities for visiting boaters to moor overnight to take advantage of local amenities including the Feiro Marine Life Center a not-for-profit educational and scientific research facility, other local parks such as the newly developed "Waterfront Park", the Farmer's Market, a Native American Tribal Center, the Olympic Discovery Trail, as well as restaurants, coffee shops, a supermarket and other local entertainment venues. These are all within a quarter mile walking distance of the City Pier. These fantastic local attractions in and around the City of Port Angeles are the reason

why the city averages over four million visitors a year. The attractions provide boaters rare opportunities, including a short walk onto the Coho Ferry that runs to Victoria, B.C. Moorage floats will continue to provide and promote boating opportunities in Port Angeles and help develop economic viability in the downtown area, greater city limits, and region. After the institution of the Northwest Forest Plan in 1992, Port Angeles began street and other capital facilities development that would promote tourism and commercial activity in the downtown area, and the transient moorage floats are an integral and unique aspect of this development that the City has lost to aging infrastructure.

New transient moorage floats will offer 16 guest moorage slips and 638 linear feet of guest side tie capable of handling boats as large as 80' in length. The floats will be used from May through October and will be removed during the winter to avoid easterly storms. This work is performed by the City's Parks Maintenance staff.

D. and E. Project Approach and Description of Activity

Project Administration:

The City of Port Angeles will administer and employ the project. A contractor/float company will be paid to design and construct the floats. Once purchased and delivered, City staff will install the new moorage docks.

Dock/Pier/ Float Construction:

The floating head walk and finger piers will consist of wood framing with pultruded fiberglass grating and wood decking. This type of decking will meet both ADA for maximum ½" gap and 60% open requirements for natural lighting. Both were requirements from DNR for the replacement of the floats.

F. Project Location

The City Pier is located on the north shore of the Strait of Juan de Fuca in Port Angeles, Washington at Section 03, Township 30 North, Range 6 WWM (47.24390 lat / 122.56140 long),

Street address: 315 South Lincoln Street, Port Angeles, Clallam County, 98362.

F. Other Related Work Funded by Federal Grants

No other related work funded by Federal Grants is planned, anticipated, or underway for the City Pier Float project.

EVALUATION CRITERIA

1) Provide for public/private and public/public partnership efforts to develop, renovate, and maintain BIG facilities. These partners must be other than the U.S. Fish and Wildlife Service and RCO.

The Port Angeles Harbor has been home to various peoples involved in economic, commercial, and recreational activity for thousands of years. A unique location of the Strait of Juan de Fuca allows the Harbor the maritime benefit of being a haven from storms and rough seas for travelers through the gateway between to the Pacific Ocean and the Puget Sound. European and settlement and economic activity in the Northwest first occurred solely by ship, and Port Angeles Harbor has continued to be an important destination for those entering and exiting the Pacific Ocean. The harbor also houses the first Coast Guard Station to be located on the West Coast. Whether fishing, logging, researching, travelling and enjoying the sea, or protecting those in harm's way, Port Angeles has a long history of intense harbor activity. It wasn't until 1979 that the City of Port Angeles made the decision to provide equal opportunity to the harbor for pedestrian and vessel access of all types and sizes. The concept and design for this facility, City Pier, is unchanged from its original conception in 1979. Transient moorage remains an important facet of public access, as does the need for the pier's moorage floats. The need for the replacement of the City Pier floats has been noted in the City's Parks, Recreation, and Comprehensive Plan as well as the City's Capital Facility Plan. Because of budget restraints, the City has not been in a position to replace the floats since they were de-commissioned in 2013 due to safety concerns and rot. This grant would allow the City to replace the floats and add an ADA 80 foot gangway ramp.

Although the City owns, maintains, and will be the only financial partner on the purchase of the new floats, we have support for this project from 1) The Department of Natural Resources(DNR), 2) the Port of Port Angeles, 3) Coast Guard, and 4) the local yacht clubs. These groups support this project and look forward to the floats returning to the City Pier. Although the City will be financing the floating piers on its own and has control through DNR of the Public Pier, all reasonable activity on the water is supported by these organizations in concert. Port Angeles has developed a balanced system of working, rehabilitation, and recreational access along the harbor as a whole, from Morse Creek to the east along the Olympic Discovery Trail, to the tip of the natural hook and Coast Guard Station.

2) Use innovative techniques to increase the availability of BIG facilities for transient non-trailerable recreational vessels (includes education/information).

Because of the unique location of Port Angeles, boating infrastructure is a critical resource along the Olympic Peninsula and requires overwater support structures within suitable locations. The Port Angeles City Pier, located along the Strait of Juan de Fuca, has

spectacular views of the Olympic National Park and the Canada, while providing a needed connection for recreational and commercial boaters who travel up the Pacific Coast, including Alaska.

The proposed new transient moorage floats will provide the capacity to accommodate boating groups or “cruise” events of nontrailerable recreational vessels, 26-foot or larger. There are currently no other ports with proposed “cruise groups” that moor on the Olympic Peninsula for whale watching tours or other such commercial and recreational activity. There are over 80 yacht clubs in Puget Sound and most of these vessels travel in groups to different marinas throughout the year, including a local club in Sequim. By providing an additional 16 transient moorage slips for nontrailerable recreational vessels, 26-foot or larger, and 638 linear feet of guest side tie-up capable of handling boats as large as 80 foot in length, the City Pier will meet the needs of these cruise groups while still accommodating individual transient vessels. In a recent meeting, collaboration and marketing of new floats was a topic between the City of Port Angeles and the local yacht and rowing clubs. The objective was to explore how the City, the Port of Port Angeles, and the clubs could market the underutilized Strait of Juan de Fuca for recreational purposes, while at the same time focusing on transient moorage at the Pier and at the nearby Port Marina. Discussion included topics such as the local yacht club designating Port Angeles as an advertised destination, as well as the rowing club holding regattas in the area.

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

The City of Port Angeles will fund 26% of the prorated cost through the use of Real Estate Excise Tax Funding. \$6,000 of the \$89,752 of the City’s contribution will be for the labor of City Park Staff to install the floats.

4) Be cost efficient. Projects are cost efficient when the BIG facility or access site features add a high of economic return and/or public use compared with the proposed funding.

A) This project is extremely cost efficient since the entire existing infrastructure to connect the floats currently exists. These elements include the wooden pier and the piles. The proposed project will re-establish transient moorage floats to provide for 16-guest moorage slips capable of handling boats as large as 80’ in length. The City Pier is also located in the heart of downtown Port Angeles and provides convenient access to supplies, restaurants, restrooms, entertainment, and fuel for boaters. Although the City Pier only has restrooms, nearby services located close to the facility provide showers, sanitary pump-outs, re-fueling, and a boat yard with haul-out facilities, including a travel lift and marine ways. Other local marine services include welding, mechanics, hydraulic services, fiberglass and wood repair, and painting. The nearby Port of Port

Angeles Marina works closely with the City to help promote the use of the City Pier for transient moorage. The City of Port Angeles has also been improving the downtown waterfront and just opened up Phase I of the Waterfront Transportation Improvement Project (WTIP), "The Esplanade". Phase II of the project starts late summer 2014.

- B) The total liner footage for float moorage is 638 feet. Using 40 feet as an average for a moorage slip, this allows for 16 moorage spaces. The total cost of the floats is \$345,200 which equals \$21,575 per slip.

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

Port Angeles is located in a unique position on the Strait of Juan de Fuca, with a large natural deepwater harbor. The Port of Port Angeles has facilities for regular topside maintenance on large commercial tankers and container ships, a commercial refueling area, and a staging area for international timber export. Boating infrastructure is a critical resource along the Olympic Peninsula and requires overwater support structures within suitable locations. The Port Angeles City Pier with spectacular views of the Olympic National Park and Canada, provides a needed connection for recreational and commercial boaters who travel up the Pacific Coast, including Alaska. The distance from The Port Angeles City Pier to Canada is 24.1 miles (North of Port Angeles), 17 miles to Sequim (East of Port Angeles), and 70 miles to the end of the Strait of Juan de Fuca in Neah Bay (West of Port Angeles).

Boaters have the luxury to walk from the City Pier transient moorage into the heart of downtown Port Angeles within 5 minutes, where there are endless options for entertainment, culture, recreational opportunities, supplies and amenities. The City of Port Angeles being on the Olympic Peninsula, is considered to be the true northwest, with majestic mountains, lush massive trees, the Strait of Juan de Fuca and a downtown core with proud heritage, which embraces the Native American Culture that is evidenced by murals throughout the town.

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

National Significance:

The Pacific Northwest is renowned for its immediate access to wilderness opportunities. Olympic National Park, which enters the Port Angeles city limits, provides access to three key Northwest features: alpine lakes, peaks and meadows; wild river lands and massive old growth stands (the Elwha river recently became wild once again after a century with the largest dams removal project in human history); and 73 miles of wild coastline, all of which

can be hiked and overnigheted in. All in all, there are 1,000,000 acres of wilderness to explore in federal lands on the Olympic Peninsula, with 93% of the Olympic National Park being designated wilderness. The natural, scenic, and recreational opportunities represented by the Olympic National Park, including Hurricane Ridge and Lake Crescent, are amazing and unlike any other and host over 4 million visitors a year. Hurricane Ridge, whose vehicular access begins within Port Angeles near sea level and ends 17 miles later at 5,250 feet in elevation, has unparalleled views across the entire mountain range and was recently named the most popular destination in Washington State in a TripAdvisor.com state-by-state survey. The Strait of Juan de Fuca provides a unique opportunity for recreational boaters to utilize the guest moorage facilities to see these popular scenic venues. The Olympic Discovery Trail, where users can bike, walk, or run a continuous 140 miles from Port Townsend to La Push runs through the City Pier. The availability of alpine and ocean access within such close proximity, as well as proximity to international travel, is unparalleled in the lower 48 states.

Regional Significance:

The Strait of Juan de Fuca provides a significant link to natural areas, including Fort Warden in Port Townsend, and the Dungeness Lighthouse in Sequim, and internationally to the “Pacific Rim” along the western coast of Vancouver Island. There are several harbors along the north coast of the Olympic Peninsula, but Port Angeles has the population, commercial activity, and recreational access to support transient vessels in all their needs. Port Angeles Harbor was named as such because the natural deepwater harbor has been a haven for many a vessel, and to understand its size, was once an annual host to the entire Pacific Naval Fleet. Port Angeles has always maintained a significant maritime culture on the Olympic Peninsula. In more recent years the City has seen continual growth in its attraction as a destination in and of itself, as well as a staging area for unrivaled recreational access and the last major port-of-call for Pacific and internationally bound travelers.

The Pier itself is home to many regional events, including the International “Dungeness Crab & Seafood Festival”, which is currently in its 13th year. The three day festival is held each October on the City Pier and is host to over 14,000 people; 4,000 coming from Canada. More than 60 vendors sell Northwest goods as well as all types of crab dishes. The festival features vendor booths, live music, a 5K run along the Olympic Discovery Trail, a sunset cruise, a sand volleyball tournament, the Grab-A-Crab Tank Derby, and U.S. Coast Guard demonstrations.

For the last two years, the City has been unable to host the very popular *Tall Ships* in Port Angeles due to the lack of floats. This is a yearly event and the City Pier is the only venue that can host the *Tall Ships* in our area.

Once the floats are replaced, the City of Port Angeles will continue to market the use of the transient floats, especially with the ongoing relationship and collaboration with boaters

from Victoria, B.C., and use during the Crab Festival. The City has also upgraded their website so that each individual Department, such as the Parks & Recreation Department, can manage, control, and update their own individual sites. This will give us the capability to better market all of our rental facilities.

Local Significance:

Port Angeles is the largest population center on the Olympic Peninsula. As such, it is a prominent local destination for cultural events and festivals, such as the Crab Festival, Art's-n-Action, and the Juan de Fuca Festival. The city is also a local economic and recreational hub with access to the Port Angeles Fine Art Center, The Lower Elwha Klallam Tribe Heritage Center, The Olympic Discovery Trail, and recreational opportunities such as camping, hiking, backpacking, fishing, bird-and whale watching, golfing, and biking.

7) Provide positive economic impacts to a community.

The Port Angeles City Pier Floats will help provide guest moorage for overnight stays and easy access to the Downtown area. The project includes 638 linear feet of guest side tie capable of handling boats as large as 80' in length. Based on a 2014 study done by the Port of Port Angeles, the nearby marina had 886 guest boats with around 2,000 days of transient moorage in 2012. Boats over 50 feet accounted for 31% of calls and 37% of days. The study also revealed that the two marinas, in both Sequim and Port Angeles, create 421 jobs, 16.2 million in income, and \$44.7 million in business revenue. Because of the location of the Port Angeles City Pier, transient moorage adds and provides an additional value to boaters who need easier access to the downtown area and provides continued support to this economic impact. Without the moorage availability, visitors will have to moor at the Marina, over a mile away within an industrial working Port.

This transient moorage allows immediate sufficient access to any commercial or recreational amenities needed by a traveler within only ¼ mile, including the adjacent Gateway Transit Center, which services the entire Olympic Peninsula Region; a natural foods supermarket and a Safeway, 20+ restaurants, bars, and coffee shops; various retail shops and boutiques; tourist information; art galleries; a local theatre; a brand new waterfront park; public restrooms; and several lodging establishments all within a five minute walk.

8) Include multi-State efforts that result in coordinating location of tie-up and other facilities. To receive points for this criterion, an application must include formal documentation of multi-state efforts.

While no multi-state efforts are in place, the new transient moorage facilities are expected to offer and accommodate more out-of-state visitors from California and Oregon, as well as international visitors from Canada.

Budget Narrative

Sponsor: City of Port Angeles

State: Washington

Indirect Cost Rate: 4.12%

Project Name: Port Angeles Transient Moorage Float Replacement

RCO Project Number: 14-1615

Date: 18-Sep-14

Item	Costs	
RCO (BIG)	\$257,948.00	10,627.00
Match	\$92,252.00	3,801.00
Breakdown:		
<i>Construction</i>	\$340,000.00	
<i>Cultural Resources</i>	\$5,000.00	
<i>Permits</i>	\$200.00	
<i>Indirect Costs</i>	\$14,428.00	
Subtotal	\$350,200.00	
Indirect Costs	\$14,428.00	
TOTAL	\$364,628.00	
Federal Share	\$268,575.00	<p>This is the actual funding being requested based on the application amount of \$257,948 plus RCO's indirects at 4.12%.</p> <p>This is the actual Federal Share based on sub-grantee match being provided. This differs from the 424C because the form only allows whole percentages. The sub-grantee and project were evaluated based on the match amount listed above.</p>
% Federal Share	73.66%	

BIG Share of Indirect Cost	\$10,627.00
BIG Share of Project	\$257,948.00
RCO Share of Indirect Cost	\$3,801.00
State Share	\$0.00
Sponsor share of project costs	\$92,252.00
Total	364,628.00

Budget Justification

<u>Expense</u>	<u>Cost</u>	<u>Big Request</u>	<u>Applicant Match</u>
Moorage Infrastructure			
Floats	\$290,000	\$213,614	\$76,386
Gangway Ramp	\$50,000	\$36,830	\$13,170
Admin/Arch/Engineer	\$19,428	\$14,310	\$1,315
Cultural Resources	\$5,000	\$3,683	\$1,317
Permits (HPA)	\$200	\$138	\$64
Total Estimated Cost:	\$364,628	\$268,575	\$92,252
WA State RCO Match:			\$3,801

Moorage Infrastructure

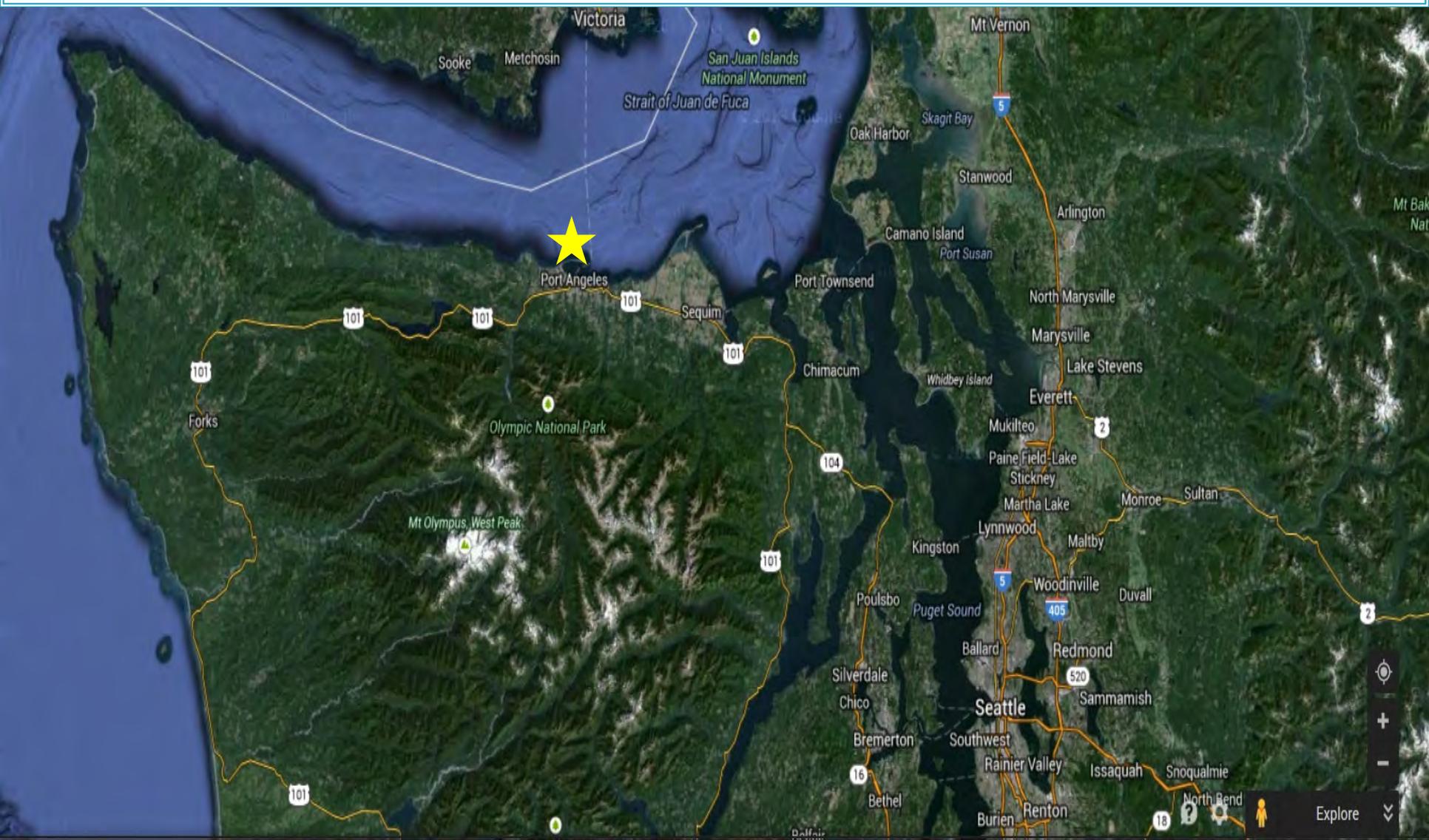
The estimated cost(s) to replace the City Pier Transient Moorage Floats was provided to the City of Port Angeles by a nearby float manufacturer in April of 2014. The total cost is estimated at \$290,000, which includes additional cost adjustments to cover sales tax, permits, and labor installation. These floats will meet the requirements set forth by the Department of Natural Resources and will meet ADA requirements for the decking while simultaneously, allowing 60% natural light through.

Once purchased, the installation of the floats will be done by the City of Port Angeles Parks Maintenance staff and the costs will be going towards In-kind labor (\$6,000). Staff is very familiar with the removal and installation of the City Pier Floats and the labor costs were based on a financial report from the last time floats were installed. These costs include:

- (1) One Floating Head Walk (Non-Moorage)- 8'x196'
- (3) Three Floating Fingers- 6'x 80'
- (2) Two Floating Fingers- 6'x 39'6'
- \$6,000 of In-Kind Labor by the City of Port Angeles.
 - Estimated 140 hours installation x \$40 per hour/per staff

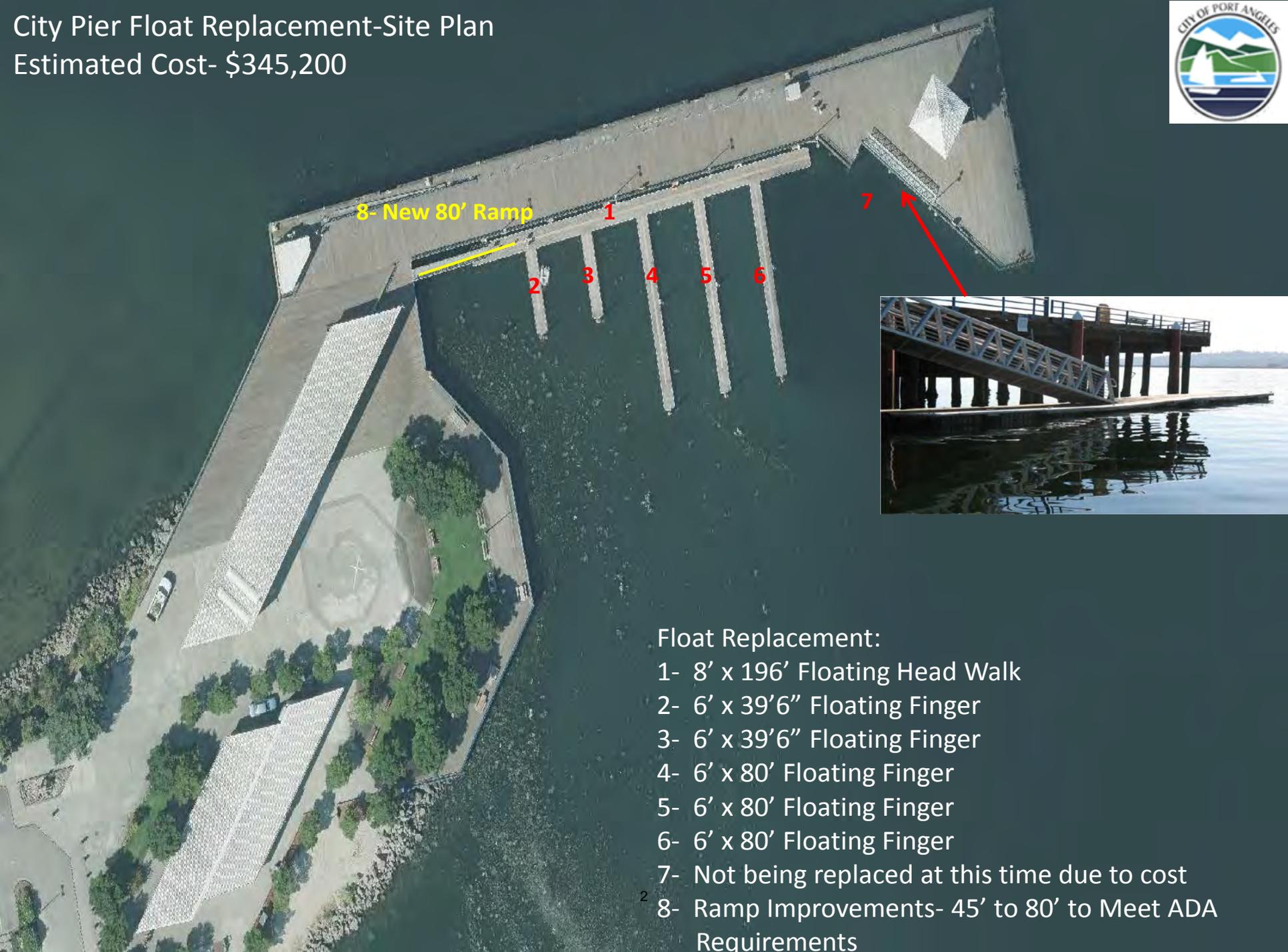
An additional Gangway Ramp is also needed. The previous 45' aluminum gangway ramp that leads down to the floating head walk needs to be replaced with an 80 foot long gangway to meet minimum ADA standards. An estimate for the ramp was provided by a nearby manufacturer for \$50,000 in June of 2014. This includes tax, delivery, and installation of the ramp by a local crane operator.

Regional Location Map



City Pier Float Replacement-Site Plan

Estimated Cost- \$345,200



Float Replacement:

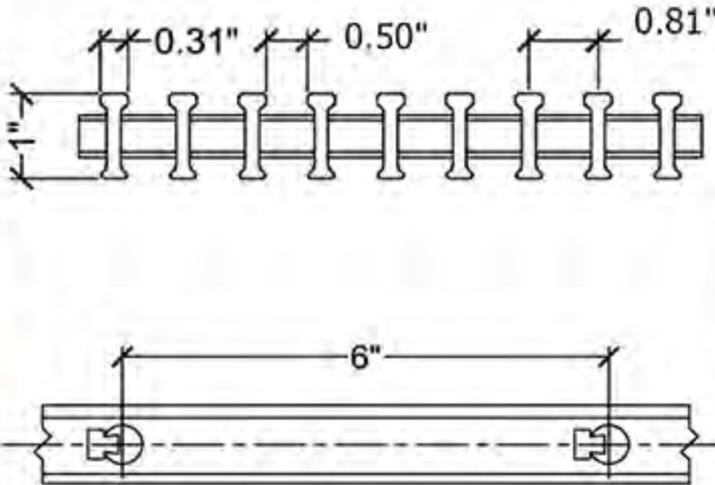
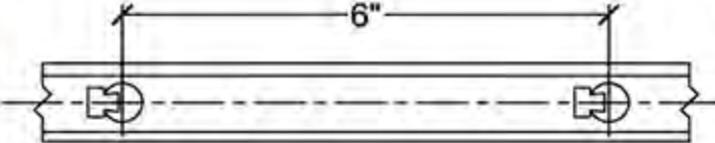
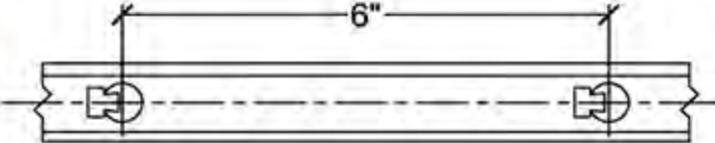
- 1- 8' x 196' Floating Head Walk
- 2- 6' x 39'6" Floating Finger
- 3- 6' x 39'6" Floating Finger
- 4- 6' x 80' Floating Finger
- 5- 6' x 80' Floating Finger
- 6- 6' x 80' Floating Finger
- 7- Not being replaced at this time due to cost
- 8- Ramp Improvements- 45' to 80' to Meet ADA Requirements

Per Department of Natural Resources:

- Grating Specifications
- 60% Open Requirements
- ADA for Maximum ½" Gap
- Pultruded Fiberglass Deck would meet requirements



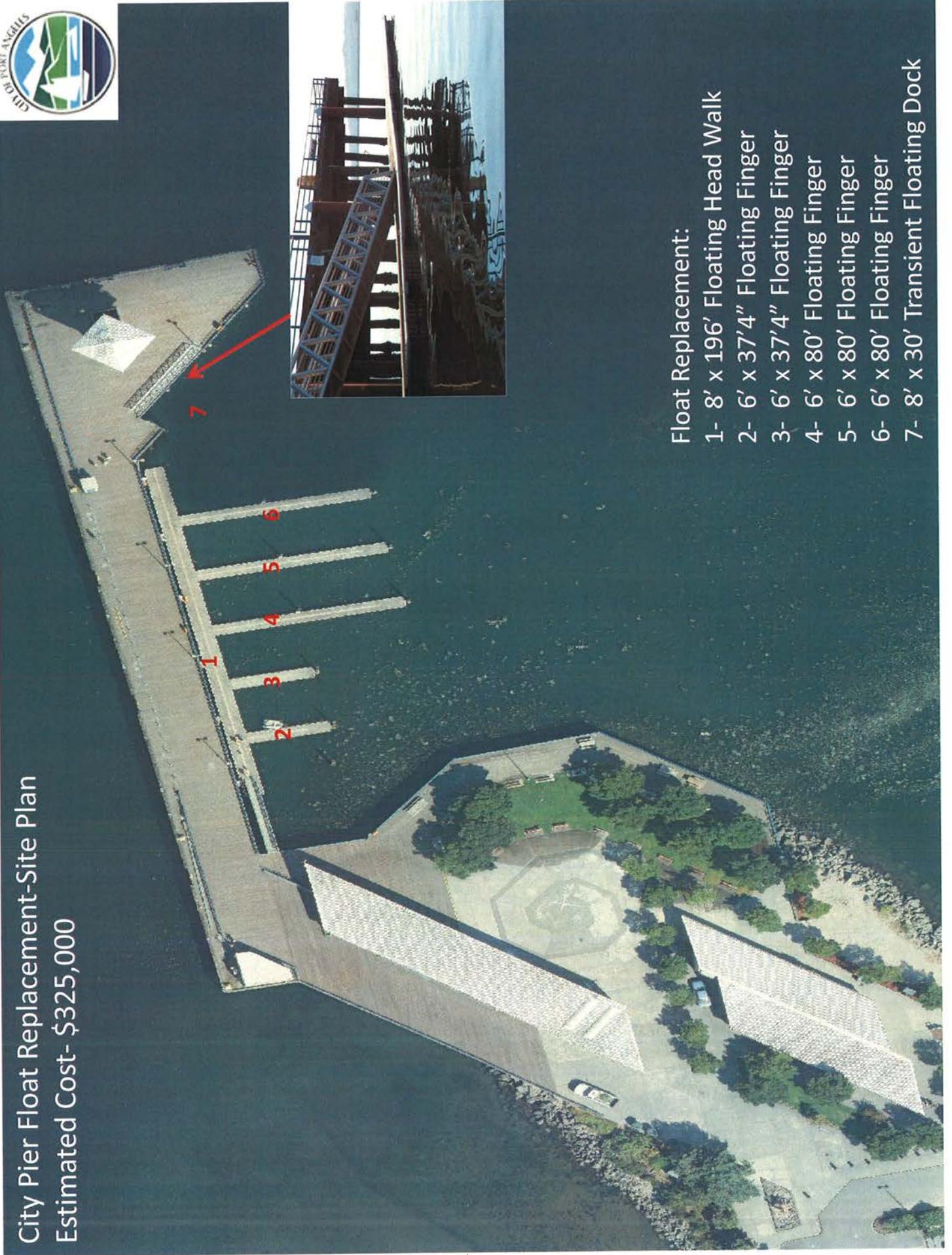
I-Bar 1" Deep 60% Open (IP10-60 ADA)

Engineering Properties Per Foot of Width:		$A = 2.90 \text{ in}^2$	$I = 0.32 \text{ in}^4$	$S = 0.64 \text{ in}^3$
		# of Bars:	15	
		Bar Depth:	1"	
Non-Stocked Item (Custom Order)		Open Area:	60%	
		Max Width:	5'	
Panel Sizes Available: Please Call		Load Bar Centers:	0.81"	
		Approx. Weight:	2.86 lbs/ft ²	
		Cross Bar Spacing	6"	



City Pier Float Replacement-Site Plan

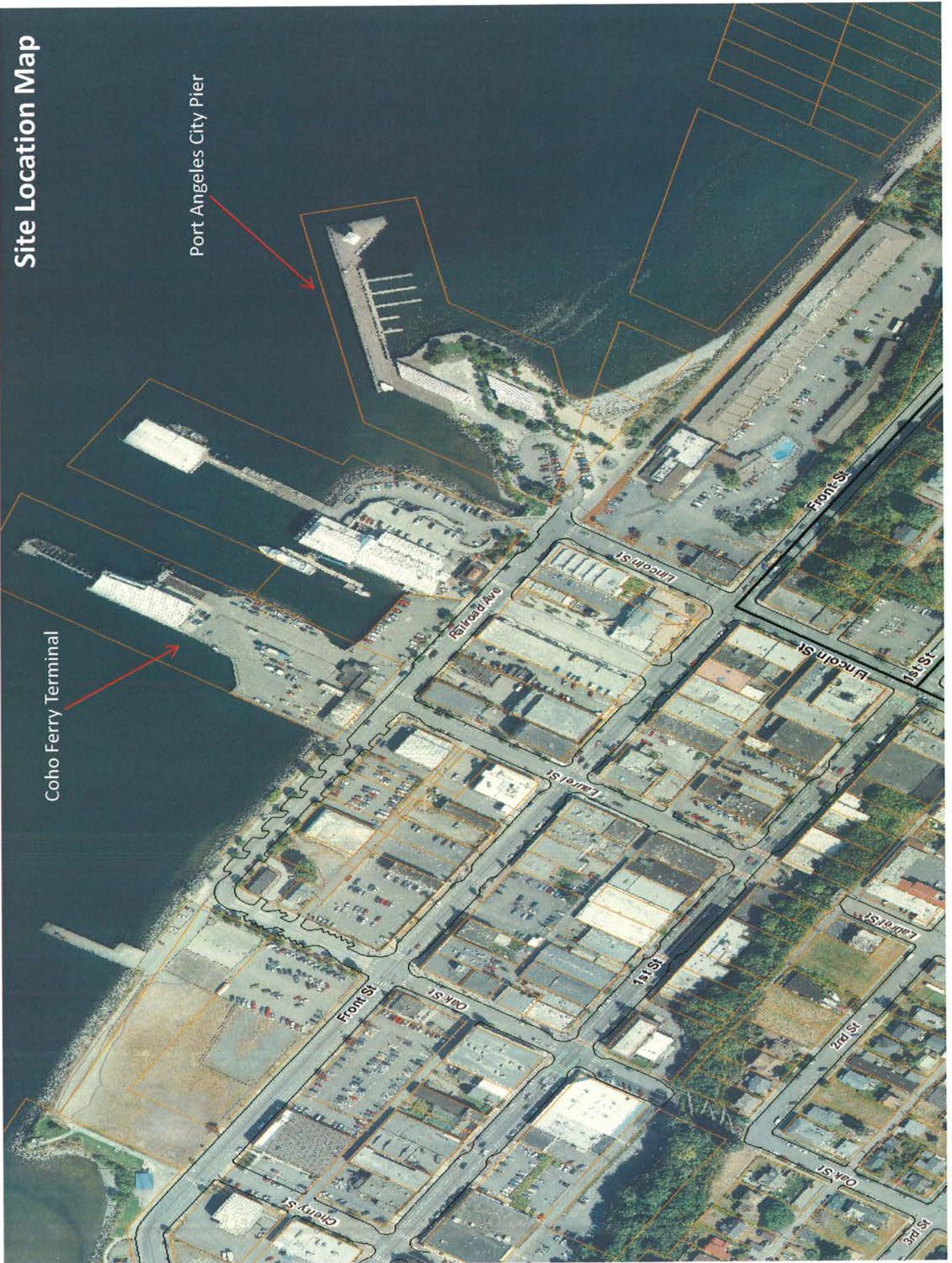
Estimated Cost- \$325,000



Float Replacement:

- 1- 8' x 196' Floating Head Walk
- 2- 6' x 37'4" Floating Finger
- 3- 6' x 37'4" Floating Finger
- 4- 6' x 80' Floating Finger
- 5- 6' x 80' Floating Finger
- 6- 6' x 80' Floating Finger
- 7- 8' x 30' Transient Floating Dock

Site Location Map

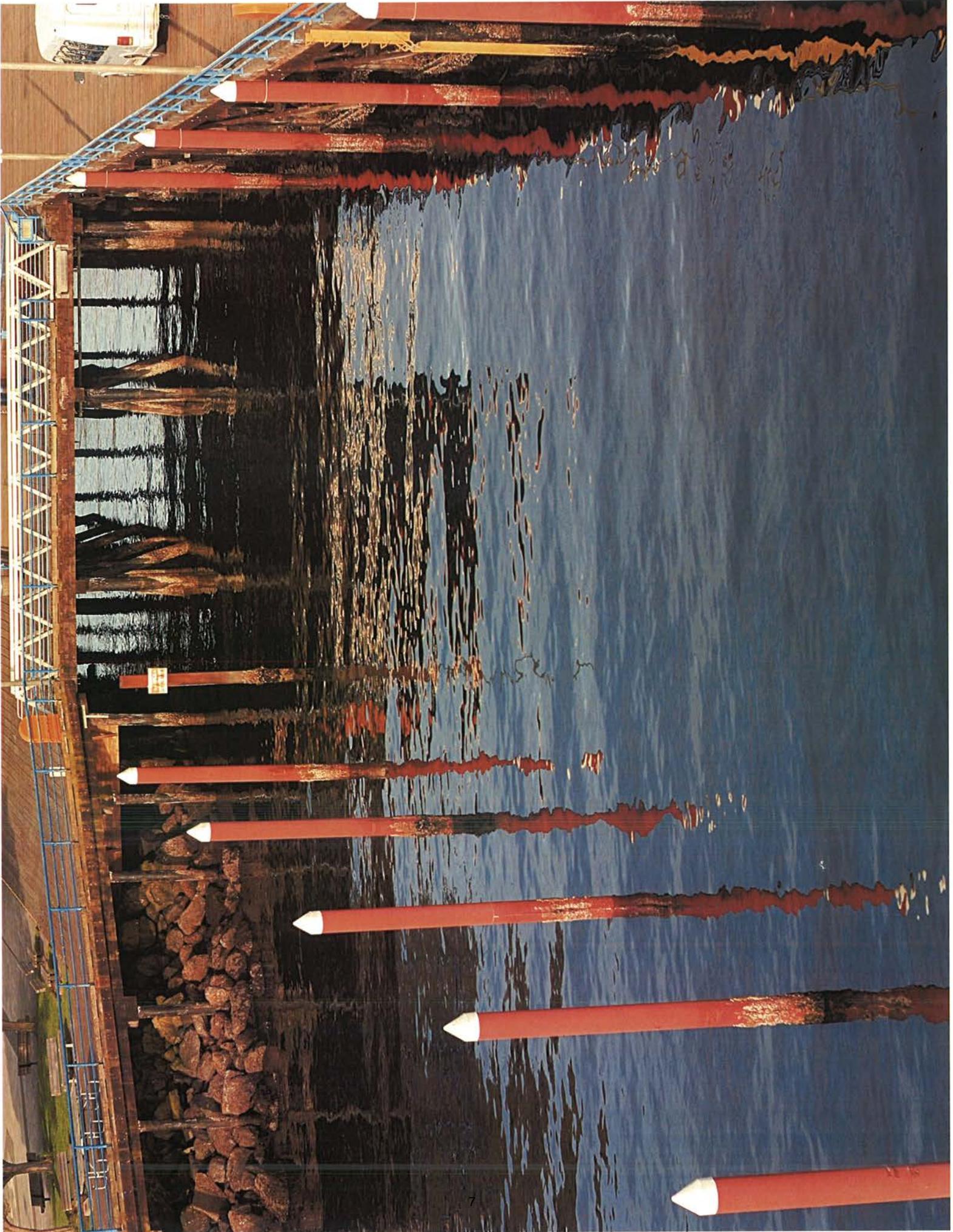


Port Angeles City Pier

Coho Ferry Terminal



**City Pier/Hollywood Beach - 315 N. Lincoln St.
253,972 sq.ft. 5.83 acres**





Port Angeles City of; Port Angeles Transient Moorage Float Replacement (#14-1615)

Attachment #201440, Floats in Use During Arts N Action Festival

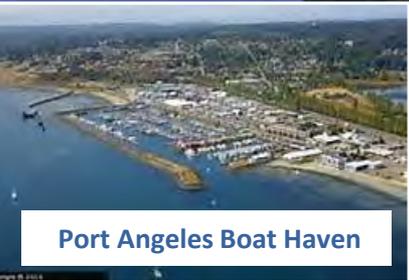
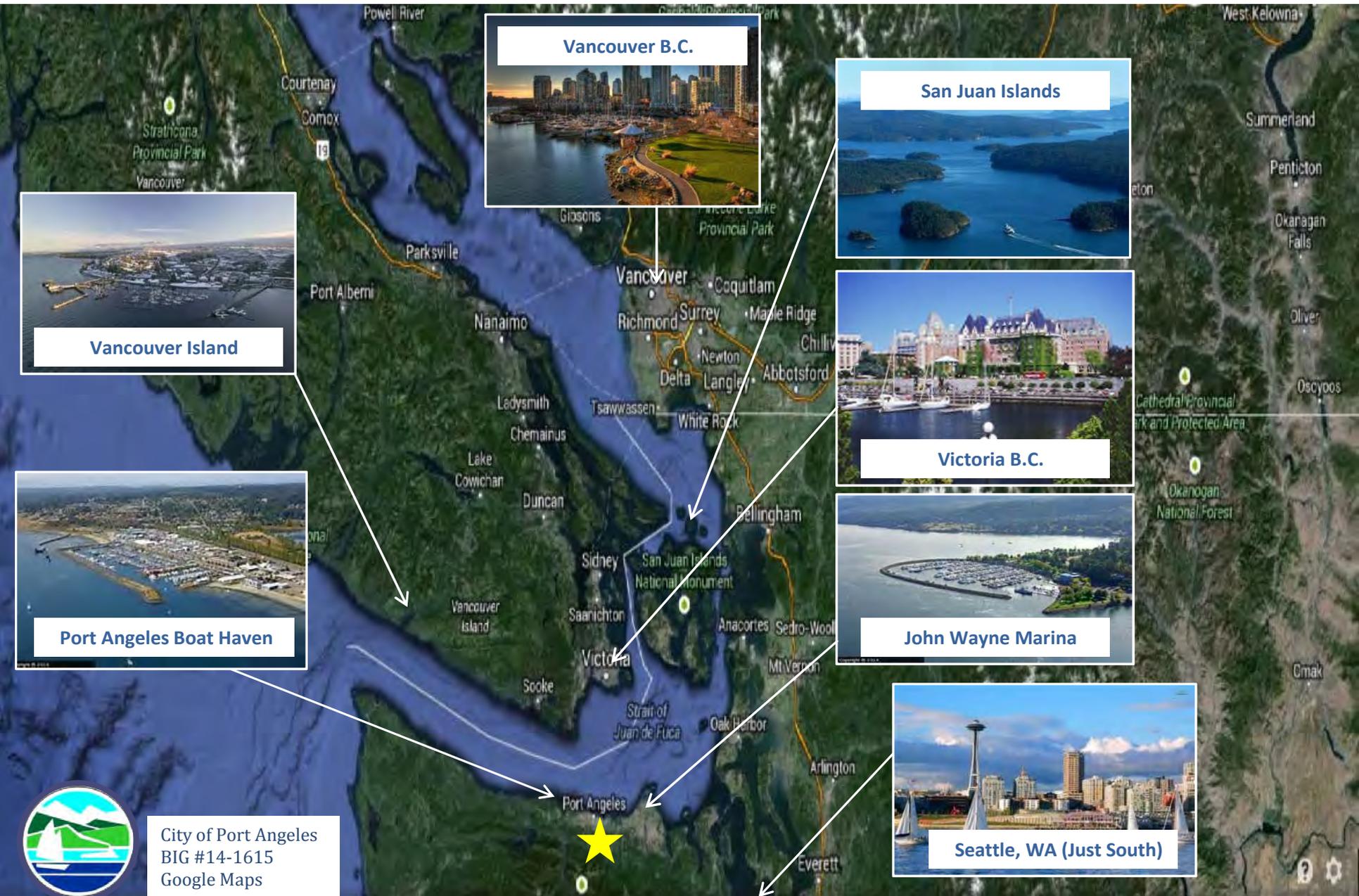


Port Angeles City of; Port Angeles Transient Moorage Float Replacement (#14-1615)



Port Angeles City of; Port Angeles Transient Moorage Float Replacement (#14-1615)

PACIFIC NORTHWEST BOATING DESTINATIONS



City of Port Angeles
BIG #14-1615
Google Maps



**Port Townsend
424 Form**

Fed \$1,500,000.00

State \$57,824.00

Local \$1,403,489.00

Total \$2,961,313.00



Port Angeles

Fed \$268,575.46

State \$3,800.78

Local \$92,252.00

Total \$364,628.24

424C Budget Sheet

\$1,500,000.00
is 50.65% of total project

Fed
State
Local

Total

~~268824~~ \$268,575.46
is 73.66% of total project

Fed
State
Local
in kind
Total

424C

\$1,500,000.00

\$57,824.00

\$1,403,489.00

\$2,961,313.00



\$268,575.46

\$3,800.78

\$92,252.00

\$364,628.24

Cert Letter

\$92,252.00

\$92,252.00

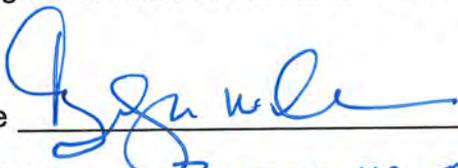
Certification of Applicant Match

Organization Name City of Port Angeles
 Project Name Port Angeles City Pier Moorage Float Replacement
 Project Number 14-1615

The sources and amounts of our matching share will be:

Source of Match	Amount
Real-Estate Excise Tax (REET)	\$ 92,252
Total	\$ 92,252

As the authorized **financial** representative for the above identified organization, I hereby certify that the sponsor matching resources are available for the project referenced above. I further acknowledge that our organization is responsible for supporting all non-cash commitments and donations should they not materialize.

Signature 
 Printed Name BYRON W. OLSON
 Title CHIEF FINANCIAL OFFICER
 Date Nov. 14, 2014