



Speaker Won Pat <speaker@judiwonpat.com>

MESSAGES AND COMMUNICATIONS: Intergovernmental Review: Port Authority of Guam

Speaker Won Pat <speaker@judiwonpat.com>

Thu, Jun 5, 2014 at 12:46 PM

To: Guam Legislature Clerks Office <clerks@guamlegislature.org>, "Benjamin J.F. Cruz" <senator@senatorbjcruz.com>

6/5/2014 5:28/2014 Guam State Clearinghouse

Federal Grant Application from (PAG) 07905141130Y 32-14-1717
*emailed

----- Forwarded message -----

From: **Anna Pangelinan** <anna.pangelinan@guam.gov>
Date: Thu, Jun 5, 2014 at 8:55 AM
Subject: Intergovernmental Review: Port Authority of Guam
To: Speaker Won Pat <speaker@judiwonpat.com>

32-14-1717
6.5.14
Time 12:46 PM
Checked

Good Morning, Madam Speaker:

Please see the attached letter with regards to the submission of a grant application to the Guam State Clearinghouse from the Port Authority of Guam. The program applied for is subject to the E.O. 12372 process and is being forwarded to you as a part of the review. In addition to the attached letter, you will find an electronic copy of the application package. We appreciate your time and look forward to any comments you can contribute to the process.

For any questions, feel free to contact me at this address or through the telephone number listed below.

Si Yu'us Ma'ase,

Anna Marie T. Pangelinan



Office of the Governor of Guam
 Director: Debra-Loretta Cortez, Telephone: (671) 475-3333
 Fax: (671) 475-3333

Grants Specialist- Guam State Clearinghouse
 Program Coordinator- Compt4Kids
 Ofisina i Sepando na Maga'ihen Guahan: (671) 475-9384

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2014 JUN -5 PM 12:50
MRB

Ufisinan I Etmâs Ge'helo'Gi Lihelaturan Guahan
Office of Speaker Judith T. Won Pat Ed.D.
Kumiten Idukasion yan Laibirihan Publeko
Committee on Education and Public Libraries & Women's Affairs
 155 Hesler Place, Suite 201, Hagatna, Guam 96910

Tel: (671) 472-3586 Fax: (671) 472-3589

www.guamlegislature.com / speaker@judiwonpat.com

- 2 attachments
- 2014-04-25 PAG 130Y.pdf
1759K
 - Courtesy letter SPKR.pdf
306K

1717



PORT OF GUAM

ATURIDATI PUEYTON-GUAHAN

Jose D. Leon Guerrero Commercial Port

1026 Cabras Highway, Suite 201, Piti, Guam 96925

Telephone: 671-477-5931/35 Facsimile: 671-477-2689/4445

Website: www.portguam.com



70 1915 1411207
Eddie Baza Calvo

Governor of Guam

Ray Tenorio

Lieutenant Governor

April 25, 2014

MEMORANDUM

TO: Administrator, Guam State-Clearinghouse

FROM: General Manager

SUBJECT: Port Authority of Guam FY2014 National Infrastructure Investment TIGER VI Discretionary Grant Application

Hafa Adai! Attached for your records is the agency's clearinghouse application for the US Department of Transportation (US DOT), FY 2014 National Infrastructure Investment TIGER VI Discretionary Grant. This grant application is for the Maintenance and Repair of Hotel Wharf and Access Road, located at Apra Harbor, Cabras Island Guam is a Port Capital Improvement Project that through its strategic location, will also improve cruise and excursion vessel services, increase specific project cargo space (aggregates and imported construction materials), and improve roll-off/roll-on operations.

This grant application has been transmitted electronically via www.grants.gov to the US DOT, 1200 New Jersey Avenue, SE, Washington, District of Columbia to meet the April 28, 2014 deadline.

Should you have any questions, please don't hesitate to contact Ms. Dorothy P. Harris, Chief Planner at 477-5931/35, ext. 295 or email dpharris@portguam.com


JOANNE M.S. BROWN

Attachements



GUAM STATE CLEARINGHOUSE

MAY 01 2014
[Signature]

Notice: Receipt of this document "DOES NOT" imply that all submission requirements have been met.



Grant Application Package

Opportunity Title:	FY 2014 National Infrastructure Investments
Offering Agency:	U.S. Department of Transportation
CFDA Number:	20.933
CFDA Description:	National Infrastructure Investments
Opportunity Number:	DTOS59-14-RA-TIGER6
Competition ID:	TIGER6-FY14
Opportunity Open Date:	04/03/2014
Opportunity Close Date:	04/28/2014
Agency Contact:	Howard Hill TIGER Program Staff Contact E-mail: howard.hill@dot.gov Phone: 202-366-0301

This opportunity is only open to organizations, applicants who are submitting grant applications on behalf of a company, state, local or tribal government, academia, or other type of organization.

Application Filing Name:

Select Forms to Complete

Mandatory

Application for Federal Assistance (SF-424)	Complete
Attachments	Complete

Optional

Instructions

[Show Instructions >>](#)

This electronic grants application is intended to be used to apply for the specific Federal funding opportunity referenced here. If the Federal funding opportunity listed is not the opportunity for which you want to apply, close this application package by clicking on the "Cancel" button at the top of this screen. You will then need to locate the correct Federal funding opportunity, download its application and then apply.

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"/>	
* 3. Date Received: Completed by Grants.gov upon submission.	
4. Applicant Identifier: <input type="text"/>	
5a. Federal Entity Identifier: <input type="text"/>	
5b. Federal Award Identifier: <input type="text"/>	
State Use Only:	
6. Date Received by State: <input type="text"/>	
7. State Application Identifier: <input type="text"/>	
8. APPLICANT INFORMATION:	
* a. Legal Name: <input type="text" value="Port Authority of Guam"/>	
* b. Employer/Taxpayer Identification Number (EIN/TIN): <input type="text" value="98-0020236"/>	
* c. Organizational DUNS: <input type="text" value="7799113380000"/>	
d. Address:	
* Street1: <input type="text" value="1026 Cabras Highway, Suite 201"/>	
Street2: <input type="text"/>	
* City: <input type="text" value="Piti"/>	
County/Parish: <input type="text"/>	
* State: <input type="text" value="GU: Guam"/>	
Province: <input type="text"/>	
* Country: <input type="text" value="USA: UNITED STATES"/>	
* Zip / Postal Code: <input type="text" value="96925-0000"/>	
e. Organizational Unit:	
Department Name: <input type="text" value="Port Authority of Guam"/>	
Division Name: <input type="text" value="Strategic Planning"/>	
f. Name and contact information of person to be contacted on matters involving this application:	
Prefix: <input type="text" value="Mrs."/>	
* First Name: <input type="text" value="Dorothy"/>	
Middle Name: <input type="text" value="Perez"/>	
* Last Name: <input type="text" value="Harris"/>	
Suffix: <input type="text"/>	
Title: <input type="text" value="Chief Planner"/>	
Organizational Affiliation: <input type="text" value="Port Authority of Guam"/>	
* Telephone Number: <input type="text" value="(671) 477-5931/4, ext. 295"/>	
Fax Number: <input type="text" value="(671) 477-4445"/>	
* Email: <input type="text" value="dpharris@portguam.com"/>	

Application for Federal Assistance SF-424

*** 9. Type of Applicant 1: Select Applicant Type:**

F: U.S. Territory or Possession

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

* Other (specify):

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

U.S. Department of Transportation

11. Catalog of Federal Domestic Assistance Number:

20.933

CFDA Title:

National Infrastructure Investments

*** 12. Funding Opportunity Number:**

DTOS59-14-RA-TIGER6

* Title:

FY 2014 National Infrastructure Investments

13. Competition Identification Number:

TIGER6-FY14

Title:

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

Add Attachment

Delete Attachment

View Attachment

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

Repair and Maintenance of Hotel Wharf and Access Road

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.

17. Proposed Project:

* a. Start Date:

* b. End Date:

18. Estimated Funding (\$):

* a. Federal	<input type="text" value="18,594,485.00"/>
* b. Applicant	<input type="text" value="0.00"/>
* 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="18,594,485.00"/>

*** 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

21. *By signing this application, I certify (1) to the statements contained in the list of certifications and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)**

** I AGREE

** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

Authorized Representative:

Prefix: * First Name:

Middle Name:

* Last Name:

Suffix:

* Title:

* Telephone Number: Fax Number:

* Email:

* Signature of Authorized Representative: * Date Signed:

Application for Federal Assistance SF-424

* 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: Completed by Grants.gov upon submission.	4. Applicant Identifier: <input type="text"/>
--	---

5a. Federal Entity Identifier: <input type="text"/>	5b. Federal Award Identifier: <input type="text"/>
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State Use Only:

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

* a. Legal Name: Port Authority of Guam
--

* b. Employer/Taxpayer Identification Number (EIN/TIN): 98-0020236	* c. Organizational DUNS: 7799113380000
--	---

d. Address:

* Street1: 1026 Cabras Highway, Suite 201
Street2: <input type="text"/>
* City: Piti
County/Parish: <input type="text"/>
* State: GU: Guam
Province: <input type="text"/>
* Country: USA: UNITED STATES
* Zip / Postal Code: 96925-0000

e. Organizational Unit:

Department Name: Port Authority of Guam	Division Name: Strategic Planning
---	---

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

Prefix: Mrs.	* First Name: Dorothy
Middle Name: Perez	
* Last Name: Harris	
Suffix: <input type="text"/>	

Title: Chief Planner

Organizational Affiliation: Port Authority of Guam
--

* Telephone Number: (671) 477-5931/4, ext. 295	Fax Number: (671) 477-4445
---	-----------------------------------

* Email: dparris@portguam.com

Application for Federal Assistance SF-424

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Type of Applicant 3: Select Applicant Type:

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U.S. Department of Transportation

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National Infrastructure Investments

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Add Attachment

Delete Attachment

View Attachment

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Repair and Maintenance of Hotel Wharf and Access Road

Attach supporting documents as specified in agency instructions.

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Application for Federal Assistance SF-424

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- 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

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:

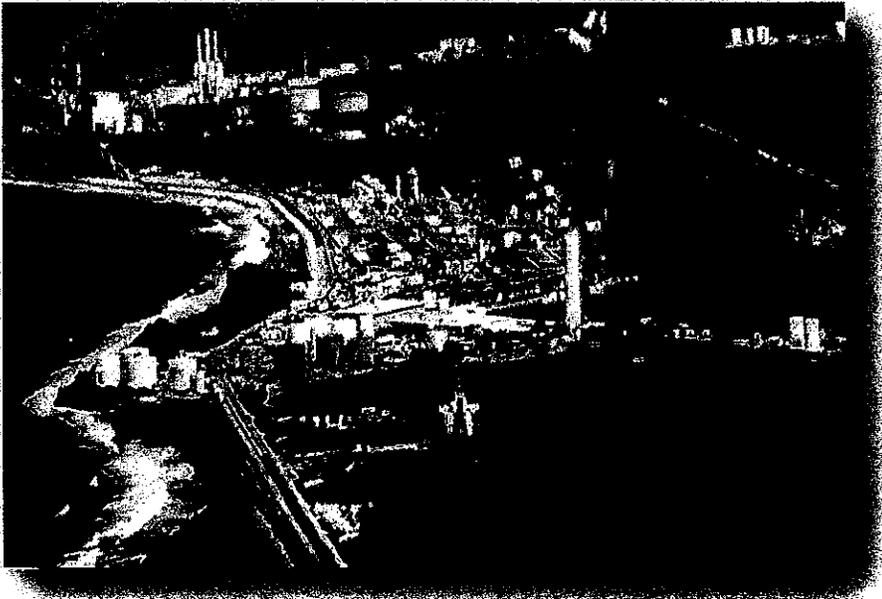
* Signature of Authorized Representative: * Date Signed: 

ATTACHMENTS FORM

Instructions: On this form, you will attach the various files that make up your grant application. Please consult with the appropriate Agency Guidelines for more information about each needed file. Please remember that any files you attach must be in the document format and named as specified in the Guidelines.

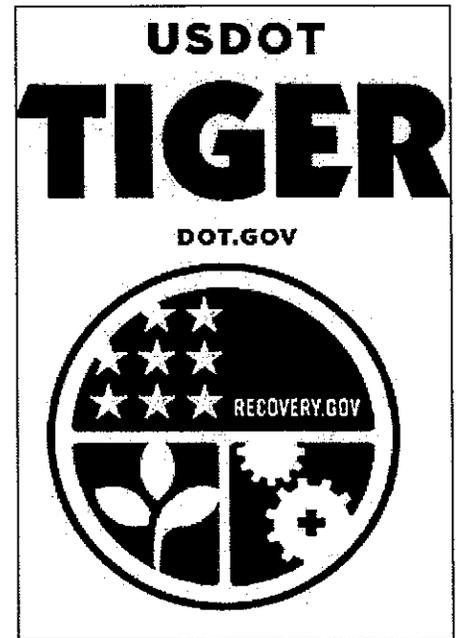
Important: Please attach your files in the proper sequence. See the appropriate Agency Guidelines for details.

1) Please attach Attachment 1	Attachment 1_SF424, TIGER6 A	Add Attachment	Delete Attachment	View Attachment
2) Please attach Attachment 2	Attachment 2_Hotel Wharf Fin	Add Attachment	Delete Attachment	View Attachment
3) Please attach Attachment 3	Attachment 3_Hotel Wharf Bas	Add Attachment	Delete Attachment	View Attachment
4) Please attach Attachment 4	Attachment 4_Hotel Wharf Fin	Add Attachment	Delete Attachment	View Attachment
5) Please attach Attachment 5	Attachment 5_Schedule of Val	Add Attachment	Delete Attachment	View Attachment
6) Please attach Attachment 6	Attachment 6_Hotel Wharf Fin	Add Attachment	Delete Attachment	View Attachment
7) Please attach Attachment 7	Attachment 7_Final Marine Su	Add Attachment	Delete Attachment	View Attachment
8) Please attach Attachment 8	Attachment 8_BCA Analysis.xls	Add Attachment	Delete Attachment	View Attachment
9) Please attach Attachment 9	Attachment 9_PUGG Support Le	Add Attachment	Delete Attachment	View Attachment
10) Please attach Attachment 10		Add Attachment	Delete Attachment	View Attachment
11) Please attach Attachment 11		Add Attachment	Delete Attachment	View Attachment
12) Please attach Attachment 12		Add Attachment	Delete Attachment	View Attachment
13) Please attach Attachment 13		Add Attachment	Delete Attachment	View Attachment
14) Please attach Attachment 14		Add Attachment	Delete Attachment	View Attachment
15) Please attach Attachment 15		Add Attachment	Delete Attachment	View Attachment



**2014 NATIONAL INFRASTRUCTURE INVESTMENTS
TIGER VI DISCRETIONARY GRANT
U.S. DEPARTMENT OF TRANSPORTATION**

**Submitted by:
Port Authority of Guam
1026 Cabras Highway, Suite 201,
Piti, 96925
Telephone: (671) 477-5931/35
Facsimile: (671) 477-4445
Website address: www.portguam.com**



April 25, 2014

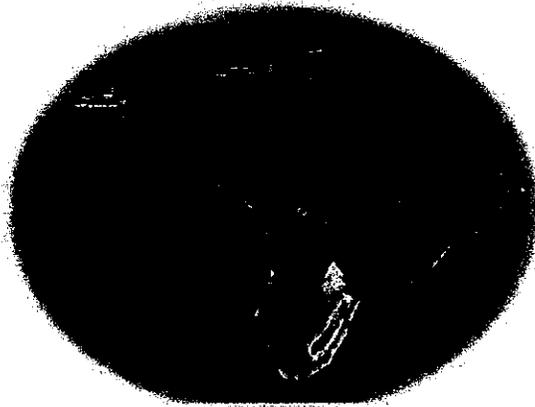
Table of Contents

I. Contact Information	3
Introduction	3
Geographic Background	4
II. Project Description	4
III. Project Parties	8
IV. Grant Funds and Sources/Uses of Project Funds	9
V. Selection Criteria	10
a. Primary Selection Criteria (Long-Term Benefits).....	10
i. State of Good Repair.....	11
ii. Economic Competitiveness.....	12
iii. Quality of Life	14
iv. Environmental Sustainability.....	14
v. Safety.....	15
b. Secondary Selection Criteria	15
i. Innovation	15
ii. Partnership	16
c. Results of Benefit-Cost Analysis.....	16
VI. Demonstrate Project Readiness	20
VII. Federal Wage Rate Certification	23
VIII. List of Attachments	24
IX. Supporting Documentation	24

I. CONTACT INFORMATION

Local Representative:

Joanne M.S. Brown, General Manager
Port Authority of Guam
1026 Cabras Highway, Suite 201
Piti, Guam 96925
Phone: (671) 477-5931/35
Fax: (671) 477-4445
E-mail: jbrown@portguam.com



INTRODUCTION

The Maintenance and Repair of Hotel Wharf and Access Road, located at Apra Harbor, Cabras Island Guam is a Port Capital Improvement Project that through its strategic location, will also improve cruise and excursion vessel services, increase specific project cargo space (aggregates and imported construction materials), and improve roll-off/roll-on operations.

Latitude: 13° 27' 46.34" North

Longitude: 144° 39' 55.90" East

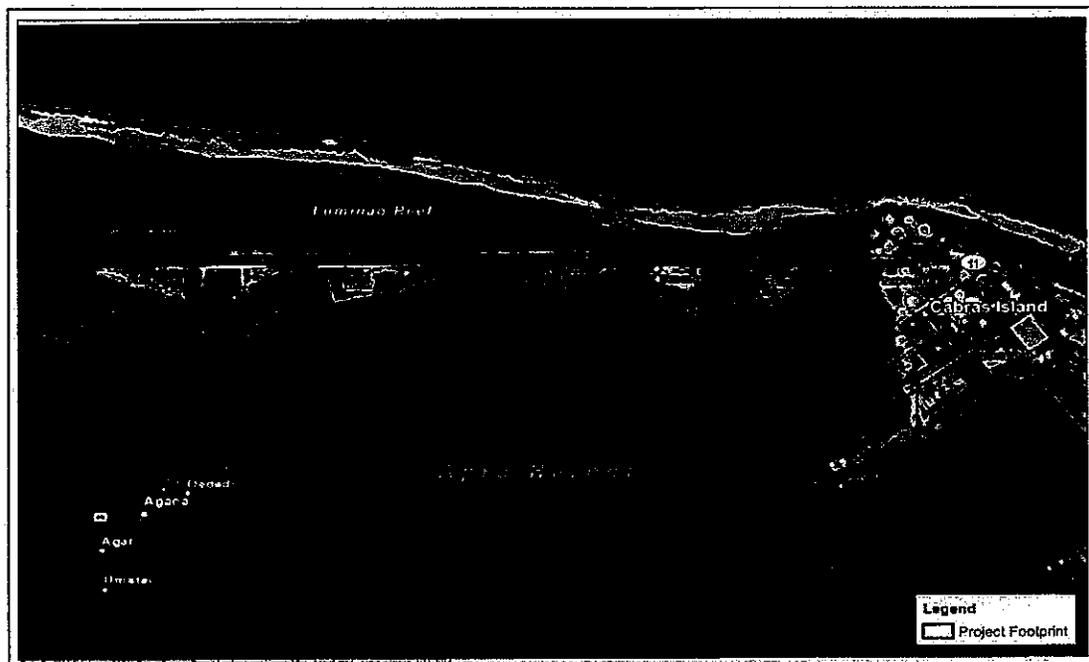


FIGURE 1
Regional Vicinity
Hotel Wharf and Access Road Maintenance and Repair Project
MAP 1 - Regional Vicinity - Hotel Wharf and Access Road Maintenance and Repair
Project Apra Harbor, Cabras Island, Piti Guam

Wharf replacement involves construction of a new sheet pile bulkhead retaining wall approximately 3-ft outside of an existing sheet pile bulkhead wall. This would increase the wharf footprint within the water by approximately 2,100 S.F. This is made necessary by having to construct new structural components without causing the existing wharf to be demolished.

Selected demolishing, however, is proposed for the removal of surface facilities and dilapidated structures such as fencing, cleats, rubber fenders, and mooring bollards. It also includes the removal of asphalt and concrete pavement, and the partial demolition of the concrete cap atop the existing sheet pile bulkhead.

Additional structural components include mooring bollards on the wharf, two mooring bollards along the roadway's edge east and west of the wharf, and concrete decking/pavement for the first 100 feet adjacent to the pier head line in the ship unloading zone. Structural fill will be placed in the area between the existing and new bulkheads. All part of the Hotel Wharf surface will be impervious with the area outside the 10-ft ship unloading zone consisting of asphalt pavement.

Approximately 1 mile of the existing roadway will be repaired to improve access to Hotel Wharf and other Cabras Island facilities. While the roadway and shoulder area will be improved in the same location, there will be minor adjustment to grade and alignment of both to achieve better performance for traffic and the walls, for a total of 6,680 cubic yards of fill material.

In the process of improving the road, there will be minor adjustments to the Right of Way, compliance with the Guam Department of Public Works/U.S. Federal Highway Administration design standards, and the addition of storm-water management components not previously existing.

CURRENT PORT OPERATION CHALLENGES

Up until 2013, the Port has remained largely unchanged. With many areas near capacity, congested or unusable, it was determined that the Port should address the rehabilitation of all waterfront properties in order to accommodate normal business growth, increase flexibility in the use of its facilities, and identify alternative waterfront access when its Public Cargo Terminal is fully encumbered by the cargo handling demands of the military buildup.

Presently, waterfront dock space at the Port is severely limited. Under the existing port configuration, the Port is struggling to support current demands effectively – particularly for break-bulk and project specific cargoes. As an example, it can take up to three weeks to offload vessels transporting aggregate or construction materials due to limited space and scheduling challenges that have consistently plagued the Port.

From 2008 to 2014 the Port has averaged approximately 50 to 70 port calls per month, along 2,700 linear feet of wharf space available for cargo vessels. These calls have resulted in congested operating conditions for container ships, break-bulk carrier vessels, cement and aggregate carriers, cruise vessels and yachts, fishing vessels including long liners and purse seiners, research vessels, tankers, tugs, barges, and training vessels visiting the region. The increased training visits by large US Naval vessels including the USS Kitty Hawk and Carl Vinson carrier strike forces and various

TIGER VI Grant Application
Hotel Wharf Cabras Island, Piti Guam

support ships including Military Prepositioned vessels and Military Sealift Command supply vessels have also impacted port operations.

With the impending military buildup, the Port will experience an exponential increase of cargo volume and activity that requires substantial major capital improvements at its Public Cargo Terminal. In meeting these demands, the Port will exhaust its financial ability to make improvements at all the other waterfront properties. US Department of Transportation approval of the Port's TIGER VI grant application for the maintenance and repair of Hotel Wharf and access road will enable the Port to make repairs to this critical waterfront property that will not be otherwise accomplished once the Port commits itself to addressing Public Cargo Terminal improvements.

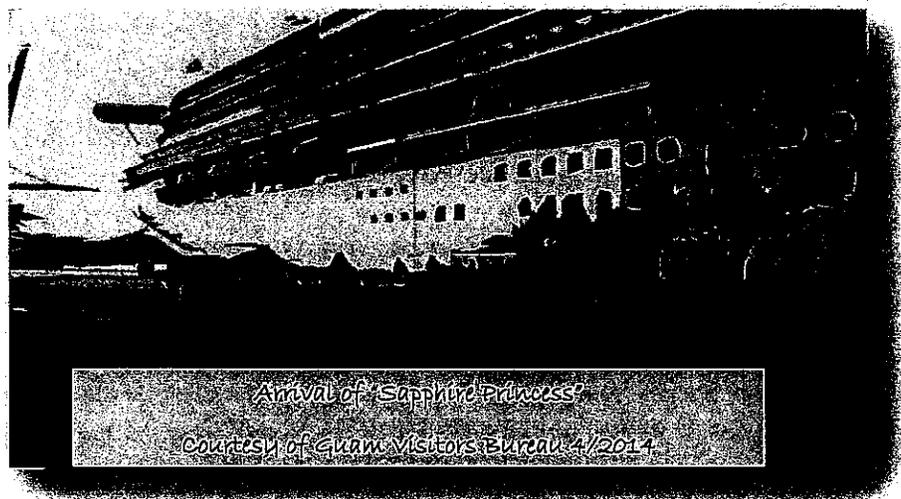
PROPOSED SOLUTION

The demand for docking/wharfage space has increased due to the natural progression of normal economic growth, however there has never been an expansion of wharf infrastructures since the Government of Guam exchanged land for wharf space with the federal government. With the additional activities brought about by the buildup, the Port can be a "choke point" for over 95% of construction materials and supplies required to be imported to Guam to support this massive event.

The Port proposes to revitalize and repair Hotel Wharf and access road for the purpose of utilizing its berthing capacity to alleviate the traffic and congestion in its main cargo handling area and to transfer project specific activities away from its container ships operations during the heavy military buildup and Port construction years. Aggregate and construction materials, cruise ships and excursion vessels, and roll off/roll on operations will be better served at Hotel Wharf during this period. Once the peak years associated with the buildup have passed, the increased waterfront space will create diversified business opportunities otherwise not attainable following the Port's investment in the Public Cargo Terminal.

CURRENT CONDITION OF HOTEL WHARF

The 500 foot long Hotel Wharf, constructed in 1948 is made of dredged fill-material contained by a steel sheet pile bulkhead. The bulkhead consists of a waterside sheet pile wall anchored to a deadman with tie rods at 6 foot intervals. The deadman is a continuous sheet pile wall braced by

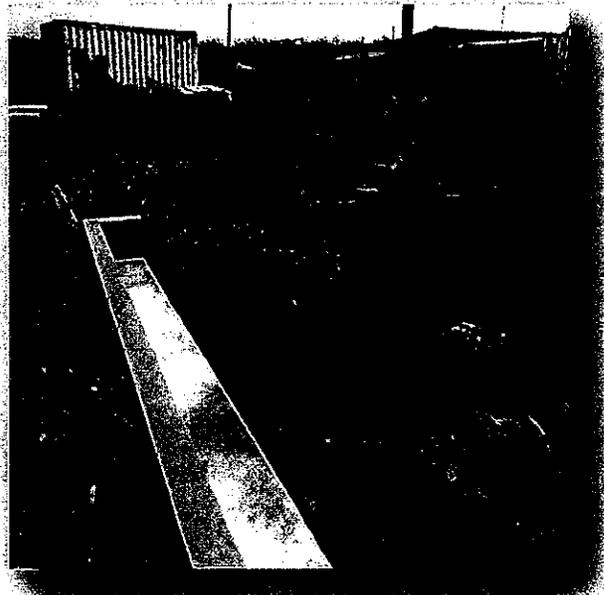


TIGER VI Grant Application
Hotel Wharf Cabras Island, Piti Guam

compression batter piles. On the west end of the wharf, compression and tension batter piles spaced at 3 foot intervals make up the deadman for 36 feet. The anchor capacity of this deadman is less than that of the sheet pile deadman.

The facility is located in the UBC (Uniform Building Code) seismic Zone 3. It suffered some damages during the 1993 earthquake which limited its uses.

Visual investigation showed four (4) damaged areas: 1) deterioration of the asphalt surface; 2) corrosion of the sheet piles and bulkhead; 3) surface cracks at the location of the batter pile deadman; and 4) deterioration of bollards, cleats, missing and damaged wharf fender system, and



tie rods. Also within the premises are old abandoned sentry post, containers, and dilapidated metal building that need to be removed.

III. PROJECT PARTIES

The Project has the support of many entities that strongly believe that the funding of this worthwhile proposal will not only have a significant local impact but also on a regional and national level as well. Spearheaded by the PAG and overwhelmingly supported by the Office of the Governor of Guam, the wide range of stakeholders includes, but is not limited to the following:

Port Authority of Guam (PAG): The PAG is the owner and operator of the Port and is the official sponsor of the Project. Aside from the Master Plan's Public Cargo Terminal improvement project, the repair of Hotel Wharf is equally important in the fulfillment of the Port's overall plan to increase wharfage space and enhance economic activities.

US Army Corps of Engineer (USACE): Always in the position to provide comprehensive engineering, management, and technical support to the local government, the PAG will work with the USACE as the Lead Agent for this project.

Guam Legislature: Providing oversight, support and guidance, the Chairman of the Committee on Public Safety, Infrastructure and Maritime Transportation is responsible for coordinating and addressing actions that requires local legislative approvals related to all Port capital improvement projects.

Department of Defense (DoD): Designated as the nation's 16th strategic commercial seaport by DoD's Surface Deployment and Distribution Command, the Port will provide the necessary planning and operational support for cargo movement during times of military asset deployment.

In addition, DoD's relocation of over 5,000 Marines, their families and support services personnel have a lot to gain from this additional wharfage space and storage area.

Guam Public Utilities Commission (PUC): Although no approvals are required from this independent entity for this Project to move forward with renovation, the PUC is responsible for reviewing and approving the Port's future tariff increases.

Private Sector Partners: The maintenance and repair of Hotel Wharf and Access Road will enhance the facility to provide additional wharfage, storage area, and services to project cargoes, cruise ships and excursion vessels, fishing industry, and other businesses that will support the massive military buildup.

Pacific and Micronesian Islands Regional Partners: With the Port as the only transshipment hub in the entire region, over 500,000 individuals stand to benefit from the funding of this Project.

IV. GRANT FUNDS AND SOURCES/USES OF PROJECT FUNDS

Total project costs include \$1,153,880.00 that have been expended for the design and environmental reports. Construction costs of \$18,594,485 were estimated and compiled by Parsons Brinckerhoff, 2013.

Table 1-1 Project Cost

Item:	Description:	Net Amount:	Estimate Total:
1	A/E Design & Environmental Reports	1,153,880	1,153,880
2	Labor	2,699,434	
3	Material	8,264,078	
4	Subcontract	46,784	
5	Equipment	1,032,346	
6	Other	643,276	12,955,918
7	Contractor General Conditions	1,370,815	14,326,733
8	Contractor's Overhead & Profit	1,812,903	16,139,636
9	Mobilization	764,441	16,904,077
10	Contingency	1,690,408	18,594,485
11	Subtotal:		19,748,365
12	Total Estimated Project Cost	100% TIGER Grant	18,594,485

100% funding will be from TIGER 2014 Discretionary Grant. Provided below is a breakdown of the uses of the proposed project funds:

Table 1-2 Project Breakdown of Uses of the Proposed Project Funds

Item	Description	Net Amount	Estimate Total
1	Conduit Along Access Road	133,903	
2	Electrical	1,026,944	
3	Fencing	111,701	
4	Fire System	654,548	
5	Water Utility Forced Main	71,404	
6	Marine Structures	7,929,370	
7	Access Road Paving	460,564	
8	Paving Wharf	1,005,155	
9	Potable Water	447,074	
10	Sanitary Sewer System	20,246	
11	Signing and Pavement Markings Access Road	32,887	
12	Storm water System	564,517	
13	Traffic Control	63,201	
14	Utility Building	434,405	
15	Subtotal	12,955,919	12,955,919
16	Contractor General Conditions	1,370,815	14,326,733
17	Contractor's Overhead & Profit	1,812,903	16,139,636
18	Mobilization	764,441	16,904,077
19	Contingency	1,690,408	18,594,485
20	Estimate Total		18,594,485

V. SELECTION CRITERIA

a. PRIMARY SELECTION CRITERIA - LONG-TERM BENEFITS

Up until 2013, facilities at the Port Authority of Guam have remained largely unchanged, with many areas nearing capacity, or becoming congested or unusable over the past few decades.

In 2011, the Department of Defense (DoD) announced a re-set of its plans to relocate Marines to Guam, calling for a delayed timeframe for implementation (beginning in 2016 and ending in 2020), and a scaled back level of personnel and capital improvements (reduced to \$8.2 billion, from the original \$10 billion). The Record of Decision for the re-set plans are expected to be released in early 2015.

In order to deal with the cargo which is anticipated to double from its current level in the next 2-3 years, as a result of DoD's re-set plans, in early 2013, the Port broke ground on a modernization program that will improve and expand the Port's facilities and upgrade equipment to enhance the Port's operational efficiencies and maximize capacity.

Several key components of the modernization effort have already been launched as a result of PAG's agreement with the U.S. Maritime Administration (MARAD), who is working in partnership with PAG in implementing the "Guam Commercial Port Improvement (GCPI) Program". The GCPI program will usher in capital improvement projects needed to accommodate organic growth and DoD's plans to relocate personnel to Guam from Okinawa.

On February 18, 2014, the first phase of the GCPI program was completed. This consists of construction modifications to PAG's Container Freight Station building, at a cost of \$899,000. The project includes a 7,200 square-foot single story office build-out, enclosure of existing doorways, and installation of roll-up bay doors and a secure cargo storage area.

Phase II of the GCPI program, which was awarded in August 2013, with a project cost of \$1.39 million, includes pavement repairs in PAG's container yard to increase the break-bulk staging area to nine acres, demolition of a 54,000 square-foot warehouse and other selected demolition sites. This phase is targeted for completion by May 2014.

The third and final phase of the GCPI program will involve expansion of PAG's container yard by 4.6 acres, the construction of a new terminal gate complex and runway, and the installation of high mast lighting and oil and water separators. The magnitude of Phase III is estimated to be between \$20 million and \$28 million. This final phase began April 2014, with completion by July 2015.

The Rehabilitation of Hotel Wharf is a separate port capital improvement project that supports the port modernization program described above. While the GCPI projects will increase yard capacity, it does not increase wharf capacity.

The proposed Hotel Wharf project, through its strategic location on the waterfront, will eliminate the conflicting mix of vessels presently using the main cargo handling waterfront.

For example, passenger cruise vessels call at the same wharves as cargo vessels, because these are the only berths available. When cruise ships are in port, PAG is required to shut-down cargo operations to comply with the Maritime Transportation Security Act's (MTSA) perimeter security requirements.

The Hotel Wharf project will address this incompatible use of the Port's only full-time-use industrial waterfront facility, and provide alternative offload and staging areas for specific project cargos (aggregates and imported construction materials), provide flexible cargo handling acreage as the Port transitions between different modes of operation at the main cargo terminal, provide for easier management of cargo spikes, and provide alternate access for military exercises and deployments, as may be required under PAG's Strategic Port designation. Also, it will provide a much needed relief valve that will be of significant value if construction problems are encountered during reconfiguration of the Public Cargo Terminal.

i. STATE OF GOOD REPAIR

The Hotel Wharf Project supports a State of Good Repair by re-habilitating an existing wharf structure and the upland facilities. This project will alleviate conflicting uses of the waterfront designed for cargo operations, and a portion of current and future vessel traffic and storage area congestion at the Port of Guam. It will also help in solving current scheduling challenges that will be further magnified due to military buildup activities. Although strategically located on the Port waterfront, these benefits will not be realized unless it is improved.

CAPITAL ASSET CONDITIONS

Since its construction in 1969, having been utilized as an ammunition wharf during the Vietnam War, and subsequently transferred by the US Navy to the Government of Guam in 1989, Hotel Wharf has never undergone a major upgrade. It is in dire need of upgrades in order to improve the condition of the wharf and associated upland area. It also suffered damages during Typhoon Omar in early 1993. A typical structure similar in construction has a useful life of 30-40 years. Thus the structure and the upland area have exceeded the intended useful life. The project will re-habilitate the wharf structure as well as upland facilities. Following this immediate replacement, the Port of Guam will allocate annual maintenance and replacement capital for these assets.

CAPITALIZATION OF ASSETS

The new bulkhead structure and upland facilities will be of higher quality and be able to withstand natural (e.g. typhoon and seismic event) and unnatural wear far better than the structure constructed 60 years ago. The higher quality and longer life of the facility will reduce maintenance and repair costs. Furthermore, the economic benefits and additional revenues that it will generate from the abovementioned uses will improve the PAG's financial stability through increased operational activities and reduced operating costs. The new facility will also increase operating flexibility and

revenue generating potential to better serve Guam's island residents, the private sector, the military, and the surrounding islands in the Pacific Region by providing flexibility in cargo handling and vessel berth availability at the Port of Guam. Once complete, the improved value of the facility can serve as leverage for proposed future improvement or expansion requirements.

ii. ECONOMIC COMPETITIVENESS

EFFECTIVENESS OF THE PORT OF GUAM

The redevelopment of the Hotel Wharf will improve both near and long-term efficiency, reliability and cost-competitiveness in the movement of goods to and from Guam and throughout the surrounding area, including the Commonwealth of the Northern Mariana Islands (CNMI), a commonwealth of the U.S., the Federated States of Micronesia (FSM), the Republic of Palau, and the Republic of the Marshall Islands (RMI). Without this Project, the DoD buildup and supply of cargo to the local population and the regions will be severely constrained because even after the planned improvement at the main cargo terminal, the PAG will have no means of alleviating potential congestion on water-side (for ships) as well as land-side (for storage of cargo).

The berthing space at the main cargo terminal consists of three berths for handling container and break-bulk cargo and one berth for fishing cargo and activities. Currently, the berth utilization exceeds typical industry rates of 60% utilization, beyond which efficiency typically decreases. However, during the peak cargo years, it is anticipated that this utilization will increase to around 75% at the main cargo terminal resulting in severe bottlenecks with ships having to wait out in the harbor for long periods of time, thereby disrupting effective cargo movement through the Port. Since there are no other cargo import alternatives available other than the Port, vessel delays will significantly and negatively affect private businesses on the island. If Hotel Wharf is rehabilitated with USDOT TIGER funds, it will greatly reduce the constraints at the berths of the main cargo terminal by bringing down the berth utilization rates to much more manageable and efficient range of 60-65%.

The project will also create approximately 2 acres of additional cargo storage area. This would allow project cargoes to be stored at the facility and hence increase the storage availability at the main cargo terminal by the same amount. It is imperative that during the peak years of import DoD cargo, sufficient space is available at the main cargo terminal for handling of containers and break-bulk cargo. This additional space will result in much more efficient and safe handling of cargo. Guam residents (local, private, federal and military), neighboring islands, and DoD buildup contractors will be able to receive their goods in a much timelier manner.

Cruise ship calls have steadily increased at the port in the last 3-4 years. Currently, cruise ships calling Port of Guam are received at the main cargo terminal. In order to ensure safety of passengers and adherence to MTSA requirements, cargo operations are currently suspended for the duration of cruise ship calls. The redevelopment of Hotel Wharf will allow cruise ships to be received at the new facility without impacting operations and efficiencies at the main cargo terminal. The completion of the Project coupled with the proper marketing methodology will increase international awareness of Guam as a viable and flourishing tourist stopover destination

for lengthy cruises across the Pacific. In the longer term, when the project cargo for DoD buildup has ebbed, Hotel Wharf will be able to provide safe, secure and aesthetic service for cruise ships.

OPERATIONAL COST SAVINGS

The redevelopment of Hotel Wharf will significantly improve the efficiency of the Port of Guam. It will reduce the delays due to congestion at the berth and will significantly reduce the cost of transportation of goods as well as operating costs of the Port. These reduced operating costs will consist of:

- **REDUCED OPERATING LABOR COST**

The project will result in reduced congestion at the berth as well as within the yard of the main cargo terminal. This will reduce the Port's cost of operating the terminal. Important sub-components include vessel stevedoring service (loading and unloading cargo on and off the ships), yard operations (storage of cargo in the yard).

- **REDUCED TRUCK DELAYS**

Reduction in congestion at the berth will result in more efficient flow of cargo through the port and will result in better scheduling of trucks coming into the port to pick up cargo.

The modernization program for the main cargo terminal will include a state-of-the-art Terminal Operating System (TOS). The use of this type of TOS by personnel at PAG will allow better selectivity for utilization of Hotel Wharf facility versus the main cargo terminal for DoD construction cargo, cruise ships and military exercises. Since the PAG has very little say in the arrival schedule of these types of vessels, having an alternate berthing facility and upland storage at Hotel Wharf enhances the PAG's ability to maintain efficient cargo operations at the main cargo terminal. In the absence of redevelopment of Hotel Wharf, it is anticipated that operational efficiency at the main cargo terminal during spikes in cargo volume will be significantly lower.

- **CRUISE VESSELS DELAYS**

If the Hotel Wharf facility is not available for the Port to supplement the handling of project cargo and cruise vessels, this could result in ships having to share the fishing vessel berth or wait to be serviced and thus increasing the port's operating cost in terms of vessel stevedoring service and yard operations. Use of the Hotel Wharf facility for cruise and some bulk cargo vessels will reduce the berth utilization rates at the main cargo terminal and significantly decrease the frequency of vessel delays, resulting in significant vessel operating cost savings.

The Port currently handles cruise ships at the main cargo terminal resulting in disruption of cargo operations during passenger loading/unloading. The Hotel Wharf facility will allow cruise ships to be serviced away from the main cargo terminal and fishing operations, thus reducing the Port's cost of operating the cargo terminal and at the same time improving its ability to better market its cruise operations services.

- **REDUCED INVENTORY CARRYING COST**

A modern cargo terminal operates most efficiently when the cargo demand lies within a band of the terminal's capacity between its Maximum Practical Capacity (MPC) and its Sustainable Practical Capacity (SPC). This is typically about 75% to 80% of MPC. In order to operate efficiently, it is necessary for the PAG to find alternative ways to service the increased cargo during the Port reconfiguration and the impending military build-up.

The Project will provide the Port with the ability to handle project cargoes at the Hotel Wharf facility and thus free up storage capacity at the main cargo terminal to handle other container and break-bulk cargo. This results in more efficient cargo handling at the terminal.

iii. QUALITY OF LIFE

As isolated island communities, and for the more than half-million people that live in this rural region (covering over 1.5 million square miles), the Port is a critical link to the rest of the world. The improvements achieved through the Project will ease congestion at the main cargo terminal and thus improve access to consumer goods (including medical supplies and prescription drugs that come through the main cargo terminal). This will also have an impact on reducing the cost of services in the region (because almost all goods must be shipped to Guam, changes in shipping costs and Port efficiency can impact consumer prices for both goods and services). In an Economically Distressed Area, such as Guam, this vital service link takes on added significance.

With the increased presence of the US military on the island, the project also provides alternative access for military operations and deployments away from the main cargo terminal. The Port has been identified as the nation's 16th strategic seaport. In addition, it is the major gateway for the residents of Guam with over 90% of goods coming to Guam passing through the Port. Having an alternate facility for use by the military affords the Port more flexibility in meeting its core purpose of serving the residents of Guam.

iv. ENVIRONMENTAL SUSTAINABILITY

Port facilities is a heavy industrialized zone, with no urban encroachment. The Port is located in an air quality non-attainment area that exceeds National Ambient Air Quality Standards (NAAQS).¹ As a result, the potential for Port-related emissions savings are particularly important.

One positive impact of the Project is that vessels will spend shorter time at the Port since the amount of time spent waiting at anchor for the availability of berthing space at the main cargo terminal will be dramatically reduced. This impact will reduce emissions and fuel consumption due to the reduction in waiting time. As compared to a no build scenario, the Project will result in the reduction of Nitrogen Dioxide (NO₂), Carbon Dioxide (CO₂), Diesel Particulate Matter (DPM) and Sulfur Oxide (SO_x) emissions.

¹ The area exceeds NAAQS standards for the SO₂ pollutant.

v. SAFETY

The project investment will greatly improve the overall operational safety at Hotel Wharf. As noted previously, the bulkhead structure at Hotel Wharf is more than 60 years old and reflects the lower design standards of the time. It has been subject to harsh natural conditions and is at risk of failure under a natural disaster such as the earthquake that damaged Port facilities in 1993. The rehabilitated structure as part of the Project will be built to withstand such events.

The project will significantly remove congestion and bottlenecks at the main port facility and will alleviate hazardous working conditions like working in a constricted space with heavy equipment. In addition, handling of cruise ships at the Hotel Wharf location away from the main cargo terminal will improve the safety of cruise passengers.

b. SECONDARY SELECTION CRITERIA

i. INNOVATION:

As noted previously, the Hotel Wharf facility was designed in 1968 and very few investment or upgrades have been made since then. The wharf design and materials will incorporate the latest technologies in wharf construction, and provide berthing infrastructure, which is currently not in place, to accommodate today's ocean going vessels.

Accordingly, the technical advancement of the Port associated with this Project will be an extraordinary one at the facility, leading to the efficiency gains that are so critical to accommodating future demand. The Project incorporates innovative approaches to enhance the value of this capital investment and reduce the costs of operations and maintenance.

Specific technological innovation examples are as follows:

- **TERMINAL MANAGEMENT**

The Port currently has no Terminal Operating System (TOS). The modernization project includes the implementation of a new state-of-the-art TOS to support and improve the operations of all critical functions at the port. This new TOS will allow the Port to manage vessel schedules and increase flexibility in cargo handling operations and military cargo movement activities.

- **TERMINAL WHARF STRUCTURE**

The current wharf structure is a steel sheet pile bulkhead built in 1949. The project will replace the existing structure with a new concrete bulkhead with a modern mooring and fendering system. This new structure will be designed with modern seismic design loads, and will be able to provide safe and efficient service to various cargo operations, cruise vessels, and military use along with reducing the costs to maintain the facility.

Both the wharf construction and road construction will involve the construction of or replacement of underground utilities, waterline replacement, stormwater piping, with stubouts for future

installation of oil water separators, and conduits to provide for future communications and electronics connections.

Hotel Wharf will be designed and constructed using guidelines that are well established and proven to provide a safe, reliable, and dependable facility. As preliminary engineering and final design progresses, efforts will be made to incorporate energy-efficient features such as lighting and building materials whenever feasible to do so.

ii. PARTNERSHIP

Although the PAG leases out to several private sector businesses and is the lead in its tenants and stakeholders' Port Users Group, there will be no supplemental funding from these entities.

Because the PAG is the owner of all Port assets, on its own it will seek, apply, and acquire any and all available financing and federal funding that can assist in its accelerated effort to modernize all waterfront facilities.

c. RESULTS OF BENEFIT-COST ANALYSIS

The Hotel Wharf and Access Road Repair Project will positively impact the overall operations at the Port of Guam by providing additional berthing space to accommodate an increased need for overflow and contingency operations during Port reconfiguration and increasing cargo flow as a result of the impending Military Buildup. Furthermore, completion of this project will facilitate a more safe, efficient and attractive operation and travel on its only access road.

Table 1-3 Benefit-Cost Analysis Project Matrix

Limited waterfront dock space	Repair & restore deteriorated Hotel Wharf structure & Access Road	Additional berth space for overflow & contingency operations during Port reconfiguration & increasing cargo flow	Breakbulk Vessels	Revenues generated for Operations at the facility	Breakbulk Revenue Forecast
Increasing demand for docking space due to organic growth and military buildup			Self-sustaining cargo vessels (ship-board crane)		Attractive Port Call
			Cruise vessels		Cruise Vessel Revenue Forecast

The volume of traffic for future use of the Hotel Wharf is not precisely known and cannot be based on historical projections. To quantify the Benefit-Cost Analysis for the proposed project, information extracted from the Port's FY2013 Financial Statements and Independent Auditors' Report were utilized. Revenue benefits were estimated based on the cargo projections outlined in the Port of Guam Master Plan Update 2013 Report. Slight increases in operating and maintenance costs were applied over the years.

It is assumed that the completed project would allow for twenty percent (20%) of container operations that would otherwise be handled at the main cargo terminal, will be handled at Hotel Wharf. This accounts for the containers that come in on self-sustaining vessels (equipped with ship-board crane). In addition, twenty percent (20%) of breakbulk operations and one hundred percent (100%) of cruise operations will also be handled at Hotel Wharf. Benefits were estimated to begin in 2017 (after construction is completed) and extend through 2033. Revenues assumed to be generated were derived from the cargo projections outlined in the Port's 2013 Master Plan Update Report. Supporting documentation (excel spreadsheets) are attached to the application.

- **BREAKBULK REVENUE FORECAST**

The Breakbulk Forecast Breakdown (in tons) for a full (high) buildup as outlined in the 2013 Master Plan Update Report was used for the analysis. (Appendix 3-1; Page 3-1.4) An average of the current Port Breakbulk fees was used for this analysis. It is anticipated that 20% of the total breakbulk operations per year will be handled at Hotel Wharf.

- **CONTAINER REVENUE FORECAST**

The Container Forecast Breakdown for a full buildup (high) scenario as outlined in the 2013 Master Plan Update Report was used for the analysis. (Appendix 3-1; Page 3-1.3) An average of the current Port container fees for inbound containers was used for this analysis. It is anticipated that 20% of the total container operations (on-board self-sustaining vessels) per year will be handled at Hotel Wharf.

- **CRUISE VESSEL REVENUE FORECAST**

The Port currently handles cruise ships at the main cargo terminal resulting in disruption of cargo operations during passenger loading/unloading. The Hotel Wharf facility will allow cruise ships to be serviced away from the main cargo terminal and fishing operations, thus improving its ability to better market its cruise operations services.

Given that the 2013 Master Plan Update Report is primarily focused on cargo operations, a detailed analysis and assessment of cruise activity trends and projections is not included in the report. Historical revenues generated from Fiscal Years 2009 – 2013 were used and duplicated for the projections.

The proposed project indicated a benefit cost ratio of 2.61 at 7% and 3.99 at 3% discounted rates.

Table 1-4 Cost Benefit Ratio at 7% and 3%

Benefit-Cost Analysis					
Project Year	Actual Year	Initial Costs	Total Benefits Undiscounted	Total Benefits Undiscounted with (O&M included)	Benefits Discounted (7%)
1	2013	\$ 1,153,880.00	\$ -	\$ -	\$ -
2	2014		\$ -	\$ -	\$ -
3	2015	\$ 8,594,485.00	\$ -	\$ -	\$ -
4	2016	\$ 10,000,000.00	\$ -	\$ -	\$ -
5	2017		\$ 13,003,993.43	\$ 5,276,094.55	\$ 3,761,782.49
6	2018		\$ 14,596,180.07	\$ 6,717,587.16	\$ 4,476,211.96
7	2019		\$ 15,848,142.53	\$ 7,815,917.05	\$ 4,867,360.33
8	2020		\$ 16,959,854.82	\$ 8,771,000.95	\$ 5,104,802.41
9	2021		\$ 18,796,382.57	\$ 10,447,846.05	\$ 5,682,936.00
10	2022		\$ 19,757,391.56	\$ 11,246,058.58	\$ 5,716,925.92
11	2023		\$ 18,659,340.19	\$ 10,313,978.20	\$ 4,900,096.74
12	2024		\$ 13,564,375.90	\$ 5,381,748.47	\$ 2,389,560.68
13	2025		\$ 13,673,969.35	\$ 5,331,780.68	\$ 2,212,499.43
14	2026		\$ 13,767,608.34	\$ 5,262,747.00	\$ 2,040,984.02
15	2027		\$ 13,865,894.89	\$ 5,195,188.75	\$ 1,882,975.48
16	2028		\$ 13,970,555.68	\$ 5,130,770.77	\$ 1,737,969.57
17	2029		\$ 14,080,257.72	\$ 5,068,097.00	\$ 1,604,429.72
18	2030		\$ 14,193,923.00	\$ 5,006,025.15	\$ 1,481,102.21
19	2031		\$ 14,291,633.84	\$ 4,924,571.98	\$ 1,361,685.19
20	2032		\$ 14,394,181.61	\$ 4,844,462.05	\$ 1,251,901.05
21	2033		\$ 14,503,008.94	\$ 4,767,069.84	\$ 1,151,309.75
TOTAL		\$ 19,748,365.00	\$ 243,423,685.48	\$ 111,500,944.22	\$ 51,624,532.96
Net Present Value - 7%					2.61
Net Present Value - 3%					3.99

1. CURRENT INFRASTRUCTURE BASELINE

At present, there is limited and incompatible use of the Port's only waterfront space at the main terminal. While the demand for docking/wharfage space has increased, there has never been an expansion of wharf infrastructures. With no additional berthing space, it is anticipated that the demands associated with the increase of cargo volume and activity due to organic growth and the impending military buildup will result in congested operating conditions and extensive delays.

2. PROPOSED PROJECT DESCRIPTION

Design and environmental reports for the proposed project have been completed and were funded in part by other federal grants and local PAG funds. These reports document the design requirements for the repair/replacement of Hotel Wharf and the section of Route 11 between the Mobil Tank Farm and Hotel Wharf. Furthermore, this information will guide engineering and design efforts during the production of drawings and specifications to be utilized for future construction. This report may be supplemented in the future to address any new Guam Agency

TIGER VI Grant Application
Hotel Wharf Cabras Island, Piti Guam

requirements received during the process of obtaining construction permits. Due to size of files, CD Copies of Hotel Wharf Final Design may be made available upon request.

Requested TIGER funding will enable the repair of the existing Hotel Wharf and adjacent access roadway on Port Authority of Guam Property. This is intended to restore valuable marine property to safe and efficient operational status. The site layout will remain open and suitable for multipurpose use.

- Wharf replacement involves construction of a new sheetpile bulkhead retaining wall approximately 3-ft outside of an existing sheetpile bulkhead wall. This would increase the wharf footprint within the water by approximately 2,100 S.F. This is made necessary by having to construct new structural components without causing the existing wharf to be demolished.
- Selected demolishing is proposed for the removal of surface facilities and dilapidated structures such as fencing, cleats, rubber fenders, and mooring bollards. It also includes the removal of asphalt and concrete pavement, and the partial demolition of the concrete cap atop the existing sheet pile bulkhead.
- Additional structural components include mooring bollards on the wharf, two mooring bollards along the roadway's edge east and west of the wharf, and concrete decking/pavement for the first 100 feet adjacent to the pier head line in the ship unloading zone. Structural fill will be placed in the area between the existing and new bulkheads. All part of the Hotel Wharf surface will be impervious with the area outside the 10-ft ship unloading zone consisting of asphalt pavement.
- Approximately 1 mile of the existing roadway will be repaired to improve access to Hotel Wharf and other Cabras Island facilities. While the roadway and shoulder area will be improved in the same location, there will be minor adjustment to grade and alignment of both to achieve better performance for traffic and the walls, for a total of 6,680 cubic yards of fill material.

In the process of improving the road, there will be minor adjustments to the Right of Way, compliance with the Guam Department of Public Works/U.S. Federal Highway Administration design standards, and the addition of storm-water management components not previously existing.

3. PROJECT JUSTIFICATION AND ECONOMIC BENEFITS

The proposed project will repair Hotel Wharf and its access road and serve as one of the solutions to existing Port challenges. As a stand-alone project, it will complement and enhance the ongoing Guam Commercial Port Improvement Projects. Restoring the facility and road to full functional usefulness will provide flexibility to how cargo will be handled during the peak military buildup years, and equally important, accommodate passenger cruise vessels that call the Port of Guam, thereby reducing the strain on berth utilization at the main cargo terminal. Also, it will provide a much needed relief valve that will be of significant value if construction problems are encountered during reconfiguration of the Public Cargo Terminal.

4. JOB CREATION AND ECONOMIC STIMULUS

The Hotel Wharf rehabilitation project will provide for short and long term jobs. The short term jobs are primarily related to the construction of the project while the long term jobs are related to the operation and maintenance of the facility:

- Short Term Jobs (project construction)
 - 75-100 full-time multi-disciplined workers to complete the Project in a period of twelve (12) months or three hundred sixty-five (365) working days
- Long Term Jobs (Operations and Maintenance)
 - Security Officer – 2 FTE
 - Crane Operators and Repairs – 2 FTE
 - Long shore Labor – 5 - 8 FTE
 - Gate Clerk – 1 FTE

The PAG will work with the Guam Contractors License Board and its resources to ensure that all local construction and support businesses will have the opportunity to bid on the project. Anticipating that the Project will fall in line with other scheduled local government and military projects, the PAG will recommend to the Department of Labor that local manpower resources from this Economically Distressed Area must first be utilized.

Coordinating with the Guam Trades Academy and the Guam Community College will provide project exposure to potentially qualified individuals that may have the opportunity to be employed by participating contractors.

VI. DEMONSTRATE PROJECT READINESS

This project is for repair and rehabilitation of an existing facility. Upon approval of the project funding, the Port has prepared for submission to appropriate local and federal agencies permit application packages with applicable environmental requirements. These are: Guam Coastal Management Program (GCMP) Federal Consistency Determination; US Army Corps of Engineers (USACE) Department of the Army Permit; Guam Environmental Protection Agency (GEPA) Water Quality Certification; and U.S Environmental protection Agency (USEPA) Notice of Intent (NOI) for use of National Pollutant Discharge Elimination System (NPDES) Multi-Sector General Permit (MSGP).

1. TECHNICAL FEASIBILITY

The Project calls for rehabilitation of an existing facility. All construction will be focused on facility upgrades, essentially in their present locations, not the construction of a new structure. Based on the *Final Geotechnical Design Report, Structural Calculations, Geotechnical Calculations*, and the *Marine Habitat and Essential Fish Habitat Report* (all reports are current,

dated February 2014), all studies and findings supported the development of the *100% Final Design Submittal*, also dated February 2014.

2. FINANCIAL FEASIBILITY

The *Jose D. Leon Guerrero Commercial Port of Guam Master Plan Update 2013 Report* utilized cargo forecasts in the development of a financial model that calculated the size of the Port's potential debt capacity. Using two growth levels, low growth (organic growth) and mid-growth (DoD's re-set projections), the primary objective of the analysis was to establish tariff rates that would support capital improvement projects aimed at sustainability (aside from modernization). Based on the calculations, and the implementation of the Plan's proposed Five-Year tariff petition schedule, the Port would be in a position to provide for continuous long term repair and maintenance of the rehabilitated and repaired facility.

3. PROJECT SCHEDULE

If funded, the PAG will work expeditiously to ensure that Project construction activities commence immediately upon receipt of the grant award. Local GSA procurement procedures and Department of Public Works requirements will be strictly followed. Because it is critically important that the PAG addresses its operational challenges immediately, the following aggressive construction schedule has been developed to ensure that the project's full implementation is achieved within the two year construction period. Specifically, if funded, the Port anticipates the completion of this Project one year from the date of awarding the Contract to the successful bidder.

Table 1-5 Estimated Timeline / Milestones

<u>Item:</u>	<u>Timeline / Milestones</u>	<u>Duration</u> <u>Days</u> <u>Estimates</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>
0100	Notification of Grant Award by USDOT		■		
0200	Procurement Process by PAG (Advertisement, Evaluation, Selection of Bidder, Selection of CMS, Port Legal Counsel & Attorney General Contract Review/Approval, PUC Review/Approval, Board Review/Approval, Award of Contract, NTP	153d		■	
0300	Pre-Construction Submittals Including Review	60d		■	
0400	Construction Phase - Submittal Processing and Procurement	150d		■	
0500	Mobilization	14d		■	

TIGER VI Grant Application
 Hotel Wharf Cabras Island, Piti Guam

0600	Pavement Markings Access Road	60d			
0700	Marine Structures Work	540d			
0800	Storm Water Modification	180d			
0900	Closeout and Demobilization	14d			

4. ASSESSMENT OF PROJECT RISKS AND MITIGATION STRATEGIES

The Port has extensive experience in the procurement, execution, and project management of capital improvement projects. Risks will be minimized by contractual requirements prescribing the performance, delivery, and completion of the tasks identified in the project’s Scope of Work. Because of Guam’s distant location from U.S. mainland suppliers, delivery schedules will take into account shipping and long-distance manufacturing challenges. Any contract extension must provide adequate justification to avoid the effectuation of liquidated damages.

5. OTHER ENVIRONMENTAL REVIEWS AND APPROVALS

The identification and development of the Project’s environmental components have been carefully considered to address potential environmental impacts. The following documentation and studies for the Hotel Wharf Final Design component have been prepared for interagency review:

- Final Plan
- Final Specifications
- Final Basis of Design
- Final Cost Estimate
- Schedule of Values and Bid Tab
- Geotechnical Design Report
- Structural Calculations
- Geotechnical Calculations
- Misc. Calculations
- Environmental Permits (prepared applications)
- Marine Habitat and EFH Survey Report
- Unexploded Ordinance Survey Report

Note: Due to the size of files, CD Copies of the Hotel Wharf Final Designs may be made available upon request.

6. LEGISLATIVE APPROVALS

The Jose D. Leon Guerrero Commercial Port of Guam Master Plan Update 2013 Report (MPU) was officially submitted to the Speaker of the 32nd Guam Legislature on February 21, 2014. Per the Guam Comprehensive Planning statutory requirements, Legislative action on the plan is to occur within 60 days of its submission, or it lapses as an approved document. During the MPU’s March 13, 2014 Legislative public hearing, members of the Committee on Public Safety,

Infrastructure and Maritime Transportation expressed support for the plan's final adoption during the upcoming Legislative Session.

The Hotel Wharf Revitalization project was specifically identified in the MPU as a potential TIGER Grant project.

7. STATE AND LOCAL PLANNING

As per Title 5, Chapter 1, Guam Code Annotated, Comprehensive Planning, PAG conducted a public hearing for *The Jose D. Leon Guerrero Commercial Port of Guam Master Plan Update 2013 Report* (MPU) on December 23, 2013.

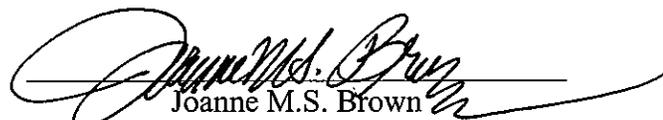
On January 22, 2014, the Director of the Bureau of Statistic and Plans, after soliciting input from Government of Guam network agencies which provide federal consistency review (Guam Environmental Protection Agency, Guam State Historic Preservation Office, Department of Land Management, the Division of Aquatic and Wildlife Resources, and the Department of Public Works), forwarded the MPU to Guam Governor Edward J.B. Calvo, recommending approval. On February 21, 2014, Governor Calvo submitted the document to Speaker Judith Won Pat, 32nd Guam Legislature for final adoption.

Additionally, in compliance with Quitclaim Deed N62742-93-RP-00079, which transferred Department of the Navy port assets to the Government of Guam, it is required that the Secretary of the Navy approve the Port's master plan. On January 21, 2014, Rear Admiral T.D. Payne, Commander Joint Region Marianas, provided this approval on behalf of the Secretary.

VII. FEDERAL WAGE RATE CERTIFICATION

**Certificate of Compliance
Federal Wage Rate Requirements**

Upon receipt of a Transportation Investment Generating Economic Recovery (TIGER) VI Grant from the United States Department of Transportation, the Port Authority of Guam agrees to comply with all federal wage rate requirements including subchapter IV of chapter 31 of title 40, United States Code (Federal wage rate requirements), as required by the FY 2014 Continuing Appropriations Act.


Joanne M.S. Brown
General Manager

VIII. LIST OF ATTACHMENTS

1. SF-424, Application Narrative & Federal Wage Rate Certification
2. Hotel Wharf Final Plans
3. Final Hotel Wharf Basis of Design
4. Hotel Wharf Final Cost Estimate
5. Schedule of Values and Bid Tab
6. Hotel Wharf Final Geotechnical Report
7. Final Marine Survey Report
8. Benefit-Cost Analysis
9. Letter of Support

IX. SUPPORTING DOCUMENTATION

The following documents can be found on the Port Authority of Guam's website, www.portguam.com/TIGER2014

1. Jose D. Leon Guerrero Commercial Port of Guam Master Plan Update 2013 Report, Final Report November 2013
2. Port Authority of Guam Financial Statements and Additional Information and Independent Auditor's Report – September 30, 2013 and 2012



GUAM STATE CLEARINGHOUSE

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EDDIE BAZA CALVO
I Maga'låhen Guahan

RAYMOND S. TENORIO
I Segundu Na Maga'låhen Guahan

Kate G. Baltazar
Administrator

May 28, 2014

HONORABLE JUDITH T. WON PAT, Ed. D.

Speaker gi I Mina'Trentai Dos Na Liheslaturan Guåhan

155 Hesler Place

Hagåtña, Guåhan 96910

Ref: Port Authority of Guam's 2014 National Infrastructure Investment

Hafa Adai Madam Speaker,

This letter is to respectfully notify you the Guam State Clearinghouse (GSC) has received a federal grant application from the Port Authority of Guam (PAG). The GSC has accepted the application, assigned the State Application Identifier (SAI) 07905141130Y and has initiated the process for an intergovernmental review. An abstract of the project is provided below.

Grantor:	U.S. Department of Transportation		
Grant Title/ Project Title:	National Infrastructure Investments 2014 TIGER VI Discretionary Grant / Maintenance and Repair of Hotel Wharf and Access Road		
Details:	PAG will use funds towards the repair and rehabilitation of the existing hotel wharf and access road at Apra Harbor, Cabras Island in Piti, Guam, which was first constructed in 1948. The project involves the replacement of the existing wharf and roadway structures and is intended to restore the valuable marine property to a safe and efficient operational status.		
Start Date:	01/01/2015	End Date:	12/31/2016
Federal Grant:	\$18,594,485.00		
Non-Federal Match:	\$0		

GSC conducts intergovernmental reviews and solicits comments through electronic communication and this notice is sent to you as a part of the review process. A digital copy of the grant proposal is attached for your perusal. Please submit any comments you may have pertaining to this proposal to Anna Marie Pangelinan by **June 13, 2014**, via email at anna.pangelinan@guam.gov.

Dangkolo Na Si Yu'os Ma'åse',

Kate G. Baltazar
Administrator