

Waterways Board  
Operations and Finance Committee  
Guidance Conference Room, Gloucester High School  
May 8, 2013, at 4:00 PM  
Minutes

**Present:** Jim Bordinaro, Mark Lacey, David McCauley, Ralph Pino and Harbormaster Jim Caulkett

**Oral Communications:** None

**Discussion of Timelines, Core Project Elements and Funding Sources for Harbormaster/Docking complex at Solomon Jacobs Landing area**

The Committee agreed that this project should be the top long-term priority for Ops and Finance (O&F). Those present discussed the cost, funding status and timelines for the Harbormaster complex within the overall National Grid remediation plan. A key element of this project is the installation of new concrete/steel pilings after the current piles are removed during the remediation project: 12 pilings @\$32K apiece, totalling \$384k. This cost is currently the responsibility of the City of Gloucester and may be incurred as soon as September, 2014. The WWB does not have this money and is not anticipated to have it by the current deadline, or even thereafter. The committee discussed the objective of requesting National Grid to assume this cost. While it is a great cost to the WWB, it would be a small part of the cost of the overall remediation project and the cost and timeline are being imposed on the WWB by the remediation process itself. The committee is mindful that the Harbormaster complex is on and in property owned by National Grid but still feels that the City of Gloucester has not utilized the leverage that it has in this situation.

The Committee urged the Harbormaster, in consultation with Chairman Gross, to urge Suzanne Egan to negotiate with National Grid to include the cost of the new pilings as a National Grid responsibility. Depending on the outcome of this conversation, the Committee would refine its objectives on this matter or consider having the City hire a licensed site professional to oversee the remediation.

The Committee also explored the funding for other cost centers in this project through the Boating Infrastructure Grant program. These cost centers include: building renovation with showers and rest rooms; boat pump out improvements; the building and installation of new floats and a handicapped accessible gangway. The Committee will invite Stephanie Cunningham, the program administrator, to the next O&F meeting and will receive cost estimates from the Harbormaster well before that. The next deadline for BIG applications is in the late July/August timeframe.

The Committee further explored the status of funds available through the Seaport Advisory Council (SAC). The distinction was made between a bond authorization of \$200K/SAC decision and the presence of these funds in a WWB account and the Committee recognized that more needs to be done to make this transition. The SAC voted for these funds in 2012 and funding is "expected" in 2014. Given the recent slowdown of SAC funding, there was concern that these funds may not be secure. The committee recommended approaching the Kirk administration and Representative Ferrante and Senator Tarr to develop a plan to secure these funds.

The Committee is greatly concerned that the WWB faces large costs on a relatively short timeline and, at present, has insufficient funds for this project to meet them.

### **Explore Use of Municipal Moorings for Intermittent Temporary Use by Transient Boaters**

O&F discussed the desirability and feasibility of using assigned but temporarily unoccupied personal moorings as temporary overflow transient moorings. While moorings issues are normally the jurisdiction of the Public Facilities Committee, this matter was raised at O&F as part of a discussion of the cost effectiveness of the launch. Those present discussed several aspects of the proposal. The Harbormaster questioned the legality of such a program and, with Committee support, will request a review with Suzanne Egan. The Committee generally felt that there was sufficient authority to do this within Article IV Mooring Regulations, under Section 6, especially 6, E, 3. No transient mooring fee would be charged but an administrative charge of \$25 would be assessed to cover costs and to maintain equity with those renting transient moorings. The program would be limited to the Inner Harbor, Smith Cove and Ten Pound Island mooring fields and would be based on voluntary provision of mooring opportunities from mooring holders in those areas. These volunteered moorings would be used only after all current transient moorings in these fields have been rented. The Committee agreed to propose a motion to be considered by the full WWB at its June 5 meeting so that the pilot program could be implemented for the current boating season.

*The motion reads: The WWB will implement a pilot program to use volunteered personal moorings in selected mooring fields to accommodate overflow demand for transient moorings during the 2013 boating season. The Harbormaster may assess an administrative fee of \$25 for each mooring used under this program and will be responsible for the administration of the project.*

The Committee agreed on the **third Thursday of the month, from 4:00 to 6:00 PM** as its regularly scheduled meeting time. The Committee will next meet on Thursday, June 20 at the High School. Among the new items of business will be the cost of electricity for city owned marinas and the storage of lobster pots at Harbor Cove marina.

The O&F Committee **adjourned** at 6:00 PM.

Minutes prepared by O&F Chair, David McCauley