

**Application for Federal Assistance SF-424**

* 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="09/18/2015"/>	4. Applicant Identifier: <input type="text"/>
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5a. Federal Entity Identifier: <input type="text"/>	5b. Federal Award Identifier: <input type="text"/>
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**State Use Only:**

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

**8. APPLICANT INFORMATION:**

\* a. Legal Name:

* b. Employer/Taxpayer Identification Number (EIN/TIN): <input type="text" value="68-0303606"/>	* c. Organizational DUNS: <input type="text" value="1720708070000"/>
----------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------

**d. Address:**

\* Street1:   
Street2:   
\* City:   
County/Parish:   
\* State:   
Province:   
\* Country:   
\* Zip / Postal Code:

**e. Organizational Unit:**

Department Name: <input type="text" value="California State Parks"/>	Division Name: <input type="text" value="Division of Boating and Waterw"/>
-------------------------------------------------------------------------	-------------------------------------------------------------------------------

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

Prefix:  \* First Name:   
Middle Name:   
\* Last Name:   
Suffix:

Title:

Organizational Affiliation:

\* Telephone Number:  Fax Number:

\* Email:

**Application for Federal Assistance SF-424**

**\* 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:**

F15AS00278

\* Title:

Boating Infrastructure Grant Program (Tier 2 - National)

**13. Competition Identification Number:**

Title:

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

Add Attachment

Delete Attachment

View Attachment

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

Treasure Island transient dock extension and attenuator.

Attach supporting documents as specified in agency instructions.

Add Attachments

Delete Attachments

View Attachments

**Application for Federal Assistance SF-424**

**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="1,500,000.00"/>
* b. Applicant	<input type="text" value="1,736,850.00"/>
* c. State	<input type="text" value="0.00"/>
* d. Local	<input type="text" value="0.00"/>
* e. Other	<input type="text" value="0.00"/>
* f. Program Income	<input type="text" value="0.00"/>
* g. TOTAL	<input type="text" value="3,236,850.00"/>

**\* 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 in attachment.)**

Yes  No

If "Yes", provide explanation and attach

Add Attachment

Delete Attachment

View Attachment

**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:

Treasure Island Cost Analysis

		Budget	Developer Share	Developer Amt	Fed Share	Fed Amt	Total
Permitting		\$60,000	75%	\$45,000	25%	\$15,000	\$60,000
Design		\$200,000	65%	\$130,000	35%	\$70,000	\$200,000
	Dock Design	\$50,000					
	Soil Eng - Pile Design	\$75,000					
	Project Design	\$75,000					
Floating Transient Dock and Attenuator Ext		\$2,067,200	51%	\$1,054,272	49%	\$1,012,928	\$2,067,200
Floating Transient Dock and Attenuator Piles		\$364,650	51%	\$185,972	49%	\$178,679	\$364,650
Electrical System		\$395,000	67%	\$263,333	33%	\$131,667	\$395,000
Sanitary Sewage Pump-out System		\$50,000	50%	\$25,000	50%	\$25,000	\$50,000
Potable Water System		\$50,000	50%	\$25,000	50%	\$25,000	\$50,000
Fire suppression system		\$50,000	50%	\$25,000	50%	\$25,000	\$50,000
Assembly of transient dock		\$0					
	Totals	\$3,236,850		\$1,753,577		\$1,483,273	\$3,236,850

Assumptions:

- 100% of the facilities proposed are for transient recreational boater with no need to prorate (or allocate) costs among other uses.
- Transient dock available to recreational boats will be 646 linear feet, 16 feet wide.
- Concrete unifloat dock sections will be standalone modules pre-cast to allow for electrical and utility conduit
- The floating dock system will require 33 steel piles (at 20' intervals).
- The floating wave attenuation system does not need to be allocated among the zones of use (transient, commercial, resident slippage)
- Sanitary pumpout facilities (shoremounted pump and hydrants) will be additive to system already provided for in prior BIG grant to TI
- Potable water, electrical/utility, and fire suppression system costs will be additive not duplicative to costs for prior BIG grant.
- The proration described on Page 8 is a depiction of match to grant award amount and not a proration among beneficiaries
- The previous BIG Award for TI (F12AP00035) is, other than the point of connection, entirely separate and independent from this proposed extension.

TIE Marina Answers-Nov 4 2015

CORRECT  
 YES  
 YES  
 YES  
 CORRECT  
 CORRECT  
 CORRECT  
 CORRECT  
 CORRECT

**Treasure Island Enterprises, LLC**  
**Treasure Island Marina, LLC**

1215 K Street, Suite 1150  
Sacramento, CA 95814  
916-443-8891

September 11, 2015

Via FedEx

Ron Kent  
Project Manager  
Loans and Grants  
Division of Boating and Waterways  
One Capital Mall, Suite 500  
Sacramento, CA 95814

Dear Mr. Kent:

In response to your email dated September 4, 2015, below please find our supplemental answers and clarifications to the Treasure Island Enterprises BIG Application process.

Our responses are numbered to track your email inquiry.

1. GPS Coordinates:  
37 degrees 49' 1.44 N  
122 degrees 22' 1.94 W
2. Project Map: See Attached #1
3. Access to Local Tourist Attractions and Other Destinations or Points Of Interest:
  - Golden Gate National Recreation Area (Approximately 10+ miles from Treasure Island)

One of the nations' most highly visited National Parks, it comprises numerous sites, including Alcatraz, Marin Headlands, Angel Island and Fort Mason, as well as Muir Woods National Monument, Fort Point National Historic Site, and the Presidio of San Francisco. Each has its own unique natural, cultural and military history. Most of these sites can be visited by automobile or transit options, and the others, like Angel Island and Alcatraz, can be visited by vessel.

- The Gulf of the Farallones National Marine Sanctuary (28 miles off coast of San Francisco)

The Gulf of the Farallones National Marine Sanctuary is one of thirteen Marine sanctuaries in the United States. It is located outside San Francisco's Golden Gate and comprises part of the United Nations' Golden Gate Biosphere Reserve. The Sanctuary was declared in 1981 and protects about 1250 square miles of the waters off San Francisco. The Farallones National Marine Sanctuary can only be visited via vessel offshore.

- Treasure Island and Yerba Buena Island (On Site)

Treasure Island was used as an international airport, as a military base, and was the site of the 1939-40 World's Fair. San Francisco landmarks visible from Treasure Island and Yerba Buena Island include the Golden Gate Bridge, Alcatraz Island, Coit Tower and the Transamerica Pyramid in the Financial District. Treasure Island and Yerba Buena Island are being redeveloped and the new marina is part of the new development.

- USS Hornet (approximately 5 miles)

The aircraft carrier, USS Hornet is a national treasure, having participated in two of the greatest events of the 20<sup>th</sup> century—World War II and the Apollo 11 manned space mission. Now moored at historic Alameda Point on San Francisco Bay, the USS Hornet is a timeless memorial to those who defended our American values and to those who have pursued America's technological advancements. The USS Hornet can be visited via automobile, transit and ferry service.

- Exploratorium and San Francisco Ferry Building (approximately 1.5 miles)

The Exploratorium and San Francisco Ferry Building, located at PIER 15 and The Ferry Building, respectively, are proven tourist and visitor destinations, and both look straight across the Bay to Treasure Island. The Exploratorium and San Francisco Ferry Building can be visited via automobile, transit, historic San Francisco Trolley System, and a variety of vessel services.

- Bay Model Visitor Center (approximately 10 miles)

The Bay Model Visitor Center in Sausalito is a fully accessible education center administered by the U.S. Army Corps of Engineers which makes possible the viewing of a scientific tool which is a working hydraulic

model of the San Francisco Bay and Sacramento-San Joaquin River Delta System. This is the only one of its kind in the world. The Bay Model Visitor Center can be visited via automobile, transit and vessel service.

- PIER 39 and James R. Herman Cruise Terminal (approximately 1 mile)

PIER 39 and the new James R. Herman Cruise Terminal, both located on Port of San Francisco property along The Embarcadero, are highly visited locations for residents and tourists. PIER 39 and the new James R. Herman Cruise Terminal can be visited via automobile, transit and vessel service.

- San Francisco Maritime Museum (approximately 2 miles)

For more than fifty years, the San Francisco Maritime National Park Association has worked to bring maritime history to life for visitors to the San Francisco Bay Area. The Association supports San Francisco maritime National Historical Park and independently operates the World War II submarine museum and memorial USS Pampanito annually making her one of the most popular historical naval vessels in the country. The Maritime Museum can be visited via automobile, transit and the Historic San Francisco Trolley System.

- Monterey Aquarium (approximately 120 miles)

The Monterey Aquarium is located on Monterey Bay about 120 miles south of San Francisco. The aquarium offers a unique look at the beauty of marine life in nearly 200 galleries and exhibits. The Monterey Aquarium can be visited via automobile or transit.

- Golden Gate Park (approximately 5 miles)

Golden Gate Park is one of the largest urban national parks in the world. It was established in 1972 as part of a trend to make national park resources more accessible to urban populations and bring “parks to the people”. These lands represent one of the nation’s largest coastal preserves and attract 16 million visitors each year. Golden Gate Park can be visited via automobile and transit.

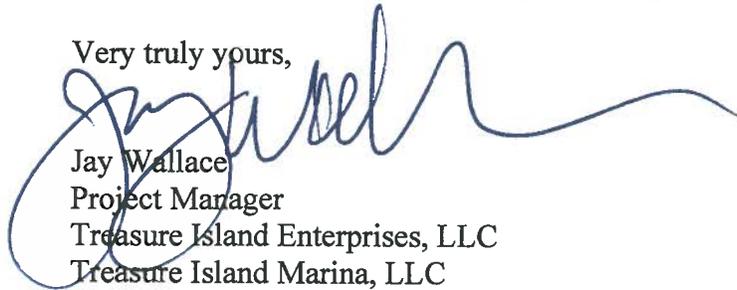
- Fort Mason and The Presidio (Approximately 3 miles)

Fort Mason and The Presidio are both a part of the US Government’s former military installation in San Francisco, and both locations have now been repurposed and redeveloped for a variety of uses that serve millions

of local residents and visitors a year. Fort Mason and The Presidio can be visited via automobile and transit.

4. Letters of Support: Pursuant to our telephone conversation of September 9, 2015, you do not require any additional information on this item from us.
5. Detailed Drawing: See Attached #2
6. Application Scope Update. The Applicant seeks to have 35% of the total budget used for dredging associated with the new transient dock and marina at Treasure Island if that is possible. Please contact the project applicant for more information on this issue.

Very truly yours,



Jay Wallace  
Project Manager  
Treasure Island Enterprises, LLC  
Treasure Island Marina, LLC

**APPLICATION FOR TIER II INFRASTRUCTURE GRANT  
PROGRAM**

**TREASURE ISLAND MARINA  
SAN FRANCISCO, CALIFORNIA**

Submitted by: Treasure Island Marina, LLC,  
Treasure Island Enterprises, LLC  
Darius Anderson, Manager

Physical Location:

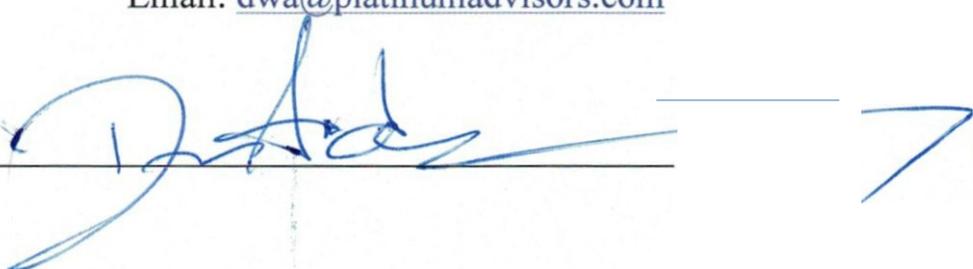
1 Clipper Cove Way, San Francisco, California 94130  
Tel: (415) 981-2416 Fax: (415) 981-2516

Company Headquarters :

1215 K Street, Suite 1150, Sacramento, California 95814  
Tel: (916) 443-8891 Fax: (916) 443- 8913

Email: [dwa@platinumadvisors.com](mailto:dwa@platinumadvisors.com)

Signed by:



## 1. Introduction

This Application is for funding to add an extension to an already funded BIG grant (Award F12AP00035) that was awarded to Treasure Island Marina (hereinafter TIM) to construct a public transient, large-boat docking facility for recreational vessels, non-trailerable, 50 feet in length or longer ("Docking Facility") on Treasure Island, located in the heart of San Francisco Bay. See **Exhibit A** for depiction of already funded BIG grant for Treasure Island Docking Facility.

This additional grant request would permit TIM, and its parent company, Treasure Island Enterprises, LLC (TIE) to construct an enhanced Docking Facility that could better serve transient boaters, serve also as a wave attenuator for the marina, and would be included in and become a part of the existing approved BIG grant to construct the Docking Facility already approved at Treasure Island. See **Exhibit B** for depiction of extension to already funded BIG grant for Treasure Island Docking Facility.

The new Treasure Island marina, including the Docking Facility, will become a part of the much larger redevelopment of Treasure Island that is now underway involving a regional destination and new neighborhood in San Francisco. The first property disposition of former Naval Station Treasure Island from the United States Navy to the City and County of San Francisco's authorized base closure redevelopment authority, the Treasure Island Development Authority ("TIDA"), occurred in May 2015. Clipper Cove, the location for the Docking Facility, is scheduled to be transferred to TIDA in Spring 2016, at which time TIM and TIE will take control of the marina and begin our construction work. The addition to the Docking Facility requested in this Application will provide much needed transient docking for larger vessels that access Clipper Cove routinely.

Treasure Isle Enterprises, LLC, the owner of the Treasure Island Marina is seeking \$1,573,425.00 for the addition of the Docking Facility to accommodate up to approximately 30 transient boats (depending on size and method of tying up) from 50 feet to 250 feet of length. The location of the transient dock in Clipper Cove will provide at least 6 feet of depth at the lowest tide. Shore-side accommodations for visiting boaters will provide state-of-the-art handicap access along with water, fire protection, electricity, food, restaurant, shops, restrooms and showers as well as access to important historical and natural destination points. Upon completion of the Docking Facility, Treasure Island will be able to safely accommodate year around access for transient boaters, including larger vessels.

The San Francisco Bay Area is considered one of the most popular destinations in the world with almost 20 million visitors annually. But few have the opportunity to visit from the ocean waters because of a regional lack of transient space. Treasure Island Marina will revitalize boating activities and provide unique and safe accommodations for transient boaters any time of the year.

## **2. Project Site and Historical Significance**

Treasure Island/Yerba Buena Island is one of four large islands in San Francisco Bay. Yerba Buena Island is located in the middle of the Bay and links the east and west spans of the San Francisco -Oakland Bay Bridge. Attached to the north is the artificial and flat Treasure Island, site of the 1939 World's Fair. The southerly end of the island is the project location in famous Clipper Cove. The bay itself is sixty miles long and twelve miles wide.

The first European to enter the bay was Spanish explorer Juan de Ayala who passed thru the Golden Gate on August 5, 1775. American presidents and expansionists coveted the bay as one of the greatest natural harbors in the Pacific. During the California gold rush of 1848-1850 San Francisco Bay instantly became one of the world's greatest seaports, dominating shipping and transportation in the American West. San Francisco Bay continues to support some of the densest industrial production and urban settlement in the United States. The San Francisco Bay Area is the American West's second-largest urban area with approximately eight million residents.

## **3. Need**

The San Francisco Bay is a mecca for thousands of sailors and yachtsman and has over 100 marinas and yacht clubs catering to vessels of 26 feet and longer. The problem is that few guest slips exist in the Bay Area Region and those slips that are available are mostly small, leaving today's larger vessels without a place to berth. Upon completion of the requested addition to the Docking Facility, as described in this Application, the Treasure Island Marina will offer an unique destination not offered anywhere else on the West Coast of North America and will make available to any sea going transient vessel a safe place to stay as they travel up and down the California coast.

## **4. Objective**

This Application for the addition to the Docking Facility will allow the Treasure Island Marina to create the most unique destination on the West Coast for transient vessels of 50 feet and longer. The addition to the already approved Docking Facility, if this request is approved, will be part of the first phase of TIE's new 400-slip marina with unmatched shore side facilities.<sup>1</sup> The opportunity for transient vessels to come in and utilize this facility in such a central and unique

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<sup>1</sup> The already approved Docking Facility is a part of the first phase work to be undertaken by TIE, and work has commenced on the already approved Docking Facility. The slower than expected construction and development schedule has occurred solely as a result of the delays that took place in the transfer of former Naval Station Treasure Island from the U.S. Navy to TIDA. With the transfer of property now well on its way, that impediment to progress is no longer present.

location in San Francisco Bay and is expected to make this destination much in demand with high occupancy usage.

## 5. Approach

The marina site is located between Yerba Buena Island to the south and the former Naval Station Treasure Island to the north at the original navy marina. This area is referred to as Clipper Cove. The cove got its name in commemoration of the Flying Clipper ships that were a part of the Pan-American seaplane base located on Treasure Island.

**Exhibit B** is a site plan for Treasure Island Marina to expand the Docking Facility as requested in this Application, showing the wet slips, and the already approved Docking Facility, and the requested, new addition to the Docking Facility which will extend an approximate 646 additional linear feet into Clipper Cove. The Docking Facility and the extension will be constructed of concrete and engineered to last at least seventy-five years. There will be handicap access on the Docking Facility to shore using an aluminum gangway and will be engineered to last over thirty years. The Docking Facility, and the requested extension, will have electricity, water, a separate fire suppression system, sewage pump-out station and nearby shore side shower and restroom facilities. This Application seeks funding to augment the already approved Docking Facility by adding an approximate 646 linear foot extension to better accommodate uses in Clipper Cove and the transit of larger vessels.

The addition of the extension will provide a safe transient facility for vessels on a year around basis and will be created by the use of a floating attenuator. The reason the floating attenuator was selected over a fixed breakwater is for several reasons.

- The fetch length at the site limits waves to a size of 2.5 to 3 feet and a period of about 3 seconds.
- A wave attenuator provides minimal aesthetic impact since it floats on the water and has a freeboard of less than two feet.
- A wave attenuator has minimal environmental impact, other than a minor amount of shading. Water flow remains virtually unobstructed, allowing for basin flushing without effecting siltation and other problems which can occur when flow is interrupted.
- Wave attenuators are multi-functional providing additional uses such as public access and transient moorage.

The already approved Docking Facility, and the requested new extension to the Docking Facility described in this Application, will be open to the boating public and will abut an extensive public access and walkway along the entire north end of the marina complex. A separate project on Treasure Island will be developing approximately 250,000 square feet of proposed retail adjacent to the marina. There will be a variety of marine-oriented shops situated on a long boardwalk

overlooking the Marina at Clipper Cove. The retail area will include a marine store, restaurants, yacht club, harbor masters office, access to a non-profit sailing school and parking and will be accessible via immediate access to the new ferry system and other methods of transportation that are proposed to be *built* at Treasure Island.

## 6. Expected Results and Benefits

The Docking Facility, as extended, will increase the existing transient slips in the Bay Area and offer state-of-the-art tie-ups for larger vessels, allowing many more boaters to have access to visit San Francisco for not only day trips, but also more extended stays. The master development of the Islands includes a new ferry terminal which will make the whole Bay Area available to visit by water. In addition, all other normal methods of transportation such as buses, taxis, ride share, and possibly car rentals will be available from this unique location or where ever the ferry takes one. From there, San Francisco is the ideal jumping off point for the many attractions offered in the region including the Napa Valley to the north and Carmel and Monterey to the south.

## 7. Funding Requirements and Costs

The estimated costs for funding the construction of the transient dock are as follows:

### Permitting Costs

1. BCDC -San Francisco Bay Conservation and Development Commission
2. ACOE -Army Corps of Engineers
3. Regional Water Quality Control Board of the State of California
4. California Department of Fish and Game
5. United States Department of Fish and Wildlife
6. JRPPA
7. Other -City and County building and construction permits

NOTE: All costs described below are in addition to the allocation previously authorized from the prior BIG award and are calculated on the basis of current 2015 pricing estimates.

- |    |                                                            |              |
|----|------------------------------------------------------------|--------------|
| A. | Permitting Costs for the addition to the Docking Facility: | \$60,000.00  |
| B. | Design Costs for the addition to the Docking Facility:     | \$200,000.00 |
|    | 1. Dock design costs including pile design -               | \$50,000.00  |
|    | 2. Soil engineering for pile design -                      | \$75,000.00  |

3. Project design costs - \$75,000.00

**C. Floating Transient Dock & Attenuator Extension: \$2,067,200.00**

- Floating Attenuator. This Application includes an approximate 646 linear feet extension to the Docking Facility. Treasure Island Marina will install approximately 10,336 square feet of transient/floating attenuator (646 feet long, 16 feet wide, 3 feet of draft, and 20 inches of freeboard). This configuration is designed for 2.5 foot to 3 foot wave environment and allows for the tidal currents to move freely through the marina which will circulate and freshen the water in the cove and does not create silt accumulation.

**D. Floating Transient Dock & Attenuator Guide Piles: \$364,650.00**

- Steel Guide Piles. Steel guide piles, approximately 18-24 inches diameter with Y2 to Y4 inch wall thick and approximately 60 feet long, will be used to anchor the dock. They will be sleeved with High Density Polyethylene (HDPE) for the top 30 feet of each pile for adequate corrosion protection. One pile will be placed every 20 feet for a total of 3e piles.

**E. Electrical System: \$395,000.00**

- Electrical System. This grant proposal includes a complete electrical system from an electrical point of connection (EPOC) throughout the dock system. This electrical system will be routed internally through the float modules utilizing the cast-in PVC raceways and accessed through code-approved junction boxes. There will be three large vessel power centers to provide power to larger vessels and eight SS power centers (one every 100 feet) for smaller transient vessels. The power centers will allow for flexibility in providing electrical service to many different sizes of transient vessels with varying power requirements. Outlet sizing will be as follows:

Large Vessel Power Centers:

1. Amber lens color for light
2. LED Light
3. Photo Cell-Controlled Light
4. GFP Breakers
5. Digital Electronic Metering (Both Sides)
6. 100A, 480V Receptacle, 3ph (Quantity of 4)
7. 100A, 208V Receptacle, 3ph (Quantity of 8)
8. 30A, 125V Receptacle - Side 2 (Quantity of 2)
9. 50A, 125/250V Receptacle - Side 2 (Quantity of 8)
10. Phone Jack
11. Cable TV Jack
12. Internet Jack
13. Water Connection (One each side)

SS Power Centers:

1. Amber lens color for light
2. LED light
3. Photo Cell-Controlled Light
4. GFP Breakers
5. Digital Electronic Metering
6. 30A, 125V Receptacle (Quantity of 2)
7. Phone Jack
8. Cable TV Jack
9. Internet Jack
10. Water Connection (One each side)

Pricing includes solar lights mounted on each pile (2 each per Pile) totaling 76 lights.

The development of Solar Power Marina Power Centers is fast maturing into methods economical for commercial use. We will follow this development and install Solar Power Centers as they have become economically available when we construct the transient dock.

**F. Sanitary Sewage Pump-Out System: \$50,000.00**

- A sanitary pump-out system will be installed will be a shore-mounted KECO PER900. REM peristaltic pump system or other similar system. Also included are a 30-foot hose, potty wand, timer, hour meter, low-voltage controls and a fiberglass enclosure for the pump. A HDPE sewer piping and 8 sewer hydrants are anticipated to be installed throughout the pump-out from several locations along the Docking Facilities' extended length.

**G. Potable Water System: \$50,000.00**

- A potable water system will be supplied, including two hose bibs at every power center location with backflow protection. The freshwater system includes designing, furnishing and installing a complete Marine Piping System from the Potable Water Point of Connection (PWPOC) to the required locations on the extension to the Docking Facility.

**H. Fire Suppression System: \$50,000.00**

- A fire suppression system, as required by local code and per NFPA 303, will be supplied from the Fire Water Point of Connection (FWPOC) to the extension to the Docking Facility. An underwater HDPE "4" inch piping system with stainless steel riser into standpipes and fire hose cabinets will be installed. This system is preferred due to its longevity and use of non-corrosive materials.

**I. Assembly of Transient Dock**

- The shop drawings will be stamped by a registered professional engineer licensed in the State of California. Concrete unifloats (BMI) will be joined by a fabricated, treated (ACZA) wood waler system using West Coast Region Douglas Fir, No 1. Double 3x12 inch walers will tie the floats together with cover board, with galvanized steel thru-rods of 7/8 inch diameter rolled threads, nuts and washers. Galvanized steel elements are standard including 2 each side mount pile retainers. Galvanized iron cleats of 12 inch to 15-inch heavy duty with attachment hardware are planned for securing the vessels to the attenuator. Vinyl fendering using premier materials model 5005 and comer bumpers will also be installed.
- The Anchoring system is based on equipment mobilization and the supply and driving of .500 inch x 16 inch x 60-foot steel pipe piles. The pipe piles will be cold tar epoxy coated and will have white FRP pile caps.

**J. Prorated Ratio--Developer Share + Grant Share**

	Prorated Ratio-Developer + Grant Share
Permits	75/25
Design	65/35
Dock	51/49
Piles	51/49
Electric	64/33
Pump-out	50/50
Potable Water	50/50
Fire System	50/50
<b>TOTAL GRANT REQUEST</b>	<b>\$1,500,000</b>

**8. Partnerships**

Treasure Island Marina and Treasure Island Enterprises, LLC is prepared to match the Federal Funds consistent with the pro rations discussion in this Application.

It is important to note that the construction of the new, addition to the already approved Docking Facility is a small part of TIE's planned construction of its new, state-of-the-art 400 slip marina as a whole. Likewise the marina is a small part of the complete development of Treasure Island into a unique regional destination and brand new San Francisco neighborhood and community.

## 9. Regulatory compliance

The Treasure Island Marina has already received environmental clearance for the construction of the new marina. The Treasure Island Marina is currently submitting permits to the State and Federal regulatory agencies having jurisdiction, including the US Army Corps of Engineers, the Bay Conservation and Development Commission (BCDC), the Regional Water Quality Control Board, The City and County of San Francisco, the US Fish and Wildlife Service and the California Department of Fish and Game. TIE's new marina, and the Docking Facility, complies with the Bay Area Long Range Plan and zoning ordinances for public access and water-oriented activities at this site, as well as the Treasure Island redevelopment plan.

This grant proposal includes all necessary cost associated with obtaining a complete entitlement package needed for construction. Preliminary contact with those agencies needed to approve our project has gone well and we have been assured that our project will receive a high priority when seeking the necessary permits.

## 10. Use of Innovative Technologies

The Docking Facility, and this new request to add to it, is unique in that it allows for the free flow of the water within Clipper Cove without interfering with bottom ecology or aesthetic views while providing a safe harbor year around. Typically a fixed breakwater solution would eliminate the transient vessel opportunity along with public access, stifle basin flushing and would create a poor aesthetic view.

Previously, Treasure Island was selected as one of 16 founding projects worldwide (1 of 2 in the US) for by the Clinton Climate Initiative's Climate Positive Development Program because of its emphasis on sustainability. It has also received numerous awards from State agencies and national organizations for its sustainable design methodologies. The master development of Treasure Island will also be based on the principles of sustainable development.

## 11. Cost Efficiency/Value Added

Only costs specific to this new addition to the transient dock are included in the project costs. Costs common to any other project are not apportioned to this Grant in any way.

New revenues will be generated to San Francisco and the Bay Area from transient boaters using the docking facilities. Because of the safety, central location, and natural interest for Treasure Island the facility will generate a high usage from transient vessels moving up and down the coast. Since the only vessels that will be allowed to use the dock are going to be non trailerable transient vessels of 50 feet or more in length then the chance of availability for making reservations will insure that a high usage of vessels coming and going which will generate increased spending in the area.

## Provide Significant Positive Economic Impacts to the Community

Significantly increasing the number of tie-ups and transient boaters in San Francisco will likely have a very positive economic impact for San Francisco and the surrounding areas. Depending on the size of the vessel it is common that each boat will spend from \$100 to several hundred dollars, to even thousands of dollars per day.

According to the Recreational Marine Research Center, at Michigan State University, which has been studying the Economic Impact vessels have on an area for the past 30 years, have concluded several important points.

- Boaters spend within and outside the marina sector
- They encourage and support the sale of boats and accessories
- Vessels encourage coastal tourism and related economic development-retail, lodging, restaurants, etc.
- They help preserve visual access to the water. (Blue Spaces)
- They encourage the public access to water.
- Vessels can contribute to sustaining and enhancing community aesthetics and livability of communities.

In conclusion, providing new and easily assessable transient docks will create more dollars going into our community thus creating new jobs and related economic vitality to the local and regional economy.

## 12. Providing Public Access to Recreational, Historic, Cultural, Natural and Scenic locations

### A. Local

- Golden Gate National Recreation Area  
One of the nations' most highly visited National Parks, it comprises numerous sites, including Alcatraz, Marin Headlands, Nike Missile Site and Fort Mason, as well as Muir Woods National Monument, Fort Point National Historic Site, and the Presidio of San Francisco. Each has its own unique natural, cultural and military history.
- The Gulf of the Farallones National Marine Sanctuary  
The Gulf of the Farallones National Marine Sanctuary is one of thirteen Marine sanctuaries in the United States. It is located outside San Francisco's Golden Gate and comprises part of the United Nations' Golden Gate Biosphere Reserve. The Sanctuary was declared in 1981 and protects about 1250 square miles of the waters off San Francisco.
- Treasure Island

Treasure Island is a man-made island, and was used as an international airport, as a military base, and was the site of the 1939-40 World's Fair. San Francisco landmarks visible from Treasure Island and Yerba Buena Island include the Golden Gate Bridge, Alcatraz island, Coit Tower and the Transamerica Pyramid in the Financial District.

## B. Regional

- USS Hornet

The aircraft carrier, USS Hornet is a national treasure, having participated in two of the greatest events of the 20th century-World War II and the Apollo 11 manned space mission. Now moored at historic Alameda Point on San Francisco Bay, the USS Hornet is a timeless memorial to those who defended our American values and to those who have pursued America's technological advancements.

- Exploratorium

The Exploratorium located at PIER 15 is more like an experimental laboratory than a museum and has hundreds of interactive and entertaining exhibits.

- Bay Model Visitor Center

The Bay Model Visitor Center in Sausalito is a fully accessible education center administered by the U.S. Army Corps of Engineers which makes possible the viewing of a scientific tool which is a working hydraulic model of the San Francisco Bay and Sacramento-San Joaquin River Delta System. This is the only one of its kind in the world.

## C. National

- San Francisco Maritime Museum

For more than fifty years, the San Francisco Maritime National Park Association has worked to bring maritime history to life for visitors to the San Francisco Bay Area. The Association supports San Francisco Maritime National Historical Park and independently operates the World War II submarine museum and memorial USS Pampanito annually making her one of the most popular historical naval vessels in the country.

- Monterey Aquarium

The Monterey Aquarium is located on Monterey Bay about 70 miles south of San Francisco. The aquarium offers a unique look at the beauty of marine life in nearly 200 galleries and exhibits.

- Golden Gate Park

Golden Gate Park is one of the largest urban national parks in the world. It was established in 1972 as part of a trend to make national park resources more accessible to urban populations and bring "parks to the people". These lands represent one of the nation's largest coastal preserves and attract 16 million visitors each year.

All of these locations are accessible by boat, vehicle, or public transportation.

### **13. Summary**

Treasure Island Marina will have the only full-service, easy to get to, transient dock that can service larger vessels in all of San Francisco Bay. It will be located in a year around storm-protected cove that has important historical significance. It will provide dockage for small to large vessels transiting the coast of California from Canada to Mexico and parts beyond.

The project is environmentally friendly by design and will not materially change the natural ebb and flow of cove waters. This new facility will provide much needed public access by water from any part of the North American Continent.

Active boaters and other recreational users in the Bay will continue to have access to the anchorage located further in the Cove and will be pleased to take advantage of the enhanced protection from winter storms by the innovative dampening of waves from the extension to the Docking Facility as described in this Application.

**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	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
2. Land, structures, rights-of-way, appraisals, etc.	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
3. Relocation expenses and payments	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
4. Architectural and engineering fees	\$ <input type="text" value="200,000.00"/>	\$ <input type="text"/>	\$ <input type="text" value="200,000.00"/>
5. Other architectural and engineering fees	\$ <input type="text" value="60,000.00"/>	\$ <input type="text"/>	\$ <input type="text" value="60,000.00"/>
6. Project inspection fees	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
7. Site work	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
8. Demolition and removal	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
9. Construction	\$ <input type="text" value="2,976,850.00"/>	\$ <input type="text"/>	\$ <input type="text" value="2,976,850.00"/>
10. Equipment	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
11. Miscellaneous	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
12. SUBTOTAL (sum of lines 1-11)	\$ <input type="text" value="3,236,850.00"/>	\$ <input type="text"/>	\$ <input type="text" value="3,236,850.00"/>
13. Contingencies	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
14. SUBTOTAL	\$ <input type="text" value="3,236,850.00"/>	\$ <input type="text"/>	\$ <input type="text" value="3,236,850.00"/>
15. Project (program) income	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
16. TOTAL PROJECT COSTS (subtract #15 from #14)	\$ <input type="text" value="3,236,850.00"/>	\$ <input type="text"/>	\$ <input type="text" value="3,236,850.00"/>
<b>FEDERAL FUNDING</b>			
17. Federal assistance requested, calculate as follows: (Consult Federal agency for Federal percentage share.) Enter the resulting Federal share.	Enter eligible costs from line 16c Multiply X <input type="text" value="47"/> %		\$ <input type="text" value="1,521,319.50"/>

overlooking the Marina at Clipper Cove. The retail area will include a marine store, restaurants, yacht club, harbor masters office, access to a non-profit sailing school and parking and will be accessible via immediate access to the new ferry system and other methods of transportation that are proposed to be *built* at Treasure Island.

## 6. Expected Results and Benefits

The Docking Facility, as extended, will increase the existing transient slips in the Bay Area and offer state-of-the-art tie-ups for larger vessels, allowing many more boaters to have access to visit San Francisco for not only day trips, but also more extended stays. The master development of the Islands includes a new ferry terminal which will make the whole Bay Area available to visit by water. In addition, all other normal methods of transportation such as buses, taxis, ride share, and possibly car rentals will be available from this unique location or where ever the ferry takes one. From there, San Francisco is the ideal jumping off point for the many attractions offered in the region including the Napa Valley to the north and Carmel and Monterey to the south.

## 7. Funding Requirements and Costs

The estimated costs for funding the construction of the transient dock are as follows:

### Permitting Costs

1. BCDC -San Francisco Bay Conservation and Development Commission
2. ACOE -Army Corps of Engineers
3. Regional Water Quality Control Board of the State of California
4. California Department of Fish and Game
5. United States Department of Fish and Wildlife
6. JRPPA
7. Other -City and County building and construction permits

NOTE: All costs described below are in addition to the allocation previously authorized from the prior BIG award and are calculated on the basis of current 2015 pricing estimates.

- |    |                                                            |              |
|----|------------------------------------------------------------|--------------|
| A. | Permitting Costs for the addition to the Docking Facility: | \$60,000.00  |
| B. | Design Costs for the addition to the Docking Facility:     | \$200,000.00 |
|    | 1. Dock design costs including pile design -               | \$50,000.00  |
|    | 2. Soil engineering for pile design -                      | \$75,000.00  |

3. Project design costs - \$75,000.00

**C. Floating Transient Dock & Attenuator Extension: \$2,067,200.00**

- Floating Attenuator. This Application includes an approximate 646 linear feet extension to the Docking Facility. Treasure Island Marina will install approximately 10,336 square feet of transient/floating attenuator (646 feet long, 16 feet wide, 3 feet of draft, and 20 inches of freeboard). This configuration is designed for 2.5 foot to 3 foot wave environment and allows for the tidal currents to move freely through the marina which will circulate and freshen the water in the cove and does not create silt accumulation.

**D. Floating Transient Dock & Attenuator Guide Piles: \$364,650.00**

- Steel Guide Piles. Steel guide piles, approximately 18-24 inches diameter with Y2 to Y4 inch wall thick and approximately 60 feet long, will be used to anchor the dock. They will be sleeved with High Density Polyethylene (HDPE) for the top 30 feet of each pile for adequate corrosion protection. One pile will be placed every 20 feet for a total of 3e piles.

**E. Electrical System: \$395,000.00**

- Electrical System. This grant proposal includes a complete electrical system from an electrical point of connection (EPOC) throughout the dock system. This electrical system will be routed internally through the float modules utilizing the cast-in PVC raceways and accessed through code-approved junction boxes. There will be three large vessel power centers to provide power to larger vessels and eight SS power centers (one every 100 feet) for smaller transient vessels. The power centers will allow for flexibility in providing electrical service to many different sizes of transient vessels with varying power requirements. Outlet sizing will be as follows:

Large Vessel Power Centers:

1. Amber lens color for light
2. LED Light
3. Photo Cell-Controlled Light
4. GFP Breakers
5. Digital Electronic Metering (Both Sides)
6. 100A, 480V Receptacle, 3ph (Quantity of 4)
7. 100A, 208V Receptacle, 3ph (Quantity of 8)
8. 30A, 125V Receptacle - Side 2 (Quantity of 2)
9. 50A, 125/250V Receptacle - Side 2 (Quantity of 8)
10. Phone Jack
11. Cable TV Jack
12. Internet Jack
13. Water Connection (One each side)

SS Power Centers:

1. Amber lens color for light
2. LED light
3. Photo Cell-Controlled Light
4. GFP Breakers
5. Digital Electronic Metering
6. 30A, 125V Receptacle (Quantity of 2)
7. Phone Jack
8. Cable TV Jack
9. Internet Jack
10. Water Connection (One each side)

Pricing includes solar lights mounted on each pile (2 each per Pile) totaling 76 lights.

The development of Solar Power Marina Power Centers is fast maturing into methods economical for commercial use. We will follow this development and install Solar Power Centers as they have become economically available when we construct the transient dock.

**F. Sanitary Sewage Pump-Out System: \$50,000.00**

- A sanitary pump-out system will be installed will be a shore-mounted KECO PER900. REM peristaltic pump system or other similar system. Also included are a 30-foot hose, potty wand, timer, hour meter, low-voltage controls and a fiberglass enclosure for the pump. A HDPE sewer piping and 8 sewer hydrants are anticipated to be installed throughout the pump-out from several locations along the Docking Facilities' extended length.

**G. Potable Water System: \$50,000.00**

- A potable water system will be supplied, including two hose bibs at every power center location with backflow protection. The freshwater system includes designing, furnishing and installing a complete Marine Piping System from the Potable Water Point of Connection (PWPOC) to the required locations on the extension to the Docking Facility.

**H. Fire Suppression System: \$50,000.00**

- A fire suppression system, as required by local code and per NFPA 303, will be supplied from the Fire Water Point of Connection (FWPOC) to the extension to the Docking Facility. An underwater HDPE "4" inch piping system with stainless steel riser into standpipes and fire hose cabinets will be installed. This system is preferred due to its longevity and use of non-corrosive materials.

**I. Assembly of Transient Dock**

- The shop drawings will be stamped by a registered professional engineer licensed in the State of California. Concrete unifloats (BMI) will be joined by a fabricated, treated (ACZA) wood waler system using West Coast Region Douglas Fir, No 1. Double 3x12 inch walers will tie the floats together with cover board, with galvanized steel thru-rods of 7/8 inch diameter rolled threads, nuts and washers. Galvanized steel elements are standard including 2 each side mount pile retainers. Galvanized iron cleats of 12 inch to 15-inch heavy duty with attachment hardware are planned for securing the vessels to the attenuator. Vinyl fendering using premier materials model 5005 and comer bumpers will also be installed.
- The Anchoring system is based on equipment mobilization and the supply and driving of .500 inch x 16 inch x 60-foot steel pipe piles. The pipe piles will be cold tar epoxy coated and will have white FRP pile caps.

**J. Prorated Ratio--Developer Share + Grant Share**

	Prorated Ratio-Developer + Grant Share
Permits	75/25
Design	65/35
Dock	51/49
Piles	51/49
Electric	64/33
Pump-out	50/50
Potable Water	50/50
Fire System	50/50
<b>TOTAL GRANT REQUEST</b>	<b>\$1,500,000</b>

**8. Partnerships**

Treasure Island Marina and Treasure Island Enterprises, LLC is prepared to match the Federal Funds consistent with the pro rations discussion in this Application.

It is important to note that the construction of the new, addition to the already approved Docking Facility is a small part of TIE's planned construction of its new, state-of-the-art 400 slip marina as a whole. Likewise the marina is a small part of the complete development of Treasure Island into a unique regional destination and brand new San Francisco neighborhood and community.

**State and Local Governments  
Indirect Cost Negotiation Agreement**

EIN: 68-0303606

**Organization:**

State of California  
Department of Parks and Recreation  
P.O. Box 942896  
Sacramento, CA 94296-0001

**Date:**

**Report No(s) .:**

**Filing Ref.:**

Last Negotiation Agreement  
dated September 17, 2014

The indirect cost rate contained herein is for use on grants, contracts, and other agreements with the Federal Government to which 2 CFR Part 200 applies for fiscal years beginning on or after December 26, 2014 subject to the limitations in Section II.A. of this agreement. Applicable OMB Circulars and the regulations at 2 CFR 225 will continue to apply to federal funds awarded prior to December 26, 2014. The rate was negotiated by the U.S. Department of the Interior, Interior Business Center, and the subject organization in accordance with the authority contained in applicable regulations.

**Section I: Rate**

Type	Effective Period		Rate*	Locations	Applicable To
	From	To			
Fixed Carryforward	07/01/15	06/30/16	12.72%	All	All Programs

\*Base: Total direct costs and subcontracts, less capital expenditures and renovation of premises.

**Treatment of fringe benefits:** Fringe benefits applicable to direct salaries and wages are treated as direct costs; fringe benefits applicable to indirect salaries and wages are treated as indirect costs.

**Section II: General**

Page 1 of 3

**A. Limitations:** Use of the rate(s) contained in this agreement is subject to any applicable statutory limitations. Acceptance of the rate(s) agreed to herein is predicated upon these conditions: (1) no costs other than those incurred by the subject organization were included in its indirect cost rate proposal, (2) all such costs are the legal obligations of the grantee/contractor, (3) similar types of costs have been accorded consistent treatment, and (4) the same costs that have been treated as indirect costs have not been claimed as direct costs (for example, supplies can be charged directly to a program or activity as long as these costs are not part of the supply costs included in the indirect cost pool for central administration).

**B. Audit:** All costs (direct and indirect, federal and non-federal) are subject to audit. Adjustments to amounts resulting from audit of the cost allocation plan or indirect cost rate proposal upon which the negotiation of this agreement was based will be compensated for in a subsequent negotiation.

**C. Changes:** The rate(s) contained in this agreement are based on the organizational structure and the accounting system in effect at the time the proposal was submitted. Changes in organizational structure, or changes in

the method of accounting for costs which affect the amount of reimbursement resulting from use of the rate(s) in this agreement, require the prior approval of the responsible negotiation agency. Failure to obtain such approval may result in subsequent audit disallowance.

**D. Rate Type:**

1. **Fixed Carryforward Rate:** A fixed carryforward rate is based on an estimate of the costs that will be incurred during the period for which the rate applies. When the actual costs for such periods have been determined, an adjustment will be made to the rate for future periods, if necessary, to compensate for the difference between the costs used to establish the fixed rate and the actual costs.

2. **Provisional/Final Rates:** Within six (6) months after year end, a final indirect cost rate proposal must be submitted based on actual costs. Billings and charges to contracts and grants must be adjusted if the final rate varies from the provisional rate. If the final rate is greater than the provisional rate and there are no funds available to cover the additional indirect costs, the organization may not recover all indirect costs. Conversely, if the final rate is less than the provisional rate, the organization will be required to pay back the difference to the funding agency.

3. **Predetermined Rate:** A predetermined rate is an indirect cost rate applicable to a specified current or future period, usually the organization's fiscal year. The rate is based on an estimate of the costs to be incurred during the period. A predetermined rate is not subject to adjustment. (Because of legal constraints, predetermined rates are not permitted for Federal contracts; they may, however, be used for grants or cooperative agreements.)

4. **Rate Extension:** Only final and predetermined rates may be eligible for consideration of rate extensions. Requests for rate extensions of a current rate will be reviewed on a case-by-case basis. If an extension is granted, the non-Federal entity may not request a rate review until the extension period ends. In the last year of a rate extension period, the non-Federal entity must submit a new rate proposal for the next fiscal period.

**E. Agency Notification:** Copies of this document may be provided to other federal offices as a means of notifying them of the agreement contained herein.

**F. Record Keeping:** Organizations must maintain accounting records that demonstrate that each type of cost has been treated consistently either as a direct cost or an indirect cost. Records pertaining to the costs of program administration, such as salaries, travel, and related costs, should be kept on an annual basis.

**G. Reimbursement Ceilings:** Grantee/contractor program agreements providing for ceilings on indirect cost rates or reimbursement amounts are subject to the ceilings stipulated in the contract or grant agreements. If the ceiling rate is higher than the negotiated rates in Section I of this agreement, the negotiated rates will be used to determine the maximum allowable indirect cost.

**H. Use of Other Rates:** If any federal programs are reimbursing indirect costs to this grantee/contractor by a measure other than the approved rate(s)

in this agreement, the grantee/contractor should credit such costs to the affected programs, and the approved rate(s) should be used to identify the maximum amount of indirect cost allocable to these programs.

I. Central Service Costs: If the proposed central service cost allocation plan for the same period has not been approved by that time, the indirect cost proposal may be prepared including an amount for central services that is based on the latest federally-approved central service cost allocation plan. The difference between these central service amounts and the amounts ultimately approved will be compensated for by an adjustment in a subsequent period.

J. Other:

1. The purpose of an indirect cost rate is to facilitate the allocation and billing of indirect costs. Approval of the indirect cost rate does not mean that an organization can recover more than the actual costs of a particular program or activity.

2. Programs received or initiated by the organization subsequent to the negotiation of this agreement are subject to the approved indirect cost rate(s) if the programs receive administrative support from the indirect cost pool. It should be noted that this could result in an adjustment to a future rate.

3. Indirect cost proposals must be developed (and, when required, submitted) within six (6) months after the close of the governmental unit's fiscal year, unless an exception is approved by the cognizant agency for indirect costs.

Section III: Acceptance

Listed below are the signatures of acceptance for this agreement:

By the State & Local Government:

State of California, Department  
of Parks and Recreation  
State/Local Government

Helen E Carriker /s/

Helen E Carriker  
Name (Type or Print)

Dep Dir Admin  
Title

9-3-15  
Date

By the Cognizant Federal Government Agency:

U.S. Department of the Interior  
Agency

Deborah A. Moberly /s/

Deborah A. Moberly  
Name

Office Chief  
Office of Indirect Cost Services  
Title

U.S. Department of the Interior  
Interior Business Center  
Agency

SEP 08 2015  
Date  
Negotiated by Elena Chan  
Telephone (916) 566-7102



**DEPARTMENT OF PARKS AND RECREATION**

Division of Boating and Waterways  
One Capitol Mall, Suite 500  
Sacramento, California 95814

Lisa Ann L. Mangat, *Director*

## Single Audit Reporting Statement

The State of California is required to submit a Single Audit report annually through the Department of Finance and the report is available on the Federal Audit Clearinghouse Single Audit Database. The last report was for fiscal year 2013-14. The Single Audit for fiscal year 2014-15 is in process. Agencies deadlines to submit information to DOF is this Friday 9/18/15.

## ASSURANCES - NON-CONSTRUCTION PROGRAMS

OMB Approval No. 0348-0040

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 (0348-0040), 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 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 cost) to ensure proper planning, management and completion of the project described in this application.
2. Will give the awarding agency, the Comptroller General of the United States and, if appropriate, the State, through any authorized representative, access to and the right to examine all records, books, papers, or documents related to the award; and will establish a proper accounting system in accordance with generally accepted accounting standards or agency directives.
3. 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.
4. Will initiate and complete the work within the applicable time frame after receipt of approval of the awarding agency.
5. Will comply with the Intergovernmental Personnel Act of 1970 (42 U.S.C. §§4728-4763) relating to prescribed standards for merit systems for programs funded under one of the 19 statutes or regulations specified in Appendix A of OPM's Standards for a Merit System of Personnel Administration (5 C.F.R. 900, Subpart F).
6. Will comply with all Federal statutes relating to nondiscrimination. 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.
7. 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 or federally-assisted programs. These requirements apply to all interests in real property acquired for project purposes regardless of Federal participation in purchases.
8. Will comply, as applicable, with 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.

9. 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.
10. Will comply, if applicable, 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.
11. 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).
12. 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.
13. 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.).
14. Will comply with P.L. 93-348 regarding the protection of human subjects involved in research, development, and related activities supported by this award of assistance.
15. Will comply with the Laboratory Animal Welfare Act of 1966 (P.L. 89-544, as amended, 7 U.S.C. §§2131 et seq.) pertaining to the care, handling, and treatment of warm blooded animals held for research, teaching, or other activities supported by this award of assistance.
16. 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.
17. 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."
18. Will comply with all applicable requirements of all other Federal laws, executive orders, regulations, and policies governing this program.



SIGNATURE OF AUTHORIZED CERTIFYING OFFICIAL <i>Carol A. Robertson</i>		TITLE <i>Chief Deputy Director</i>	
APPLICANT ORGANIZATION <i>CA State Parks</i>		DATE SUBMITTED <i>10/7/14</i>	

**ASSURANCES - CONSTRUCTION PROGRAMS**

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

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

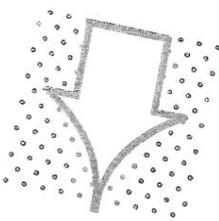
**NOTE:** Certain of these assurances may not be applicable to your project or program. If you have questions, please contact the Awarding Agency. Further, certain Federal assistance awarding agencies may require applicants to certify to additional assurances. If such is the case, you will be notified.

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

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

11. Will comply, or has already complied, with the requirements of Titles II and III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (P.L. 91-646) which provide for fair and equitable treatment of persons displaced or whose property is acquired as a result of Federal and federally-assisted programs. These requirements apply to all interests in real property acquired for project purposes regardless of Federal participation in purchases.
  12. Will comply with the provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.
  13. Will comply, as applicable, with the provisions of the Davis-Bacon Act (40 U.S.C. §§276a to 276a-7), the Copeland Act (40 U.S.C. §276c and 18 U.S.C. §874), and the Contract Work Hours and Safety Standards Act (40 U.S.C. §§327-333) regarding labor standards for federally-assisted construction subagreements.
  14. Will comply with flood insurance purchase requirements of Section 102(a) of the Flood Disaster Protection Act of 1973 (P.L. 93-234) which requires recipients in a special flood hazard area to participate in the program and to purchase flood insurance if the total cost of insurable construction and acquisition is \$10,000 or more.
- 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.

**SIGN  
HERE**



SIGNATURE OF AUTHORIZED CERTIFYING OFFICIAL		TITLE	
<i>Caron A. Robertson</i>		<i>Chief Deputy Director</i>	
APPLICANT ORGANIZATION		DATE SUBMITTED	
<i>CA State Parks</i>		<i>10/7/14</i>	

Disclosure of Lobbying Activities

Not Applicable

## Conflict of Interest Statement

Not Applicable

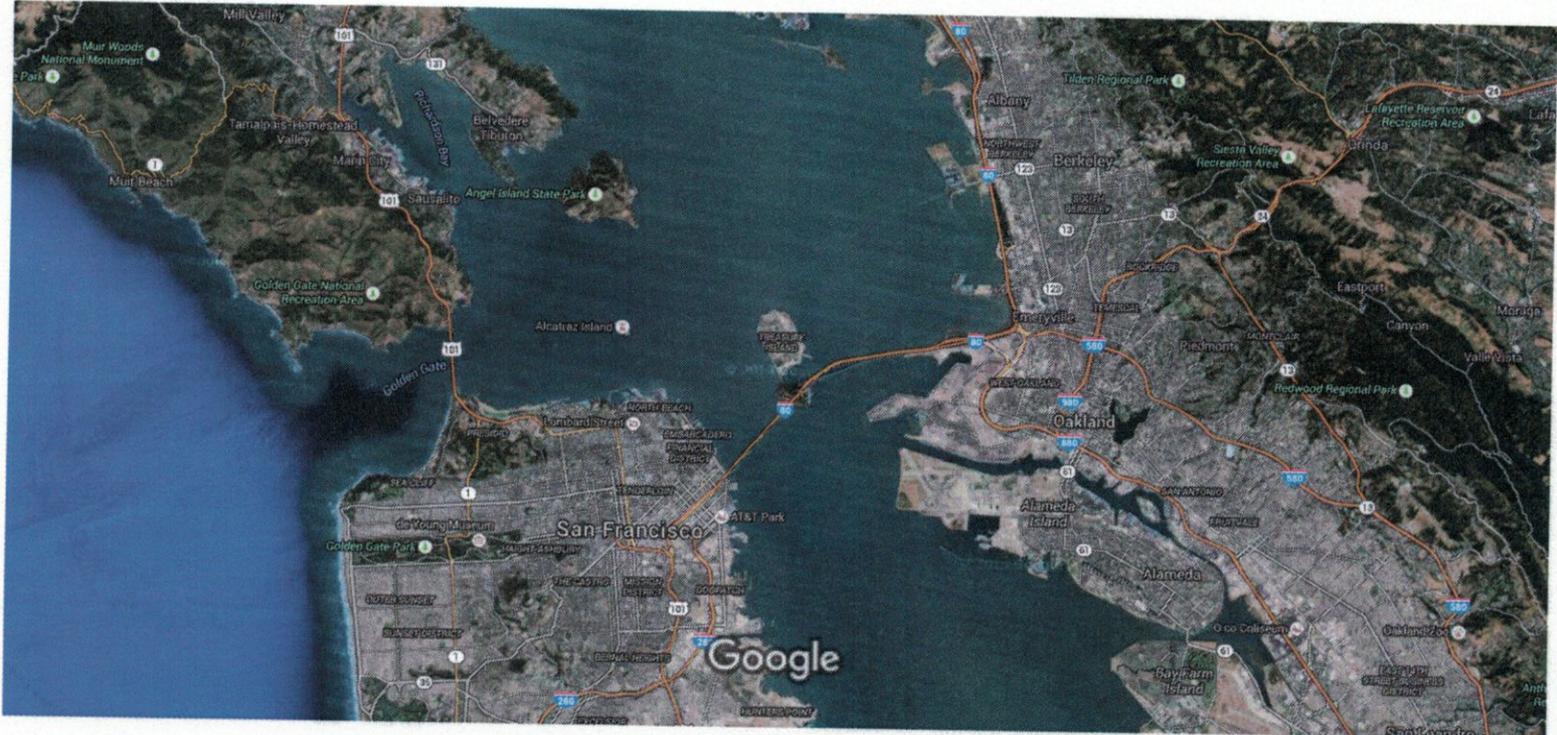


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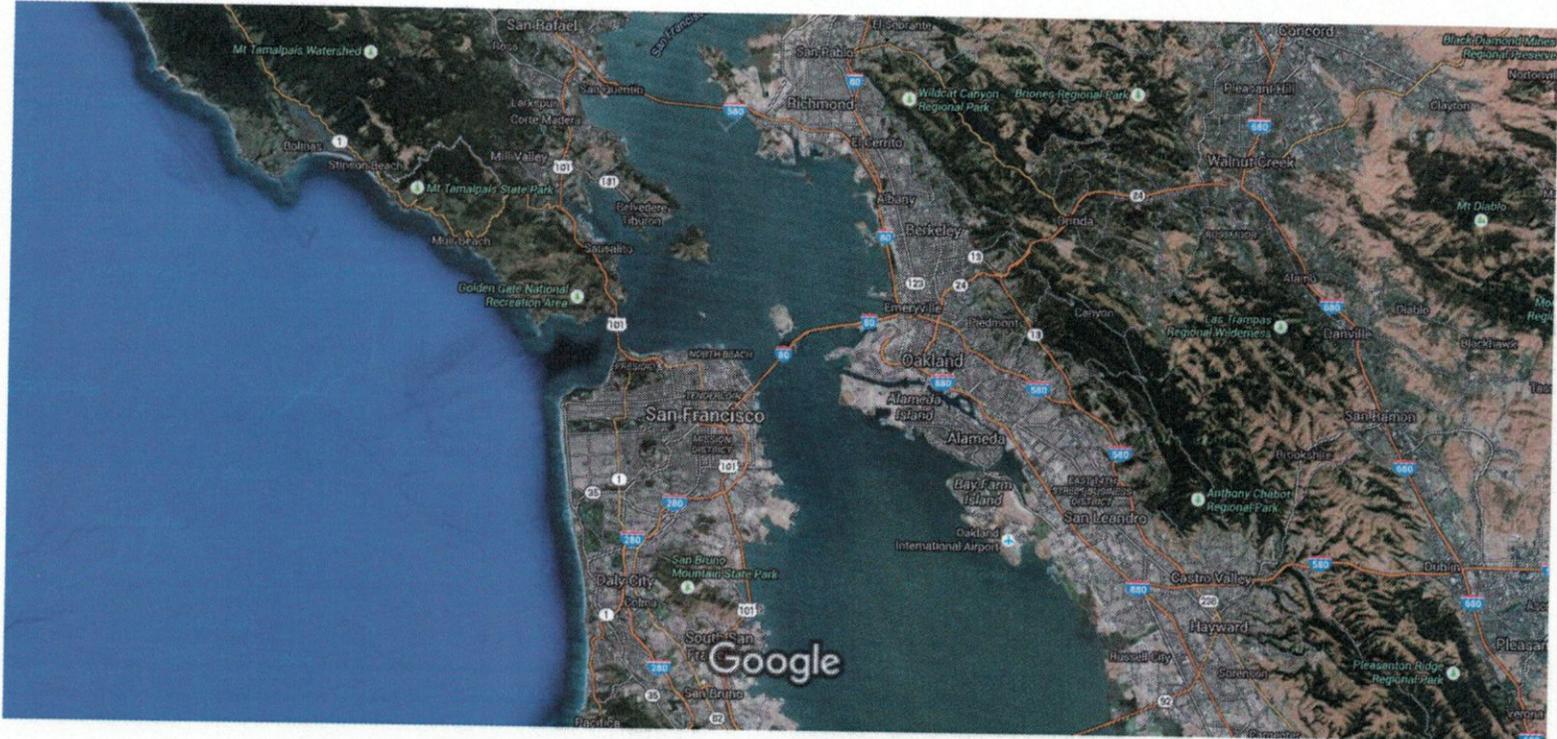


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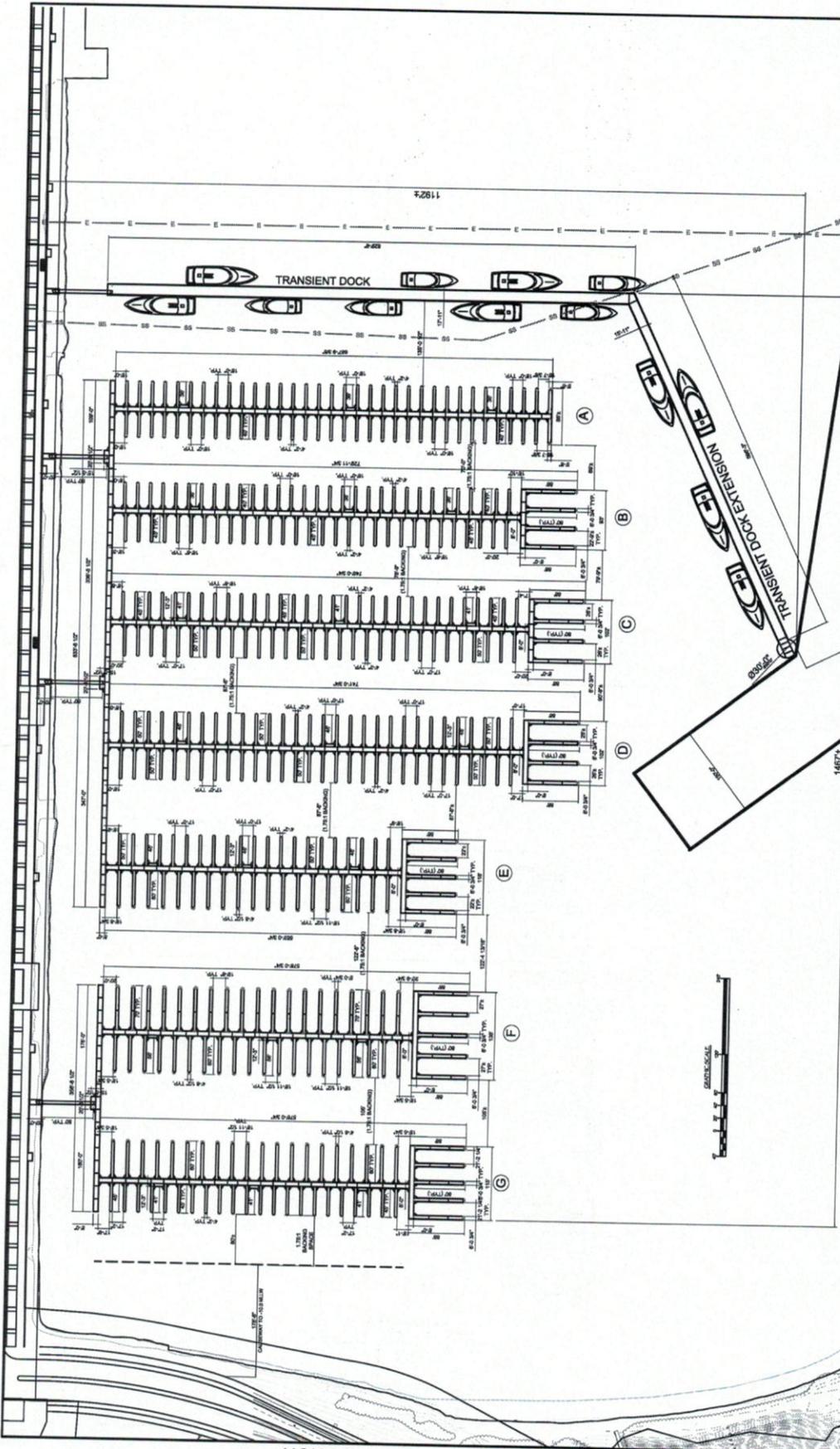
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PRELIMINARY - NOT FOR CONSTRUCTION



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