

**Application for Federal Assistance SF-424**

Version 02

* 1. Type of Submission: <input type="checkbox"/> Preapplication <input checked="" type="checkbox"/> Application <input type="checkbox"/> Changed/Corrected Application	* 2. Type of Application: <input checked="" type="checkbox"/> New <input type="checkbox"/> Continuation <input type="checkbox"/> Revision	* If Revision, select appropriate letter(s): <input type="text"/> * Other (Specify) <input type="text"/>
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* 3. Date Received: <input type="text" value="09/15/2014"/>	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"/>
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**8. APPLICANT INFORMATION:**

\* a. Legal Name:

* b. Employer/Taxpayer Identification Number (EIN/TIN): <input type="text" value="57-6000286"/>	* c. Organizational DUNS: <input type="text" value="073701591"/>
--	---

**d. Address:**

* Street1:	<input type="text" value="217 Fort Johnson Road"/>
Street2:	<input type="text" value="PO Box 12559"/>
* City:	<input type="text" value="Charleston"/>
County:	<input type="text" value="Charleston"/>
* State:	<input type="text" value="SC: South Carolina"/>
Province:	<input type="text"/>
* Country:	<input type="text" value="USA: UNITED STATES"/>
* Zip / Postal Code:	<input type="text" value="29422-2559"/>

**e. Organizational Unit:**

Department Name: <input type="text" value="SC Dept. of Natural Resources"/>	Division Name: <input type="text" value="Marine Resources Division"/>
--	--

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

Prefix: <input type="text" value="Mr."/>	* First Name: <input type="text" value="Scott"/>
Middle Name: <input type="text"/>	
* Last Name: <input type="text" value="Meister"/>	
Suffix: <input type="text"/>	

Title:

Organizational Affiliation:

* Telephone Number: <input type="text" value="843-953-9062"/>	Fax Number: <input type="text" value="843-953-9353"/>
---	---

\* Email:

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

A: State Government

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

\* Other (specify):

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

Fish and Wildlife Service

**11. Catalog of Federal Domestic Assistance Number:**

15.622

CFDA Title:

Sportfishing and Boating Safety Act

**\* 12. Funding Opportunity Number:**

F14AS00241

\* Title:

Boating Infrastructure Grants Tier 2

**13. Competition Identification Number:**

Title:

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

City: Beaufort  
County: Beaufort  
State: South Carolina

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

SC BIG 2015 Tier 2 - City of Beaufort, South Carolina - Transient Day Dock Development

Attach supporting documents as specified in agency instructions.

Add Attachments

Delete Attachments

View Attachments

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**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="168,000.00"/>
* b. Applicant	<input type="text" value="0.00"/>
* c. State	<input type="text" value="2,667.00"/>
* d. Local	<input type="text" value="0.00"/>
* e. Other	<input type="text" value="90,000.00"/>
* f. Program Income	<input type="text" value="0.00"/>
* g. TOTAL	<input type="text" value="260,667.00"/>

**\* 19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

- a. This application was made available to the State under the Executive Order 12372 Process for review on
- b. Program is subject to E.O. 12372 but has not been selected by the State for review.
- c. Program is not covered by E.O. 12372.

**\* 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes", provide explanation.)**

- Yes  No

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

\*\* I AGREE

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

**Authorized Representative:**

Prefix:  \* First Name:

Middle Name:

\* Last Name:

Suffix:

\* Title:

\* Telephone Number:  Fax Number:

\* Email:

\* Signature of Authorized Representative:  \* Date Signed:

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**\* Applicant Federal Debt Delinquency Explanation**

The following field should contain an explanation if the Applicant organization is delinquent on any Federal Debt. Maximum number of characters that can be entered is 4,000. Try and avoid extra spaces and carriage returns to maximize the availability of space.

**BOATING INFRASTRUCTURE GRANT APPLICATION  
TIER 2 FY 2015  
CITY OF BEAUFORT, SOUTH CAROLINA  
September 2014**

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**PROJECT STATEMENT**

**Introduction**

The City of Beaufort desires to install a day dock along the seawall at the Henry C. Chambers Waterfront Park. The primary planned use of the facility is for transient non-trailerable vessels over 26 feet in length, and as a dinghy dock for non-trailerable vessels over 26 feet using the nearby mooring field which was federally funded by a BIG Tier II in 2013.

Located in downtown Beaufort along the Atlantic Intracoastal Waterway, the Henry C. Chambers Waterfront Park is the City's most prominent park. Originally constructed in 1975, the multi-acre park provides a breathtaking view of the Beaufort River, the Woods Memorial Bridge, and adjacent islands of the South Carolina Lowcountry. In 2007, the City of Beaufort spent 6.5 million dollars to repair and upgrade the park. In the years since, Waterfront Park has become an immensely popular destination for tourists and local residents alike.

Shade trees, walkways, and swinging benches are located throughout the park. Other amenities include public restrooms, children's playground, a variety of flowers, shrubs and plants, a stage for performances, a pavilion, and a great lawn for picnicking, exercise and relaxing. Many local shops and restaurants are located adjacent to the park and are connected via walkways and paths. A significant portion of their revenue is derived from park visitors.

The waterfront portion of the park is highlighted by a thousand foot wide promenade paved using traditional oyster shell tabby pavers and has become a popular destination for local anglers, tourists, and diners. In addition, the park is the venue for the Beaufort Water Festival and Beaufort Shrimp Festival. Currently, there is no direct access from the promenade to the Intracoastal Waterway.

Our two partners have pledged significant advertising funds in order to draw transient boaters to this facility. These transient boaters will be able to enjoy the park, patronize adjacent businesses, and tour Beaufort's Historic District within a very short walk from the day dock. In addition, a day dock would be a great added feature to the park in itself, and serve the community at large. The proposed facility would provide a safe source of coastal access for boaters and pedestrians, children and the elderly, the able bodied and the disabled, all while doing so within the context of our treasured waterfront park within historic Beaufort along the Intracoastal Waterway.

**Project Need**

Henry C. Chambers Waterfront Park is located on the Intracoastal Waterway in historic downtown Beaufort, South Carolina. The park is owned and maintained by the City of Beaufort. The park is one of the region's most visited public parks, and is one block from Bay Street, the

City's historic main street. Bay Street offers a wide variety of shops and restaurants. A hotel and several bed & breakfast facilities are located within walking distance of the park.

Beaufort is the 2<sup>nd</sup> oldest city in South Carolina, and is one of only three National Historic Landmark Districts in the state (one of the other Landmark Districts, Penn Center, and a 15-minute taxi ride from downtown). Walking tours, horse carriage rides, and van tours all originate from the parking area located at Waterfront Park.

The park's concrete seawall is located less than 500 feet from the Intracoastal Waterway. The seawall is approximately 1,015 feet long with water depths ranging between 10 and 15 feet at Mean Low Water. Currently, the seawall is able to moor small cruise ships; however, docking of smaller vessels is untenable due to the tidal variation, the tall vertical face of the seawall, and heavy marine growth. A floating day dock located along the seawall would provide convenient access to non-trailerable vessels 26 ft or greater without hindering small cruise ship docking.

Existing geotechnical information from borings performed in 2001, as well as previous underwater investigations indicates that this is an ideal location for a transient boating facility that would connect boaters directly to the park, as well as, surrounding retail shops, restaurants, and historic attractions.

The City of Beaufort continues to invest in park maintenance and improvement. A comprehensive underwater investigation by engineer-divers was performed on the entire facility in August, 2014. This structural investigation revealed that the seawall and supporting infrastructure will adequately support the proposed day dock with only minor modifications.

## **Objectives**

- To provide transient boaters direct access to Waterfront Park from the Intracoastal Waterway. This goal will be accomplished by:
  - Installing a 200 ft long by 10 ft wide heavy duty floating dock in an orientation parallel with the existing seawall and approximately 500 feet from the edge of the navigation channel. This floating dock will also be capable of mooring small dinghies of vessels over 26 feet from the nearby federally-funded mooring field.
  - Installing galvanized steel pipe piles to moor the floating structure.
  - Installing ADA compliant gangways to connect the proposed floating dock to the existing seawall.
  - Minor modification of the seawall and guardrail to accommodate an opening for the gangways.
  - Minimize environmental impacts by not offering fueling and pump out services at the facility, and by incorporating solar lighting.

## **Expected Results and Benefits**

- Increased access to Waterfront Park and surrounding amenities by providing a safe, aesthetically pleasing and environmentally friendly transient boater facility along the seawall.
- The project will increase economic activity in the downtown area by attracting new transient boaters, and by increasing the attractiveness of the existing waterfront structures at the park.
- Use as an additional dinghy dock for boaters using the adjacent mooring field which was federally funded by *US Department of Interior/US Fish & Wildlife Service Grant SC-Y-F13AP00402*
- Provide a free use facility for boaters not requiring pump out or fueling services.
- The project will implement use of sustainable practices and innovation.

## **Approach**

The City of Beaufort continues to invest significantly in inspection, maintenance, repair and upgrades of the waterfront over the past several decades. To facilitate this project, the City of Beaufort has retained an engineering consultant to provide all of the necessary services required to obtain permits, develop the design, select a contractor, and oversee construction. The project delivery will consist of early contractor involvement in order to promote the highest quality product at the most cost-effective project delivery method possible.

### Early Contractor Involvement

The City of Beaufort intends to involve a contractor early in project delivery. The City and its engineering consultant will meet and perform constructability reviews, implement value engineering and cost-saving strategies, scrutinize design, and develop attainable construction schedules, while recognizing that the success of any project requires an owner-designer-contractor collaboration.

### Permitting

The day dock will be located well outside of the navigation channel and should have no impact on wetlands or endangered species. There are no plans for fueling or pumpout services located at the proposed facility. These services are available at marinas nearby; therefore, obtaining the Federal and State Environmental permits required to perform the work should not be particularly difficult.

### Key Personnel and Cooperators

The City of Beaufort intends to perform the engineering and design of the transient dock using a waterfront structural engineering firm with firsthand knowledge of Waterfront Park. The design will focus on aesthetics, longevity, sustainability, and reduction of environmental impact.

The engineering firm shall perform a wave height and vessel mooring analysis to determine the anticipated forces to be exerted on the floating dock. From this analysis and a geotechnical

investigation, structural engineers will be able to determine pile arrangements and embedment depths. Gangways connecting the day dock to the seawall will be designed to meet ADA compliance. Following the City's approval of a preliminary design, detailed construction plans and specifications will be developed.

It is intended that the proposed facility will be free of charge for day use and short term transient boaters not requiring the use of shore power or fuel, therefore, additional staff will not be necessary to collect fees, aid vessel docking, or provide other services that can be obtained at nearby marinas; therefore the proposed day dock will complement, not hinder, existing marina operations.

After the project has been built City staff will oversee, maintain, and provide safety and security of the project. Since the proposed location is at the existing Waterfront Park, Parks Maintenance and the City's Facilities Maintenance Supervisor will perform daily checks and routine maintenance of the structure. Solid waste disposal will be provided for on a daily basis by Parks Maintenance. In addition, City of Beaufort Fire Department and Police Department will provide public safety and security.

The City has welcomed two partners to this project. The partners are Main Street Beaufort and the Beaufort Regional Chamber of Commerce. These partners have pledged a combined \$22,386 towards actively marketing and advertising this new addition to the City's Historic Waterfront.

### Schedule

Permitting and Final Design of the project will begin immediately upon notice of being awarded BIG FY2015 funding. Scheduled completion of the project is by December 31, 2016.

### Relevance to Federal Statutes

- The project will not have any negative environmental impacts. The design of the transient dock is not expected to disturb any sediment or discharge any pollution into the water body.
- The project is not expected to have any impacts on endangered species. Manatees, an endangered species, have been sighted in the Beaufort River, but they are not a frequent visitor.
- The project is not expected to have any negative impact on historic resources. The project is adjacent to, but not within, the Beaufort National Historic Landmark District. It is anticipated that the project will raise awareness of the region's diverse history and rich cultural heritage.

### **Project Location**

The project is located at Marker 239 on the Atlantic Intracoastal Waterway adjacent to Woods Memorial Bridge in Beaufort, South Carolina. The project is located at Latitude 32° 25'47"N and Longitude 80° 40'20"W.

## **Relationship between Proposed Project and Other Work Funded by Federal Grants**

The nearby Beaufort Downtown Marina received and utilized Tier 1 and Tier 2 BIG funding to increase the size and capacity of the transient mooring field located in the Beaufort River (Intracoastal Waterway), as well as, perform extensive repairs and upgrades to its transient docking facility. These capital improvements are being made in order to encourage more transient boaters to make Beaufort a desirable Port-of-Call. This proposed project will serve to complement and enhance the existing marina infrastructure by adding an additional dockage for marina overflow, as well as, additional space for dinghies, at the same time giving transient boaters free and direct day access to Waterfront Park, surrounding businesses, and the historic and cultural attractions within the area.

## **BUDGET JUSTIFICATION**

### **PRORATION SCHEDULE**

As this project has not been built existing data on size of vessels using the proposed facility has not been established. It is anticipated that the outboard section of dock will be used by non-trailerable vessels 26 feet or greater in length and the inboard section of the dock will be used by smaller vessels; therefore, a 50% proration factor appears reasonable on that basis.

### **COST BREAKDOWN**

#### **Construction Mobilization/Demobilization**

**Total \$25, 000 (Prorated 50%) \$12,500.00**

Mobilization and Demobilization are costs for the contractor to move equipment and materials from land to the project site and is a significant cost in marine construction. The construction of the day dock will require the use of a crane for driving piling and setting floating dock sections. The crane must access the project location by a barge being pushed by small tug boat. The cost of \$25,000 for mobilization and demobilization reflects costs on past projects of a similar nature within Beaufort.

#### **Modification of Existing Walkway for Gangways**

**Total \$50,000 (Prorated 50%) \$25,000.00**

The existing promenade consists of a prestressed concrete sheet pile seawall and relieving platform. The relieving platform consists of prestressed concrete piles supporting precast concrete pile bents and a prestressed concrete deck. The concrete deck supports approximately 6 feet of backfill and is covered in brick and tabby pavers. The outside of the relieving platform is clad in 9 inch thick prestressed concrete fascia panels. Concrete handrail posts are located on 6 ft centers along the promenade and are connected by galvanized steel chain ballustrade. Some or all of these structural elements will likely have to be modified to connect the day dock to the existing structure.

The gangways will be designed to meet ADA compliance. The design of these gangways and the overall orientation is in the preliminary phase and will also somewhat depend on constraints imposed by US Army Corps of Engineers, South Carolina Department of Health and Environmental Control – Office of Coastal Resources Management, and other agencies having jurisdiction. The exact scope of the necessary modifications is unknown at this time; however, engineering judgment indicates that it could cost up to 10 percent of the overall project cost.

**Purchase and Install Day Dock Piling**

**Total \$70,000 (Prorated 50%) \$35,000.00**

An estimated 24 steel pipe piles will be needed to moor the 200 ft long by 10 ft wide day dock. This number reflects 12 piles on each side of the dock spaced at approximately 16 ft on-center. The unit price number of \$2,916.67 was derived from a material cost of \$1,916.67 per pile and an installation (pile driving) cost of \$1,000 per pile.

**Purchase and Install Floating Dock System**

**Total \$250,000 (Prorated 50%) \$125,000.00**

The proposed day dock is 200 ft long by 10 ft wide, or, 2000 SF. CMI/Gator Dock provided a budgetary number of \$56 per SF for the fabrication and delivery of aluminum docks with composite decking. It is estimated that an additional \$69 per SF will be necessary to account for the labor cost of installing the floating dock system. This amounts to an approximate total of \$125 per SF to build and install the floating dock.

**Purchase and Install Gangways**

**Total \$20,000 (Prorated 50%) \$10,000.00**

In a quote from CMI/Gator Dock a 5 ft wide by 60 ft long gangway with an integrated truss design, ADA Grab Rails, and Hinge/Roller Assembly is approximately \$19,500 to manufacture. It is estimated that \$500 will account for the labor necessary to install the gangway.

**Provide Landscaping, Lighting and Signage**

**Total \$15,000 (Prorated 50%) \$7,500.00**

Recent experience with park projects, specifically at Henry C. Chambers Waterfront Park, and discussion with local Landscape Architects indicated approximately \$15,000 will be necessary to perform minor landscaping upgrades and signage, as well as, increase the area lighting around the day dock.

**Engineering, Permitting, and Construction Management**

**Total \$70,000 (Prorated 50%) \$35,000.00**

The estimated cost for Engineering, Permitting and Construction Management was derived from the following:

Planning	\$2,000
Project Management	\$3,000
QA/QC	\$1,000
Land Surveying	\$2,000
Hydrographic Surveying	\$3,500
Soil Boring and Analysis	\$12,000
Permitting	\$3,500
Schematic Design	\$10,000
Design Development	\$12,000
Construction Documents	\$4,000
Bidding	\$2,000
Construction Management	\$15,000
<b>Total</b>	<b>\$70,000</b>

In conclusion, the total funds required to complete the project is **\$500,000**. For a 50% proration a total of **\$250,000** is eligible for Federal Funding. The City desires to provide a cash match via two public partners of **36% (\$90,000)** and is requesting **\$160,000** in BIG Funds. This is shown in the following table:

ESTIMATED COSTS AND FUNDING SUMMARY							
Description	Unit	Qty	Unit Price	Total Price	Pro Rating Factor	Amount Eligible for Funding	
<b>Project Costs</b>							
Construction Mobilization/Demobilization	EA	1	\$25,000.00	\$25,000	50%	\$12,500	
Modification of Existing Walkway for Gangways	EA	1	\$50,000.00	\$50,000	50%	\$25,000	
Purchase and Install Day Dock Piling	EA	24	\$2,916.67	\$70,000	50%	\$35,000	
Purchase and Install Floating Dock	SF	2000	\$125.00	\$250,000	50%	\$125,000	
Purchase and Install Gangways	EA	2	\$10,000.00	\$20,000	50%	\$10,000	
Provide Landscaping, Lighting, and Signage	LS	1	\$15,000.00	\$15,000	50.0%	\$7,500.00	
Design, Engineering, and Permitting	LS	1	\$70,000.00	\$70,000	50%	\$35,000	
<b>Total</b>				<b>\$500,000</b>		<b>\$250,000.00</b>	
<b>Local Funding</b>							
City of Beaufort and SCDNR	Percent	36.00%				(\$90,000)	
<b>Total Local Funding</b>		<b>36.00%</b>				<b>(\$90,000.00)</b>	
<b>Federal Funds Required for Project</b>						<b>\$160,000.00</b>	

Exhibit B - Estimated Costs and Funding Summary BIG  
Grant Tier II Application for Funding - City of Beaufort Day Dock

**Boating Infrastructure Grant Program Tier 2  
Transient Day Dock  
City of Beaufort, South Carolina**

**Administrative Budget /Narrative**

**September 2014**

Total Administrative Cost: \$ 10,667

Total Federal Cost: \$ 8,000

Non-Federal Cost: \$ 2,667

	<u>Federal</u>	<u>Non-Federal</u>
<u>Personnel</u>		
● BIG PI (Scott Meister)	\$ 5,021	
● SCDNR Engineering		\$1,674
● Fringe (38%)	\$ 1,908	\$ 636
● Indirect (21.35%)	\$ 1,071	\$ 357
	<u>Federal</u>	<u>Non-Federal</u>
TOTAL	\$ 8,000	\$ 2,667

Personnel support (BIG Principal Investigator) is needed to coordinate all aspects of the grant project including solicitation and selection of proposals, oversight of awarded projects, and long term monitoring for project compliance.

BIG Principal Investigator base salary is \$ 73,300 (includes 38% Fringe and 21.35% Indirect).

It is anticipated that 5.0% of the PI's time per year (over 4 years) will be spent on this project.

The SCDNR Engineering Section will be utilized to provide consultation on project construction objectives.

## **LETTERS OF FINACIAL COMMITMENT**

Attached are letters of partnership and financial commitments from:

- The City of Beaufort
- Beaufort Regional Chamber of Commerce
- Main Street Beaufort

Scott F. Dadson  
CITY MANAGER  
843-525-7070  
FAX 843-525-7013



**CITY OF BEAUFORT**  
1911 Boundary Street  
BEAUFORT, SOUTH CAROLINA 29902

COUNCIL MEMBERS:  
Billy Keyserling, Mayor  
Donnie Beer  
George O'Kelley  
Mike Sutton  
Mike McFee

July 18, 2014

Scott Meister  
South Carolina Department of Natural Resources  
PO Box 12559  
Charleston, SC 29422-2559

**RE: City of Beaufort FY 2015 BIG Program Application Tier 2**

Dear Mr. Meister:

The City of Beaufort believes the Boating Infrastructure Grant (BIG) program is important to the community for enhancing the City of Beaufort's attractiveness to transient boaters, increase the level of service and safety measures, and reduce risk hazards to transient boaters along the Intracoastal Waterway. The City has completed our first BIG project and is in the process of starting our second BIG project.

The City has seen a demand in transient boaters along the Intracoastal Waterway and has included in its 1-3 Year Capital Improvement Plan the Day Dock Project. In addition, the City has already secured a total of \$300,000 toward that project - \$111,279.00 in State of South Carolina Department of Natural Resources budget allocation for coastal improvements and \$188,721 of General Fund resources. This letter serves as the City's commitment to providing the local match of \$90,000 and covers the allocated portion of the project costs that would be attributed to non-transient boaters.

To that end, the City believes the BIG project is an important tool for enhancing the City's attractiveness to transient boaters on the Intracoastal Waterway, and has committed the local resources required for its implementation.

Please contact me with any questions on the City's commitment to provide local and other funding toward the proposed BIG Project.

Respectfully,

A handwritten signature in blue ink, appearing to be "SD", is written over a light blue horizontal line.

Scott Dadson  
City Manager



July 11, 2014

Mr. Scott Meister, Boating Infrastructure Grant Coordinator  
South Carolina Department of Natural Resources  
P.O. Box 12599  
Charleston, South Carolina 29422-2559

**RE: City of Beaufort BIG FY 15 Application**

Dear Mr. Meister:

I am writing to express support for the City of Beaufort's application for Boating Infrastructure Grant (BIG) funds. The City proposes to construct a day dock at the Henry C. Chambers Waterfront Park to serve transient boaters visiting historic Downtown Beaufort. Improving services for transient boaters is important to economic activity in our downtown area. Beaufort is a popular stop on the Intracoastal Waterway (ICW) for boaters wishing to dine, shop, and tour our National Landmark Historic District. Providing safe, convenient dockage for day visitors to Beaufort will encourage more boaters traveling the ICW to stop and enjoy all Beaufort has to offer.

For that reason, the Chamber is excited to partner with the city toward the goal of growing the number of transient boaters who visit us each season, and increasing the time the visitors spend here. We will continue to include the city's marina in full page ad in Dozier's Waterway Guide, and offer in kind advertising opportunities and press releases for the marina. The total value of the Chamber's in kind support for this project is \$19,868.

We encourage you to support the City's application for needed BIG funds for this important project.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Blakely Williams". The signature is fluid and cursive, with a long horizontal flourish at the end.

Blakely Williams, President  
Beaufort Regional Chamber of Commerce

July 21, 2014

Mr. Scott Meister, Boating Infrastructure Grant Coordinator  
South Carolina Department of Natural Resources  
P.O. Box 12599  
Charleston, South Carolina 29422-2559

**RE: City of Beaufort BIG FY 15 Application**

Dear Mr. Meister:

On behalf of the board of directors of Main Street Beaufort, USA, I am writing to express support for the City of Beaufort's application for Boating Infrastructure Grant (BIG) funds. The City proposes to construct a day dock at the Henry C. Chambers Waterfront Park to serve transient boaters visiting historic Downtown Beaufort. Improving services for transient boaters is important to economic activity in our downtown area. Beaufort is a popular stop on the Intracoastal Waterway (ICW) for boaters wishing to dine, shop, and tour our National Landmark Historic District. Providing safe, convenient dockage for day visitors to Beaufort will encourage more boaters traveling the ICW to stop and enjoy all Beaufort has to offer.

Main Street Beaufort is committed to spend \$2,500 of our marketing budget on promoting the day dock to travelers of the ICW. Our organization also intends to include mention of the day dock in press releases, articles, image advertising for downtown, and promotional photographs on our website.

We encourage you to support the City's application for needed BIG funds for this important project.

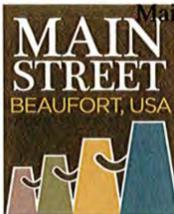
Thank you.

Sincerely,



LaNelle Fabian  
Executive Director

Main Street Beaufort, USA



**Main Street Beaufort, USA**

P.O. Box 501, Beaufort, SC 29901  
101 West Street Extension  
Beaufort, SC 29902

Phone (843) 525-6644 Fax (843) 379-6129

Revitalizing Downtown

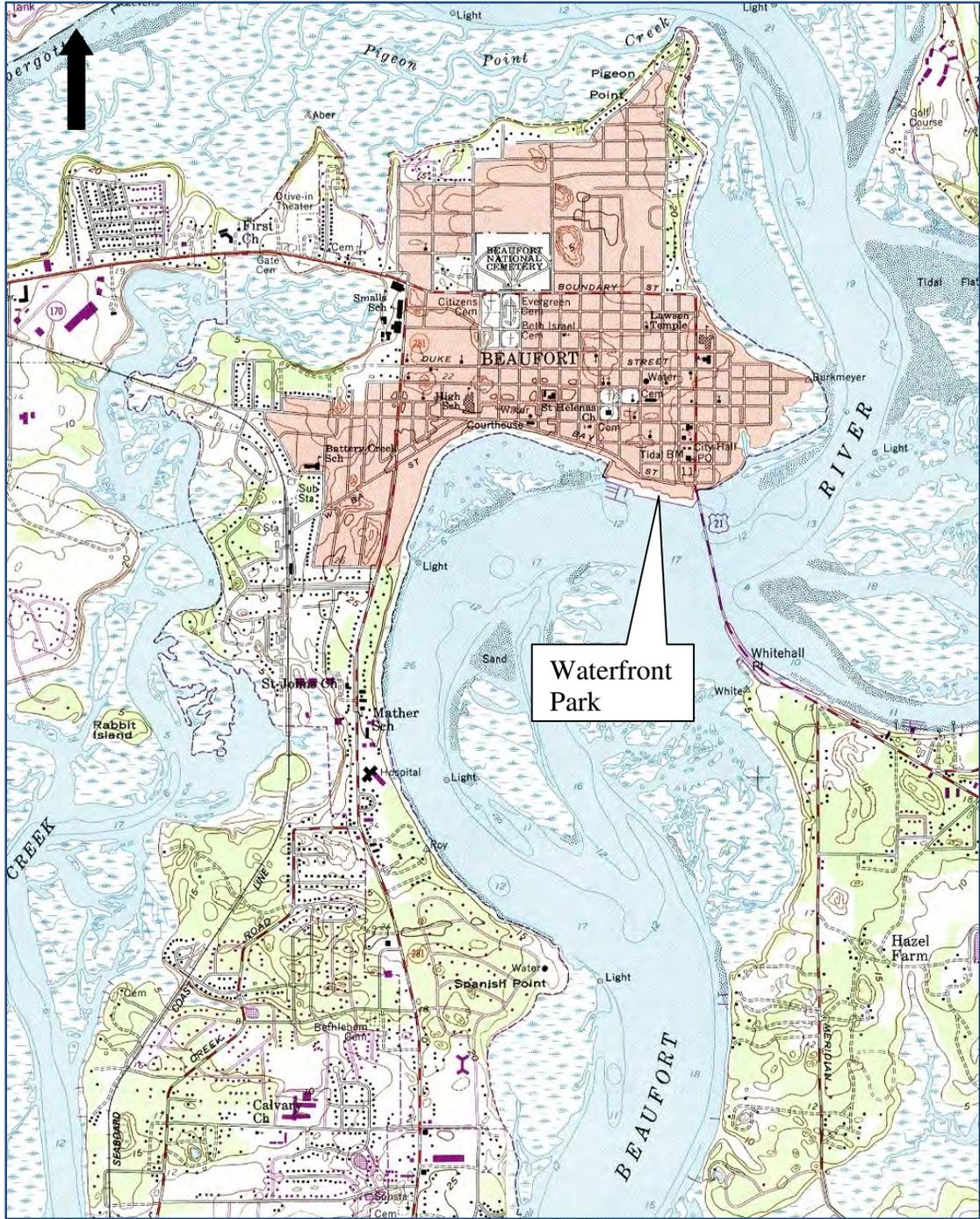
[www.downtownbeaufort.com](http://www.downtownbeaufort.com)

## DRAWINGS/MAPS/PHOTOGRAPHS

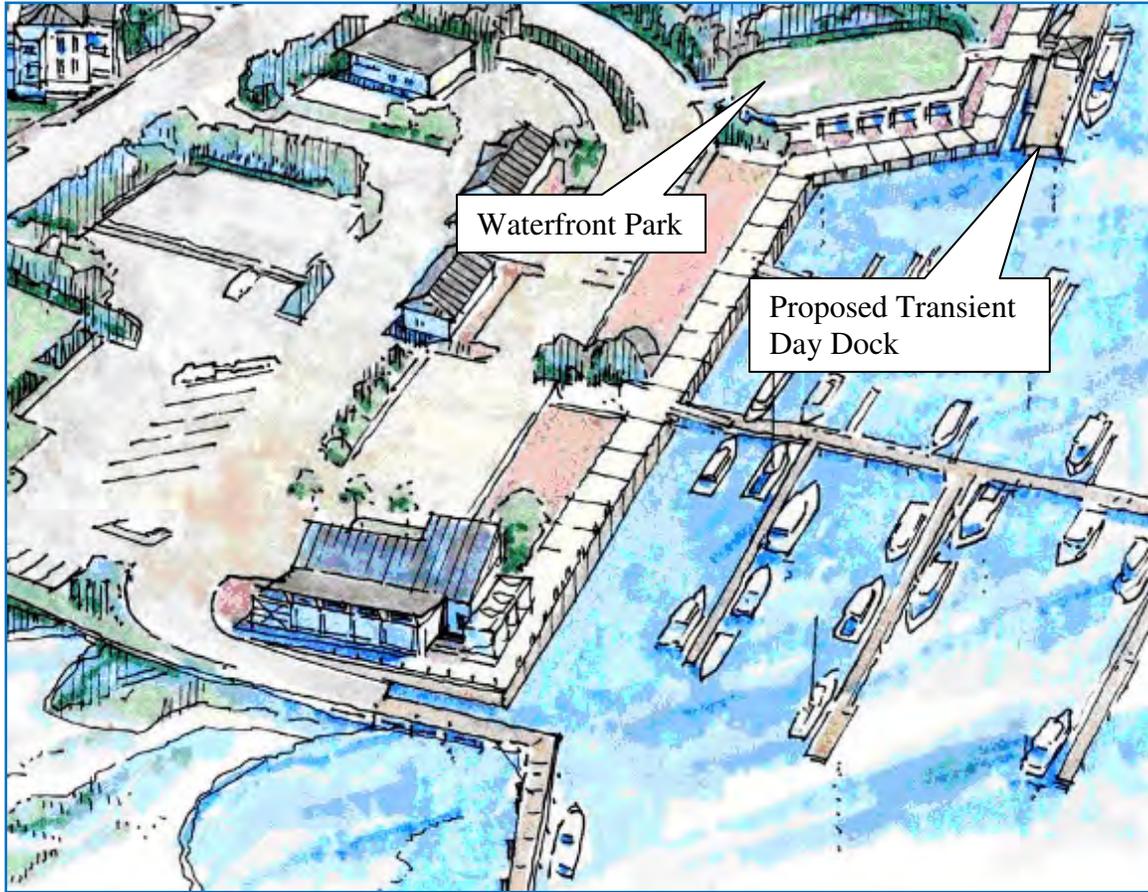


### Location Map of Beaufort on the ICW

Note the central location of Beaufort between Charleston and Savannah easily reached in a day's passage along the Intracoastal Waterway

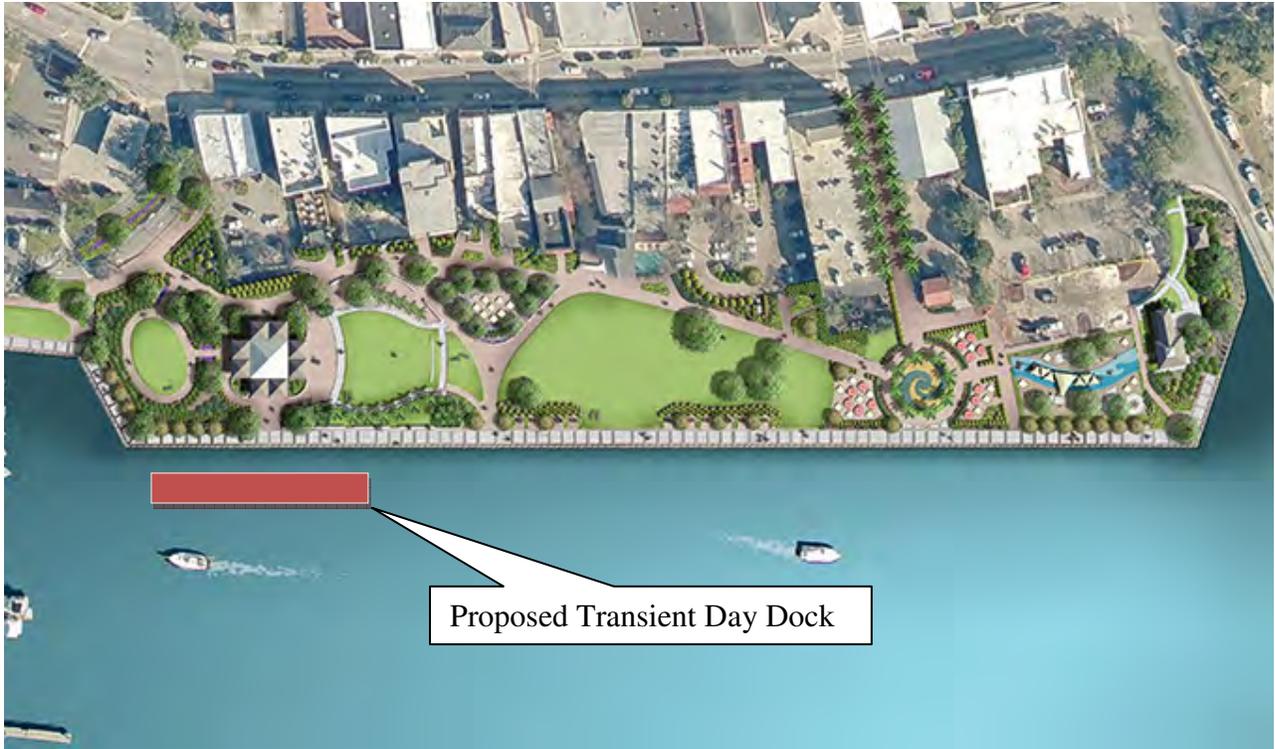


Location Map



## Civic Master Plan Sector 1

One proposed improvements as shown within the context of the Sector 1 Beaufort Civic Master Plan is the addition of a high quality transient day dock near Henry C. Chambers Waterfront Park.



Proposed Transient Day Dock



Proposed Transient Day Dock

Overhead Views Showing Existing Seawall and Park



Waterfront Park and Seawall, Looking Northwest



Waterfront Park and Seawall, Looking Southeast

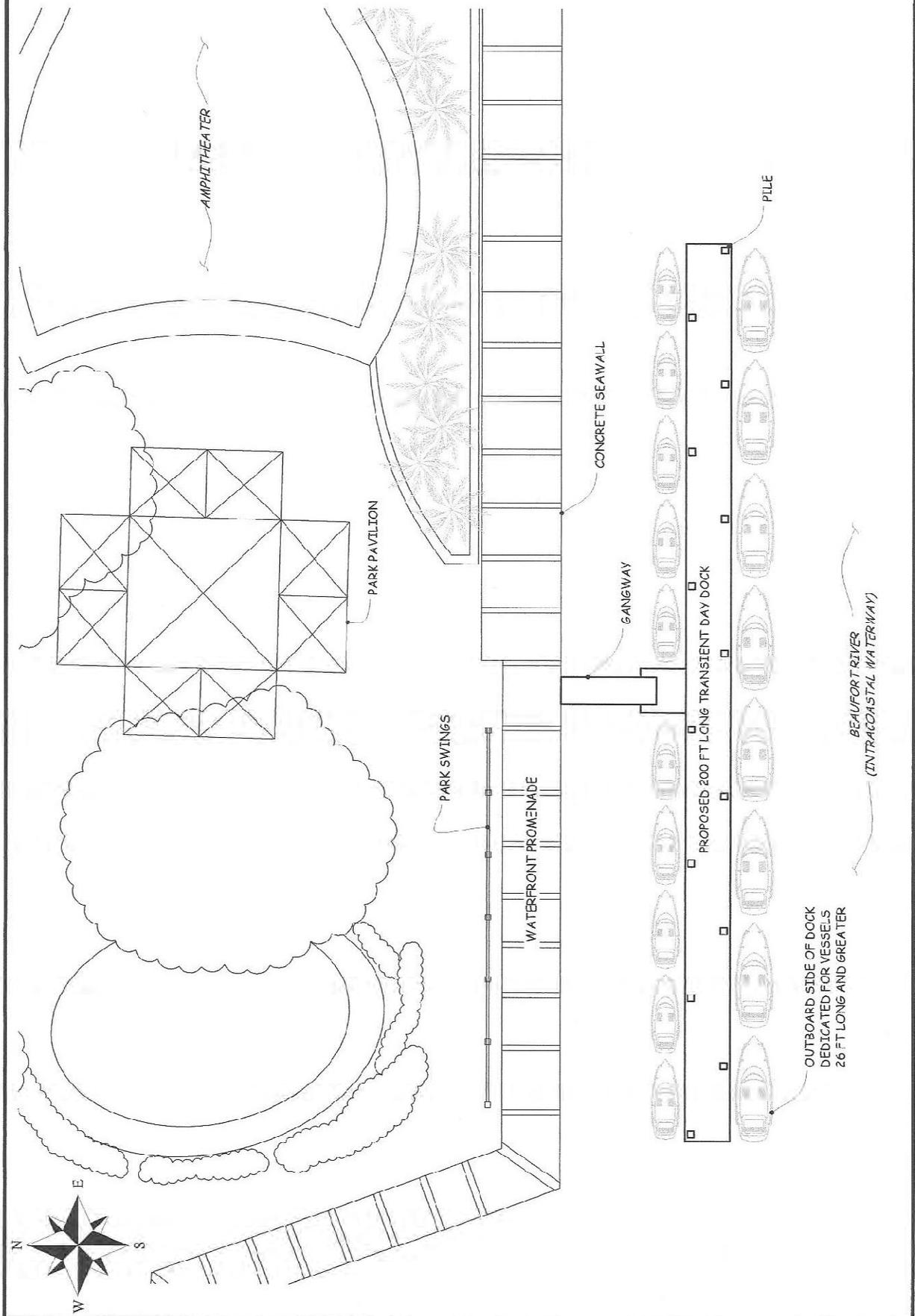


# DAY DOCK SCHEMATIC

HENRY C. CHAMBERS WATERFRONT PARK  
 BEAUFORT, SOUTH CAROLINA

DESIGNED BY:	MEB
DRAWN BY:	MEB
CHECKED BY:	DMH
DATE:	07/23/14
JOB NUMBER:	112-1001
DRAWING FILE:	BEAUFORT
REV.	DATE

**A2**  
 SHEET NUMBER



## RESPONSES TO RANKING CRITERIA

### 1. Public/Public Partnership

The City of Beaufort is itself contributing \$300,000 towards the \$500,000 budgeted project demonstrating a significant financial commitment. In addition, the City has welcomed two public partners: Main Street Beaufort and Beaufort Regional Chamber of Commerce. These partners have pledged a combined \$22,368 towards actively marketing the project to transient boaters on a local, regional, and national scale.

### 2. Innovative Techniques to increase availability of tie-up facilities for transient nontrailerable recreational vessels

The proposed day dock is a focal point within the vision of the 2012 Civic Master Plan. The proposed redevelopment will potentially consist of a mixed-use activity center to include retail, restaurants, hotel, residential uses, a rowing facility, and a day dock.

The proposed day dock will support and greatly expand the capabilities of adjacent boating infrastructure, some of which has recently been built through BIG Funds. For example, the day dock will increase availability of services to transient vessels anchored in the new mooring field which was built with funds from a FY 2013 BIG Tier 1. The day dock, in addition to berthing nontrailerable vessels 26 ft or longer, will provide shore landing access for moored transient vessels utilizing a portion of the day dock as a dinghy dock.

The proposed day dock will complement the Beaufort Downtown Marina which was a recipient of a FY 2014 BIG Tier 2 to renovate its transient docks. The day dock would offer an ideal overflow facility for the Downtown Marina's transient dock and free slip space for overnight transients during peak spring and fall transient seasons along the Intracoastal Waterway.

The City has retained the engineering services of a waterfront structural firm that is additionally LEED accredited and will systematically follow US Green Building Council strategies.

The project proposes the following innovative solutions:

- Utilization of heavy duty floating docks using recycled content and sustainable decking material. The aluminum floating dock frame and gangways shall be manufactured by Gator Dock, a subsidiary of Crane Materials International. These structures are not only designed to perform in harsh marine environments but are certified to be made from over 80 percent post-industrial recycled material and are 100 percent recyclable. Decking will be comprised of either composite (plastic) decking made from recycled materials, or southern yellow pine which is regarded as a sustainable building material.
- The project will incorporate the installation of photovoltaic cells to harness solar energy for facility lighting.
- The day dock will be moored by steel pipe piles supplied from Skyline Steel, a subsidiary of Nucor and the largest supplier of foundation steel in North America. All of the steel

pipe piles are certified to be made from over 80 percent recycled steel and are 100 percent recyclable.

### 3. Private and Local Funds

As itemized in the budget table, the project reaches 36% of total cost in public matching funds. These reasonably significant financial contributions are directly related and necessary to the success of the BIG project.

### 4. Cost Efficiency

The creation of a day dock within Waterfront Park enhances the existing site and adds services by allowing boater access directly to the park. With a total capacity of 8 transient vessels the federal cost for improvements is calculated to be \$20,000 per slip, adding high values compared to the funds requested. Please note that the capacity of 8 vessels is based on a proration factor of 50% and is considered conservative as it is very likely that BIG-qualifying transient vessels and dinghies from BIG-qualifying transient vessels will use the remaining 50%, especially during peak season.

5. Important link to prominent destination way points such as those near metropolitan population centers, cultural or natural areas, or that provide safe harbor from storms.

Situated nearly half way between larger metropolitan areas of Charleston and Savannah the Marina's transient facility is a destination waypoint within the historic and culturally diverse Low Country of South Carolina and Georgia.

The proposed project provides a safe harbor for the semiannual migration of thousands of transient boaters cruising the Intracoastal Waterway (ICW) from the Northeast to Florida each spring and fall. Frequently transient boaters along this popular cruising route have arrived from or are departing for Charleston and Savannah which are easily reached within a day's run along the ICW from Beaufort.

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

#### **Local Landmark – Historic District**

Beaufort is the 2<sup>nd</sup> oldest city in South Carolina, and is one of only three National Historic Landmark Districts in South Carolina and Waterfront Park is within this district. Throughout the district are several local, regional, national landmarks, and museums that can be visited by car, walking tours, or carriage rides.

#### **Regional Landmark – Gullah Geechee Cultural Heritage Corridor**

The project is within the Gullah Geechee Historical Corridor which is was recently awarded funding through the Dept of the Interior for 54 Highway Directional Signs designating the Corridor along US 17 as well as banners designating the corridor at U.S. Fish and Wildlife Sites.

### **National Landmark – Penn Center**

Another of South Carolina's three Landmark Districts, Penn Center, is only a 15-minute ride from downtown that can be easily accessed by car, taxi, or bus.

## 7. Economic Impact

Beaufort's waterfront forms the essential backdrop of the community's identity. It is here where its legacy began and will endure in the future. Over the last few years the City has engaged in strategic studies conducted by nationally recognized marketing and urban planning firms. The resulting Civic Master Plan identifies the Henry C. Chambers Waterfront Park and adjacent land as the City's greatest opportunity for transformative development. The proposed project will occupy a crucial point between the regional amenities and tourist attractions of Waterfront Park, the Bay Street traditional format shopping area, and an emerging restaurant district. The City's historic West End, characterized by Reconstruction era and early 20th century freedmen's cottages, African American civic institutions and small businesses, is nearby and targeted for substantial public investments. The Landmark Historic District of ante-bellum mansions is a short walk and a national tourism draw. The proposed transient boater facility will be located an easy day by water from the much larger Savannah and Charleston markets and thus has the potential to be a tourist gateway to all the above attractions, businesses and amenities.

The Downtown Marina has emerged as the largest market opportunity for improving revenue from tourism. Transient boaters represent a demographic of above average disposable income and thus a substantial opportunity for economic development. Dozier's Waterway Guide, an authoritative annual publication for ICW boaters, estimates the average household income of transients at approximately \$240,000 per year, are approximately 56 years of age, spend 36 nights per year in a marina, and eat in restaurants a third of the time spending an average of \$40. About 78% plan to retire on the water. This demographic is an ideal tourist consumer group for the Beaufort market consistent with findings in our Seth Harry and Associates Retail Market Study (2011).

During 2012, the City saw roughly 1,440 transient boats docking a total 2,200 transient boat-days, generating approximately \$170,000 in transient rental fees and roughly \$850,000 in other sales (fuel, mechanical, and retail). The Marina delivered this dollar volume while operating at about 17% of capacity for transients, a typical performance in recent years due to the economic recession.

Supported by active marketing of the City to transients we believe improvements can deliver an increase to roughly 3,000 transient-boat days per year over a 5 year period (an index of 136 over the current year, with an average volume growth of 8.5% per year). We believe this is a conservative and deliverable marketing target based on reviews of boating industry studies.

	Current Year Gross	
	Revenues	Five Year Target
Transient Dock Rental Fees	\$ 170,000	\$ 231,818
Retail Marina Sales to Transients <sup>1</sup>	535,000	671,182
Boaters Incidental Spend while Visiting (approximately \$50 per day) <sup>2</sup>	110,000	150,000
Local Economic Activity Multiplier from Recreational Boat Industry Study <sup>3</sup>	241,344	328,228
Gross Positive Economic Benefit	\$ 1,056,344	\$ 1,381,228

The \$304,165 investment partially funded by the FY 2014 BIG Tier 2 in the Downtown Marina delivers an estimated 89% internal rate of return at a 3% cost of capital given the base assumptions above. If improvements to the City Marina are able to deliver 60% of the target growth in the average transient boat days the Positive Economic Benefit, would be as follows:

	Current Year Gross	
	Revenues	Five Year Target
Transient Dock Rental Fees	\$ 170,000	\$ 207,084
Retail Marina Sales to Transients <sup>1</sup>	535,000	620,114
Boaters Incidental Spend while Visiting (approximately \$50 per day) <sup>2</sup>	110,000	134,000
Local Economic Activity Multiplier from Recreational Boat Industry Study <sup>3</sup>	241,344	294,440
Gross Positive Economic Benefit	\$ 1,056,344	\$ 1,255,637

The \$304,165 investment partially funded by the FY 2014 BIG Tier 2 in the Downtown Marina delivers an estimated 43% internal rate of return at a 3% cost of capital given the modified assumptions.

Many of these same revenue estimates are directly applicable to the development of a day dock as a supporting facility to the Downtown Marina and Mooring field currently reaping the rewards of similar investment.

We expect the attractiveness of day dock facilities and access to the Henry C. Chambers Waterfront Park will also cause some transients to consider relocation to Beaufort. If Beaufort captures just four boaters over 5 years as residents and they build typical infill housing in the City's historic core then the resulting incremental economic activity will be between \$1.5M and \$2.0M or about \$780,000 in wages for skilled and semi-skilled tradesmen, among the hardest hit portion of the City's workforce during the recession.

While it is not possible to project the economic synergies between the Marina, enhanced by the \$304,165 investment, and the planned day dock investment, we judge that they will be substantial and enabling of the project to deliver at the high end of its projected financials.

<sup>1</sup>Retail Sales include Marina supplies, gas and maintenance charges. Since fuel sales will fluctuate with wholesale costs of petroleum products, the Five Year Target was based on a more conservative index of 125.

<sup>2</sup>Economic Impact Analysis, Nanaimo Marina, conducted using the on-line Boating Economic Impact Model developed by Drs. Ed Mahoney, Dan Styles and Yuen Cui at the Recreation Marine Research Center, Michigan State University, June 25, 2011. The average daily incidental spending of \$50 is conservative in relation to the Dozier's Waterway Guide that estimates the average transient boater spends \$40 eating in restaurants.

<sup>3</sup> Local Multiplier of 1.2 as cited in the Recreational Boat Building Industry at [www.rbbi.com/folders/show/bw2000/sessions/marina.htm](http://www.rbbi.com/folders/show/bw2000/sessions/marina.htm)

8. Multi-State efforts that result in coordination location of tie-up facilities

Please refer to the *Southeast Region Cooperative Agreement, U.S. Fish and Wildlife Service Region 4* attached in the Supporting Documents Section of this application.



# United States Department of the Interior

INTERIOR BUSINESS CENTER  
Indirect Cost Services  
2180 Harvard Street, Suite 430  
Sacramento, CA 95815



August 26, 2014

Mr. Alvin A. Taylor, Director  
State of South Carolina  
Department of Natural Resources  
c/o State Budget and Control Board  
Office of State Budget  
1205 Pendleton St., Suite 529  
Columbia, SC 29201-3757

RECEIVED

SEP 02 2014

Budget and Control Board  
OFFICE OF STATE BUDGET

Dear Mr. Taylor:

Enclosed is the signed original negotiated indirect cost rate agreement that was processed by our office. If you have any questions concerning this agreement, please refer to the signature page for the name and contact number of the negotiator.

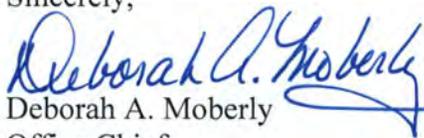
As a recipient of federal funds, you are required to submit Indirect Cost Proposals on an annually basis. Proposals are due within 6 months after the close of your fiscal year end and are processed on a first-in, first-out basis.

**Common fiscal year end dates and proposal due dates are listed below:**

Fiscal Year End Date	Proposal Due Date
September 30 <sup>th</sup>	March 31 <sup>st</sup>
December 31 <sup>st</sup>	June 30 <sup>th</sup>
June 30 <sup>th</sup>	December 31 <sup>st</sup>

Please visit our Web site at [http://www.doi.gov/ibc/services/Indirect\\_Cost\\_Services](http://www.doi.gov/ibc/services/Indirect_Cost_Services) for guidance and updates on submitting future indirect cost proposals. The website includes helpful tools such as a completeness checklist, indirect cost and lobbying certificates, sample proposals, excel worksheet templates, and links to other Web sites.

Sincerely,

  
Deborah A. Moberly  
Office Chief

Ref: J:\States & Local Gov\South Carolina\South Carolina Department of Natural Resources (Scdnh142)\FY 2015\Scdn-IssueLtr.FY15.doc

Phone: (916) 566-7111  
Fax: (916) 566-7110

Email: [ICS@ibc.doi.gov](mailto:ICS@ibc.doi.gov)  
Internet: [http://www.doi.gov/ibc/services/Indirect\\_Cost\\_services](http://www.doi.gov/ibc/services/Indirect_Cost_services)

Revised 3/27/13

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

EIN: 57-0882454 (Marine Division)  
57-6000286 (Other DNR)

**Organization:**

State of South Carolina  
Department of Natural Resources  
c/o State Budget and Control Board  
Office of State Budget  
1205 Pendleton St., Suite 529  
Columbia, SC 29201-3757

**Date:** August 26, 2014

**Report No(s) .:** 14-A-1059

RECEIVED  
SEP 02 2014

**Filing Ref.:**

Last Negotiation Agreement  
dated June 25, 2013

Budget & Control Board  
OFFICE OF STATE BUDGET

The indirect cost rate contained herein is for use on grants, contracts, and other agreements with the Federal Government to which 2 CFR 225 (OMB Circular A-87) applies, subject to the limitations in Section II.A. of this agreement. 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 2 CFR 225.

**Section I: Rate**

Type	Effective Period		Rate*	Locations	Applicable To
	From	To			
Fixed Carryforward	07/01/14	06/30/15	25.09%	All	PR/DJ
Fixed Carryforward	07/01/14	06/30/15	21.35%	All	All Other

\*Base: Total direct salaries and wages, excluding fringe benefits.

**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:** The 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 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:** The predetermined rate contained in this agreement is based on estimated costs which will be incurred during the period for which the rate applies and is normally not subject to subsequent carry-forward adjustments. However, if material changes occur in the grantee/contractor's cost structure, adjustments to the rate may be necessary to compensate for the effects of such changes.

**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 rate(s) or reimbursement amounts are subject to the ceilings stipulated in the contract or grant agreements. If the ceiling rate is higher than the negotiated rate in Section I of this agreement, the negotiated rate will be used to determine the maximum allowable indirect cost.

**H. Use of Other Rate(s):** 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 should be used to identify the maximum amount of indirect cost allocable to these programs.

**I. Central Service Costs:** Where central service costs are estimated for the calculation of indirect cost rate(s), adjustments will be made to reflect the difference between provisional and final amounts.

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 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. New indirect cost proposals are necessary to obtain approved indirect cost rate(s) for future fiscal or calendar years. The proposals are due in our office 6 months prior to the beginning of the year to which the proposed rate(s) will apply.

Section III: Acceptance

Listed below are the signatures of acceptance for this agreement:

By the State & Local Government:

By the Cognizant Federal Government Agency:

State of South Carolina  
Department of Natural Resources  
State/Local Government

U.S. Department of the Interior  
Agency

 /s/

 /s/

ALVIN A TAYLOR  
Name (Type or Print)

Deborah A. Moberly  
Name

DIRECTOR  
Title

Office Chief  
Office of Indirect Cost Services  
Title

8-21-14  
Date

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

AUG 26 2014

Date  
Negotiated by Muberra Guvenc  
Telephone (916) 566-7007

**BOATING INFRASTRUCTURE GRANT PROGRAM**  
**SOUTHEAST REGION COOPERATIVE AGREEMENT**  
**U.S. Fish and Wildlife Service Region 4**

**WHEREAS**, the fish and wildlife management agencies of the States of Alabama, Florida, Georgia, Mississippi, North Carolina, Tennessee; the Commonwealth of Kentucky and the United States Virgin Islands (“the Parties”) support, seek to increase in number, and maintain recreational boating facilities on their respective waterways and coastal areas; and

**WHEREAS**, the Boating Infrastructure Grant (BIG) Program provides funds to states to construct, renovate, and maintain tie-up facilities with features for transient boaters in vessels 26 feet or more in length, and to produce and distribute information and educational materials about the program; and

**WHEREAS**, the BIG Program encourages the states to coordinate information of facilities and services available on the waterways for transient non-trailerable recreational vessels; and

**WHEREAS**, this coordination amongst states provides an opportunity to promote public/private partnerships and cost-effective, innovative techniques to increase the availability of tie-up facilities within local communities that will provide positive economic impacts; and

**WHEREAS**, preliminary discussions amongst the Parties at national, regional, and state meetings such as the States Organization for Boating Access (SOBA) and U.S. Fish & Wildlife Service Region 4 Federal Aid Coordinator’s Meetings have generated ideas to promote the BIG Program, including a cooperative, multi-state agreement; and

**WHEREAS**, a more formal commitment of the Parties to coordinate may serve to advance Program administration and implementation, and further enable the transient boater to enjoy each of the Parties’ transient boating facilities, waterways, living resources, and history; and

**WHEREAS**, a cooperative agreement between the Parties will facilitate the development, implementation and promotion of the BIG Program within the U.S. Fish and Wildlife Service Southeast Region;

**NOW, THEREFORE**, we, the undersigned executives representing the Parties of the Cooperative Agreement agree to the following goals and objectives:

- Work cooperatively to provide continuity of public access to the shore by promoting and increasing in number transient boater tie-up facilities and related services for recreational vessels greater than or equal to 26 feet.
- Work cooperatively to promote the BIG Program in a manner which ensures an inclusive, open and comprehensive participation process.

- Communicate and coordinate on the development and use of environmentally friendly marine construction activities, outreach/educational materials and mechanisms, public/private partnerships, and other innovative measures.
- Communicate and coordinate in regard to administrative and management issues important to the Parties and exchange information that assists in the betterment of the overall BIG administrative process and project development.
- Compile an inventory of BIG facilities and services available in each state, providing this information on each state's BIG Program website, and providing links to each other's websites.
- Create common outreach materials to raise interest and awareness of the BIG Program and Southeast Region BIG sites.
- Develop BIG Program implementation goals and strategies for the Southeast Region.
- Communicate bi-annually to report progress on the goals of this Agreement; discuss Program administration/implementation issues; refine priorities, management goals, and tasks of the Cooperative; and identify resources (funds, personnel, supplies, etc.) that the Parties will contribute towards tasks to be accomplished.
- Work cooperatively toward our goals, welcome new ideas, pursue fairness and equity, seek the most cost effective solutions, foster collaborative approaches and commit to the common vision of the BIG Program with respect to projects undertaken pursuant to this Agreement.

This Agreement shall terminate upon written agreement of the Parties. Any Party may withdraw from the Agreement for any reason, without cause, upon 30 days written notice to the other Parties, which shall result only in the termination of that Party's participation in the cooperative effort.

Each Party to this Agreement shall maintain independent budgets in accordance with federal and their respective state laws and no BIG Program funds shall be commingled by the Parties as a result of this Agreement.

Nothing herein requires or prohibits additional contractual relationships among or between the Parties to this Agreement. Furthermore, nothing herein is intended to conflict with any requirement of any federal or state law, rule, regulation, policy or directive. If terms of this Cooperative Agreement are deemed to be inconsistent with the policies or programs of any Party hereto, then those specific terms shall be deemed not binding on that Party.

This Agreement represents the entire agreement of the parties. This Agreement may be modified or amended at any time upon the written agreement of the Parties.

The parties hereto have caused this Cooperative Agreement to be executed through their duly authorized signatories on the day and year last written on each signature page attached as:

State of Alabama	State of Florida	State of Georgia	Commonwealth of Kentucky
State of Mississippi	State of North Carolina	State of Tennessee	United States Virgin Island

**ADDENDUM to  
BOATING INFRASTRUCTURE GRANT PROGRAM  
SOUTHEAST REGION COOPERATIVE AGREEMENT  
U.S. Fish and Wildlife Service Region 4**

WHEREAS, the fish and wildlife management agencies of the States of Alabama, Florida, Georgia, Mississippi, North Carolina, Tennessee; the Commonwealth of Kentucky and the United States Virgin Islands ("the Parties") entered into an agreement dated September 11, 2009, referred to as the ORIGINAL AGREEMENT, and

WHEREAS, this ORIGINAL AGREEMENT was entered into to encourage the states within the Southeast Region to coordinate information of facilities and services available on the waterways for transient non-trailerable recreational vessels for the Boating Infrastructure Grant (BIG) Program; and

WHEREAS, at the time the ORIGINAL AGREEMENT was executed the State of South Carolina did not consent to be a Party, but does now elect to be included as a Party to this cooperative agreement to facilitate the development, implementation and promotion of the BIG Program within the U.S. Fish and Wildlife Service Southeast Region;

NOW, THEREFORE, this ADDENDUM is being duly executed to add the State of South Carolina as a Party to the Agreement. The State of South Carolina agrees to the terms of the ORIGINAL AGREEMENT.

**FOR THE STATE OF SOUTH CAROLINA**

  
\_\_\_\_\_  
Signature

2-6-13  
\_\_\_\_\_  
Date

Alvin A. Taylor  
\_\_\_\_\_  
Print Name

Director  
\_\_\_\_\_  
Title

SC Department of Natural Resources  
\_\_\_\_\_  
Agency - Department

**BUDGET INFORMATION - Non-Construction Programs**

OMB Number: 4040-0006  
Expiration Date: 06/30/2014

**SECTION A - BUDGET SUMMARY**

Grant Program Function or Activity (a)	Catalog of Federal Domestic Assistance Number (b)	Estimated Unobligated Funds		New or Revised Budget		
		Federal (c)	Non-Federal (d)	Federal (e)	Non-Federal (f)	Total (g)
1. BIG 2015 Tier 2	15.622	\$	\$	\$ 168,000.00	\$ 92,667.00	\$ 260,667.00
2.						
3.						
4.						
<b>5. Totals</b>		\$	\$	\$ 168,000.00	\$ 92,667.00	\$ 260,667.00

**SECTION B - BUDGET CATEGORIES**

6. Object Class Categories	GRANT PROGRAM, FUNCTION OR ACTIVITY				Total (5)
	(1)	(2)	(3)	(4)	
	BIG 2015 Tier 2	N/A			
<b>a. Personnel</b>	\$ 5,021.00	\$ 1,674.00	\$	\$	\$ 6,695.00
<b>b. Fringe Benefits</b>	1,908.00	636.00			2,544.00
<b>c. Travel</b>					
<b>d. Equipment</b>					
<b>e. Supplies</b>					
<b>f. Contractual</b>	160,000.00	90,000.00			250,000.00
<b>g. Construction</b>					
<b>h. Other</b>					
<b>i. Total Direct Charges (sum of 6a-6h)</b>	166,929.00	92,310.00			\$ 259,239.00
<b>j. Indirect Charges</b>	1,071.00	357.00			\$ 1,428.00
<b>k. TOTALS (sum of 6i and 6j)</b>	\$ 168,000.00	\$ 92,667.00	\$	\$	\$ 260,667.00
<b>7. Program Income</b>	\$	\$	\$	\$	\$

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Prescribed by OMB (Circular A -102) Page 1A

**SECTION C - NON-FEDERAL RESOURCES**

(a) Grant Program		(b) Applicant	(c) State	(d) Other Sources	(e)TOTALS
8.	BIG 2015 Tier 2	\$ <input type="text"/>	\$ 2,667.00	\$ 90,000.00	\$ 92,667.00
9.	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
10.	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
11.	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<b>12. TOTAL (sum of lines 8-11)</b>		\$ <input type="text"/>	\$ 2,667.00	\$ 90,000.00	\$ 92,667.00

**SECTION D - FORECASTED CASH NEEDS**

	Total for 1st Year	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter
13. Federal	\$ <input type="text"/>				
14. Non-Federal	\$ <input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<b>15. TOTAL (sum of lines 13 and 14)</b>	\$ <input type="text"/>				

**SECTION E - BUDGET ESTIMATES OF FEDERAL FUNDS NEEDED FOR BALANCE OF THE PROJECT**

(a) Grant Program	FUTURE FUNDING PERIODS (YEARS)			
	(b)First	(c) Second	(d) Third	(e) Fourth
16. <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
17. <input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
18. <input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
19. <input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<b>20. TOTAL (sum of lines 16 - 19)</b>	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>

**SECTION F - OTHER BUDGET INFORMATION**

21. Direct Charges: <input type="text"/>	22. Indirect Charges: 21.35% of salary and wages only
23. Remarks: <input type="text"/>	

## ASSURANCES - NON-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 (0348-0040), 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.
19. Will comply with the requirements of Section 106(g) of the Trafficking Victims Protection Act (TVPA) of 2000, as amended (22 U.S.C. 7104) which prohibits grant award recipients or a sub-recipient from (1) Engaging in severe forms of trafficking in persons during the period of time that the award is in effect (2) Procuring a commercial sex act during the period of time that the award is in effect or (3) Using forced labor in the performance of the award or subawards under the award.

<p>SIGNATURE OF AUTHORIZED CERTIFYING OFFICIAL</p> <p>Eileen Heyward</p>	<p>TITLE</p> <p>Director, SC Department of Natural Resources</p>
<p>APPLICANT ORGANIZATION</p> <p>South Carolina Department of Natural Resources</p>	<p>DATE SUBMITTED</p> <p>09/15/2014</p>

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