

**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="09/12/2014"/>	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"/>
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**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"/>
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**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"/>
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\* 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: Johns Island  
County: Charleston  
State: South Carolina

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

SC BIG 2015 Tier 2 - Bohicket Marina, Johns Island, South Carolina - Bohicket Marina Expansion

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="833,120.00"/>
* b. Applicant	<input type="text" value="0.00"/>
* c. State	<input type="text" value="13,224.00"/>
* d. Local	<input type="text" value="0.00"/>
* e. Other	<input type="text" value="446,840.00"/>
* f. Program Income	<input type="text" value="0.00"/>
* g. TOTAL	<input type="text" value="1,293,184.00"/>

**\* 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.

## **PROJECT STATEMENT**

### **Introduction**

Applied Technology and Management (ATM) respectfully submits this application for funding through the Boating Infrastructure Grant (BIG) Program on behalf of the Bohicket Investors, LLC (Owner). The Owner is pursuing Tier 2 funding assistance under the FY 2015 funding opportunity to improve transient facilities at the existing marina.

The project consists of the extension of an existing T-head dock, addition of alongshore side-tie docks, and renovation/conversion of several upland amenities including a Transient Boaters Welcome Center and upgraded laundry/restroom facilities. These upgrades to the existing marina are being undertaken specifically to better accommodate transient vessels meeting the criteria of the BIG program.

### **Project Background and Need**

Bohicket Creek and its namesake marina, Bohicket Marina, are located along the northern waterfront of Seabrook Island, SC and directly adjacent to Kiawah Island. The facility is the sole marina servicing Kiawah and Seabrook Islands. These islands are regarded as premier tourist destinations not only in the southeastern U.S., but throughout the world. Kiawah Island Resort is one of the most decorated resorts in the country. In addition to being named among “Top 10 North American Resorts” by *Condé Nast Traveler* and “Top Continental US and Canada Hotels” by *Travel + Leisure*, The Sanctuary at Kiawah Island has been honored with the prestigious AAA Five Diamond and Forbes Five Stars rating.

Kiawah Island, named “Happiest Seaside Town in America” by *Coastal Living*, boasts 90 holes of championship golf, with awards and accolades too numerous list. Recently, Kiawah Island hosted the 2012 PGA Championship. Seabrook Island boasts two championship golf courses, a tournament grade tennis center, and full-service equestrian complex. Both Seabrook and Kiawah Island are celebrated tourist destinations, not only for their natural beauty, world class golf courses, tournaments and other amenities, but also for the variety of waterfront activities and events that occur year-round.

Bohicket Marina, also referred to as the “Bohicket Marina & Market,” due to the numerous upland dining, shopping, real estate, and commercial offerings along the waterfront, is the sole marina providing water access to these islands. The marina is situated along the southern shoreline of Bohicket Creek, minutes away from both the AIWW to the north and the Atlantic Ocean to the south, both accessed via the North Edisto River. Please refer to the attached location maps (Figures 1 and 2).

The facility, constructed in 1981, was developed to accommodate the flourishing recreational boating and fishing industries in the Charleston area and to provide for transient vessel berthing on Seabrook and Kiawah Islands. Slips were originally configured to accommodate vessels ranging from 30 to 90 feet. In 2005-2006 Bohicket Marina underwent substantial upgrades which included replacing decking, hardware, and degraded floats.

Bohicket Marina continues to see steadily increasing demand for more and larger transient vessel berthing and facilities. **The Marina is regularly forced to turn transient vessels away due to lack of available space and/or required utilities.** This shortcoming is exacerbated during peak operational times and special events.

It is worth noting that due to the prestigious nature of many events on Kiawah Island, high profile transient clientele have been known to utilize the facility; during the 2012 PGA tournament on Kiawah Island, famed golfer Tiger Woods utilized Bohicket Marina to berth his 157 ft megayacht “Privacy.” The marina was hard-pressed to properly accommodate the vessel, as their longest “T” head is ~110’ long and three phase power is not currently offered at the marina, requiring the vessel to run on generators for the duration of its stay at the marina.

In addition to the inherent need for additional dockage and better infrastructure to properly accommodate larger transient vessels, there is also a noted need to provide direct water access to the various unique upland offerings at the marina. The marina village includes a wide variety of food and beverage opportunities as well as numerous unique shopping and recreational/leisure offerings. These include:

#### *Shopping/Leisure*

- Fraser’s Bait and Tackle
- Bohicket Creek Boat Rentals ([www.bohicketboatrentals.com](http://www.bohicketboatrentals.com))
- Doing the Charleston (gourmet foods and gifts – [www.dointhecharleston.net](http://www.dointhecharleston.net))
- Dunes Properties (real estate brokerage – [www.dunesproperties.com](http://www.dunesproperties.com))
- Freedom Boat Club ([www.freedomboatclub.com](http://www.freedomboatclub.com))
- Prime Cuts Hair and Nail Salon
- Synergy Salon and Day Spa ([www.synergydayspa.info](http://www.synergydayspa.info))
- The Beached Dog (pet services, grooming, boarding, walking, etc. – [www.thebeacheddog.com](http://www.thebeacheddog.com))
- Village Spirits
- 32° 80° Loft Interiors & Gallery

#### *Dining*

- Fischer’s Sports Pub and Grill
- Red’s Icehouse ([www.redsicehouse.com](http://www.redsicehouse.com))
- Rosebank Farms Café ([www.rosebankfarmscafe.com](http://www.rosebankfarmscafe.com))
- Lucky Luciano’s Pizzeria ([www.lucianos-pizzeria.com](http://www.lucianos-pizzeria.com))
- The Ice Cream Boat and Coffee House ([www.icecreamboatbohicket.com](http://www.icecreamboatbohicket.com))

During busy summer weekends, marina staff estimate that as many as 20 to 30 vessels will arrive at the marina to access these upland attractions. Currently, there is no dockage at the marina dedicated to accommodating these visitors.

The increasing demand for quality transient infrastructure combined with an inherent need to provide direct water access to the marina village’s unique offerings are testament to the need for expanded and upgraded transient infrastructure at the facility.

### **Project Objectives and Timeframe**

The proposed project aims to address the following specific objectives:

#### *Objective 1 - Increase and Improve Available Transient Berthing*

There is an inherent need to increase the amount of available transient dockage at the facility to meet current and future demands, noting again that transient vessels are often turned away currently due to lack of available transient slips.

Additionally, the existing single-loaded dock trees are limiting with regard to vessel beams. The single loaded slips on Docks A and B are approximately 16’ wide. Published industry standards recommend a *minimum* slip width of 17’ and a desired width of 19’ for slips of this size (Tobiasson & Kollmeyer, ASCE-50). The Owners wish to increase the slip widths to properly accommodate today’s recreational boating fleet.

#### *Objective 2 – Provide Direct Water Access to Upland Offerings*

In addition to increasing and improving transient berthing at the facility, there is also an intrinsic need to provide dedicated, convenient water access to the many upland offerings that the Bohicket Marina and Market has to offer.

#### *Objective 3 – Provide Dockage for Larger Transient Vessels*

Currently, the largest dedicated slips at Bohicket Marina are 55’ in length and berthing on the “T” heads is limited to ~110’. Also, the “T” heads are often occupied by multiple smaller vessels, further limiting available dockage for larger vessel berthing. The need for flexible berthing capable of accommodating multiple, larger, transient vessels is apparent.

#### *Objective 4 – Upgrade Marina Utilities for Larger Transient Vessels*

Today’s larger transient vessels almost exclusively require/desire three (3) phase power, which is not currently offered at the marina. The Owners intend to address this limitation by providing 3-phase power to a portion of the marina.

Additionally, the Owner wishes to provide convenient, high-speed in-slip fueling for vessels berthed at the outer dock and expansion.

### *Objective 5 – Enhance Transient Visitor Experience*

In addition to increasing the available dockage at the facility, Bohicket Marina also wishes to incorporate a unique welcoming experience for incoming visitors to the marina. Currently, there is little in the way of a designated area where incoming visitors can be welcomed and introduced to marina staff, attend to necessary paperwork, and explore the various services and informational sources extended to the marina’s visitors. Through this project, Bohicket Marina wishes to renovate an existing building into a well-appointed, dedicated welcome center for incoming transient visitors.

Additionally, the laundry and restroom facilities are in need of upgrades. Since the marina does not have many live aboard customers, the laundry facilities are used heavily by transient boaters. These upgrades are needed in order to create a welcoming and comfortable experience for visitors to the marina.

### *Timeframe*

It is the intent of Bohicket Marina to undertake the proposed improvements as expeditiously as practicable. Design and permitting are estimated to take from 6 to 12 months followed by approximately 6 months for bidding and construction. Should the project be approved for funding, Bohicket Marina is prepared to move forward with final planning and permitting as quickly as possible. Please reference Exhibit B for details regarding the proposed project schedule.

## **Project Results and Benefits**

The following describe how the project will address/meet each of the stated objectives discussed above:

### *Objective 1 - Increase and Improve Available Transient Berthing*

The project results in the addition of 768 linear feet of new side-tie transient dockage. The total expansion represents a more than 85% increase in the transient capacity of the Bohicket facility.

### *Objective 2 – Provide Direct Water Access to Upland Offerings*

The upgrades include 538 linear feet of alongshore dedicated transient dockage providing direct access to the upland marina village elements.

### *Objective 3 - Provide Dockage for Larger Transient Vessels*

The 164’ section of new outer transient dock will be attached to the existing 94’ “T” head to provide a total flexible side-tie length of 258 ft. This can accommodate multiple large vessels at a time.

Additionally, every other finger on the existing Dock A and Dock B will be removed to convert the single-loaded slip arrangement to a double-loaded scenario. This will convert 16’ wide single-loaded slips into a 36’ wide double-loaded slips, which meets published industry standard guidelines.

#### *Objective 4 - Upgrade Marina Utilities for Larger Transient Vessels*

Three (3) phase power with multiple receptacle/power options will be provided along the entire length of the Dock A “T” and new dock section. The power would be available via two (2) specially designed marine utility pedestals located along this outer dock.

High-speed in-slip fueling service will be offered along the entire length of the outer dock. This will include built-in piping and connections that allow portable dispensers to distribute fuel at any point along the length of the dock at 100GPM or greater. This feature is extremely convenient and highly appreciated by visiting captains and crews as it eliminates the long waits of a single fuel dock and vessels only have to go through docking maneuvers once.

#### *Objective 5 – Enhance Transient Visitor Experience*

The project will renovate an existing building for use as a dedicated Transient Boaters Welcome Center. The space will allow staff and incoming boaters to meet/mingle, address paperwork, get local information, and order concierge, chandlery, repair, or other services, etc. It will also provide a much-needed place for transient vessels to relax and shelter during brief thunderstorms or other inclement weather.

The laundry and restroom facilities are currently outdated and reaching the end of their service lives. A significant upgrade/refurbishing of these facilities would further greatly enhance the transient visitors’ experience at the facility. The space will receive new floors, new trim, new lighting, new paint, and new equipment.

Also, our transient boaters have established a book exchange program for cruisers looking for new books. As part of the laundry renovations the Owners wish to expand that idea to include a nice book shelf and display to promote the book exchange. This is a free program to the marina patrons.

### **Project Approach**

#### *Procedures and Schedule*

The primary stakeholder in the project, Bohicket Investors, LLC (Owner) consists of six (6) partners that collectively own the marina and associated upland facilities. The group has dedicated themselves to creating a vibrant, unique marina offering and are prepared to ensure that the project outlined herein is completed effectively and efficiently. The Owners intend to move forward with the regulatory permitting process immediately following submission of this application. Once the permitting process has reached a point that no significant changes to the work are anticipated, technical plans and specifications for the work will be developed as the permitting process is being finalized. While it is impossible to say with any certainty how long the regulatory process will ultimately take, it is envisioned that permitting and planning work would be completed, or nearly completed, at the time of the USFW’s funding award/announcements in ~March 2015.

Assuming a positive result from the funding announcements, all the necessary administrative procedures regarding the BIG program (in conjunction with SCDNR) will be undertaken immediately and the project will be in a position to move directly into project bidding and construction in late 2015 or early 2016.

#### *Key Personnel*

The entirety of the project will be professionally managed by MacPherson Marine. Macpherson Marine has combined experience of over 30 years of experience in the marine industry. They have experience in yacht construction, sales, charter, marina management, and real estate sales and development. Nick Macpherson will be the primary project manager for the Bohicket project. Nick has been involved in the marina and boating industry since high school, when he was a deckhand on Dale Earnhardt’s private yacht, “Sunday Money”. He formerly worked at the City Marina and MarineMax, the nation’s largest boat dealer while receiving training from the former owner of Allied Marine Group in Ft. Lauderdale, FL. Nick has been managing Bohicket Marina for the past four (4) years. Nick will oversee the administration of the project and ensure that the project is conducted in keeping with the BIG program restrictions and regulations.

Accounting services for the project will be provided by the firm Welch, Roberts & Amburn, CPA, LLP. They will maintain appropriate financial records throughout the duration of the project and ensure that project receipts, reimbursables, etc. are properly maintained and filed with SCDNR/USFWS.

Throughout the process, Nick and other members of the project team will work closely with Mr. Scott Meister of SCDNR to ensure that all proper agreements are in place and that the project is being administered per all program requirements. The following contact information is provided for the primary stakeholders for the project:

Justin Davis, P.E.  
*Project Manager*  
*Applied Technology and Management*  
PO Box 20336  
Charleston, SC 29413-0336  
843.414.140  
[jdavis@appliedtm.com](mailto:jdavis@appliedtm.com)

R. Patrick Welch  
*Partner, Bohicket Investors, LLC*  
*Principal, Welch, Roberts & Amburn*  
1880 Andell Bluff Boulevard  
Johns Island, SC 29455  
843.577.0148

Nicholas Macpherson  
Project Manager  
Macpherson Marine, LLC  
1265 Waterfront Drive  
Mount Pleasant, SC 29464  
(954) 591-5741  
[nicholasmacpherson85@gmail.com](mailto:nicholasmacpherson85@gmail.com)

### **Description of the Activity**

The project consists of the following primary components (please reference Figure 2, attached which illustrates the proposed improvements):

- **Outer Dock A Extension** – 164 lf of new shore-parallel, 10’ wide floating docks, including piles, will be installed at the terminus of the existing outer Dock A “T” head. Docks are envisioned to be similar to existing docks: poly-floating timber docks with high-end lpe decking and concrete pilings.
- **Alongshore Docks Installation** – 514 lf of new shore-parallel, 10’ wide floating docks, including piles, will be installed alongshore, just waterward of the existing waterfront boardwalk. The three separate sections (164 lf, 192 lf, and 158 lf) will be provided with “standard” (i.e. – single phase) marine utilities via two new marine utilities pedestals on each section.
- **Finger Pier Removal** – Along Docks A & B, every other finger pier and associated pilings will be removed. Materials will be re-used or recycled to the extent practicable\*. Any un-recycled materials will be properly disposed of in a certified offsite disposal facility.  
*\* It is envisioned that the lpe decking from the docks will be removed, refurbished, and utilized in the renovation of the Transient Boating Welcome Center and laundry/restroom upgrades.*
- **Shorten/Relocate Existing Fuel Dock** – The existing fuel dock will be shortened/relocated closer to shore to allow for adequate maneuverability and berthing on the new Outer Dock A Extension.
- **Marine Power Installation/Upgrade** –Three (3) phase power will be provided at the expanded Outer Dock at Dock A. This upgraded power would include 100A single phase and 480V three phase power. These would be delivered via two megayacht pedestals located on the outer dock. Standard marine utilities, including 30A single phase power and water, will be provided via six (6) utility pedestals spaced along the length of the proposed alongshore dockage, two (2) pedestals per section.
- **In-slip Fueling Installation** – all necessary piping, connections, etc. will installed to provide high-speed (100 GPM+) in-slip fueling along the expanded Outer Dock at Dock A.

- **Transient Boater Welcome Center** – An existing upland building will be renovated and upgraded to serve as a dedicated Transient Boaters Welcome Center.
- **Amenity Improvements** – Existing transient amenities on the upland, including restroom, shower, and laundry facilities, will be renovated. These upgraded facilities will further serve to provide visiting boaters with a unique, comfortable, and convenient experience at the marina.

### **Project Location**

Bohicket Marina is situated on the northern tip of Seabrook Island, approximately 4 miles into Bohicket Creek from its confluence with the North Edisto River. This confluence is approximately 4.3 miles south of AIWW mile marker 108 on the North Edisto River. The marina's physical address is 1880 Andell Bluff Boulevard, John's Island, SC 29455 and is located at 32° 36' 24.33" N, 80° 9' 22.07" W. Please reference the attached location map (Figure 1) for details.

### **Related Federally Funded Work**

This work is not related to any other work funded by Federal grants either planned, anticipated, or underway.

**EXHIBIT A - COST ESTIMATE AND FUNDING SUMMARY**  
**Bohicket Marina BIG Application - FY 2015**

<b>ID</b>	<b>Item</b>	<b>Qty</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Total Cost</b>	<b>Pro-rating Factor</b>	<b>Amount Eligible for Funding</b>
1	Remove Existing Floating Dock Fingers on Docks A & B	1	ls	\$ 16,000	\$ 16,000	50%	\$ 8,000
2	Relocate/shorten Existing Fuel Dock	1	ls	\$ 4,000	\$ 4,000	50%	\$ 2,000
	Utility Upgrades						
3	3-Phase Cabling (upland)	250	lf	\$ 100	\$ 25,000	100%	\$ 25,000
4	3-Phase Cabling (over-water)	800	lf	\$ 50	\$ 40,000	100%	\$ 40,000
5	Megayacht Pedestals	2	ea	\$ 25,000	\$ 50,000	100%	\$ 50,000
6	Install New Floating Outer Dock (timber, including pile anchorage)	1,650	sf	\$ 100	\$ 165,000	100%	\$ 165,000
7	Install New Alongshore Floating Docks (timber, including pile anchorage)	5,930	sf	\$ 85	\$ 504,050	80%	\$ 403,240
8	Install Utility Pedestals on Alongshore Docks	6	ea	\$ 6,000	\$ 36,000	80%	\$ 28,800
9	Install New 30' X 4' Aluminum Gangway	1	ls	\$ 15,000	\$ 15,000	80%	\$ 12,000
10	Install In-slip Fueling along Outer Dock	1	ls	\$ 300,000	\$ 300,000	100%	\$ 300,000
	Upland Upgrades						
11	Renovate Restrooms	1,250	sf	\$ 50	\$ 62,500	50%	\$ 31,250
12	Renovate Laundry Facilities	500		\$ 35	\$ 17,500	50%	\$ 8,750
13	Renovating Transient Boater Welcome Center	2,500	sf	\$ 35	\$ 87,500	85%	\$ 74,375
					<b>\$ 1,322,550</b>		<b>\$ 1,148,415</b>
14	Soft Costs (Engineering, Permitting, Construction Administration)*	8%		-	\$ 105,804	87%	\$ 91,873
	<b>Total Estimated Costs</b>				<b>\$ 1,428,354</b>		<b>\$ 1,240,288</b>
	<b>Local Funding Summary</b>						
	Bohicket Marina & Market						\$ (355,000)
	Macpherson Marine						\$ (64,000)
	Welch, Roberts, & Amburn						\$ (27,840)
	<b>Total Local Matching Funds</b>						<b>\$ (446,840)</b>
	<b>Project Funding Summary</b>						
	Total Amount Eligible for Funding						\$ 1,240,288
	Total Local Matching Funds						\$ (446,840)
	<b>Amount of Federal Funding Requested</b>						<b>\$ 793,448</b>
	Estimated Number of Additional Transient Slips Provided						36
	<b>Federal Cost per Slip</b>						<b>\$ 22,040</b>



**Boating Infrastructure Grant Program Tier 2  
Bohicket Marina Expansion  
Bohicket Marina, South Carolina**

**Administrative Budget /Narrative**

**September 2014**

Total Administrative Cost: \$ 52,896

Total Federal Cost: \$ 39,672

Non-Federal Cost: \$ 13,224

	<u>Federal</u>	<u>Non-Federal</u>
<u>Personnel</u>		
● BIG PI (Scott Meister)	\$ 24,896	
● SCDNR Engineering		\$ 8,299
● Fringe (38%)	\$ 9,461	\$ 3,154
● Indirect (21.35%)	\$ 5,315	\$ 1,771
	<u>Federal</u>	<u>Non-Federal</u>
TOTAL	\$ 39,672	\$ 13,224

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 8.0% 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.

## BUDGET JUSTIFICATION

*Note: Please refer to the attached Exhibit A, “Cost Estimate and Funding Summary” which summarizes all values discussed below.*

The total project cost is estimated to be **\$1,428,354**. Of this, a total of **\$1,240,288** is considered eligible for funding through the BIG Program. The Pro-rating assumptions for each budget line item are discussed below:

1. **Remove Existing Floating Dock Fingers** – Historically, the dedicated slips on Dock “A” are estimated to be used approximately ½ of the time by transient vessels. The other half of the slips are used by long-term charter boats and as such are not considered eligible for funding through the program. Therefore, a pro-rating factor of 50% has been applied to this line item.
2. **Relocate/Shorten Existing Fuel Dock** – The fuel dock is primarily seasonal, with heavy sales in the Spring and Summer, and lighter use in the Fall. There is very little fueling activity in the Winter. Bohicket Marina is the only marina in roughly a 15 mile radius, and the only marina to sell gasoline within a ~20 mile radius. Bohicket is a destination marina for many local boaters who like to visit from Edisto Beach, Downtown Charleston and the surrounding areas. They have boaters come out for lunch and fuel up on their way home. The marina has an existing client base with dry storage boats and wet slips that use the fueling facilities, but they typically use it much less frequently than transients.
3. In 2013, Bohicket Marina and Market distributed 104,772 gallons of fuel to boaters. Of the 104,772 gallons total, 66,606.5 gallons were gasoline and 38,165.5 gallons were diesel. Bohicket Marina acts as a key fueling point for transient boaters as it is the only facility with fueling capabilities in an approximate ~20 mile radius. Based on staff observations and experience, approximately ½ of the fueling activities at the marina are undertaken by transient vessels (i.e. – 50% pro-rating factor).
4. **3-Phase Cabling (upland)** – This is required to provide 3-phase power on the expanded Outer Dock at Dock A. This outer dock will be solely dedicated to larger transient vessels and as such a pro-rating factor of 100% has been applied to this item. Budgetary unit costs for this item were confirmed with a certified electrical designer.

5. **3-Phase Cabling (over-water)** - This is required to provide 3-phase power on expanded Outer Dock at Dock A. This outer dock will be solely dedicated to larger transient vessels and as such a pro-rating factor of 100% has been applied to this item. Budgetary unit costs for this item were confirmed with a certified electrical designer.
6. **Megayacht Pedestals** - This is required to provide 3-phase power on expanded Outer Dock at Dock A. This outer dock will be solely dedicated to larger transient vessels and as such a pro-rating factor of 100% has been applied to this item. Budgetary unit costs for this item are based upon ATM's experience in the industry and available recent cost data.
7. **Install New Dock A Outer Dock Extension** – This outer dock will be solely dedicated to larger transient vessels and as such a pro-rating factor of 100% has been applied to this item. Budgetary unit costs for this item are based upon ATM's experience in the industry and available recent cost data.
8. **Install New Alongshore Floating Docks** – While these docks will be dedicated to transient usage, we recognize that some smaller transient vessels (i.e. – less than 26') that are not eligible under the BIG program will utilize the docks to access the upland facilities. As such, a pro-rating factor of 80% has been applied to allow for the use of the docks by transient boats less than 26' in length 20% of the time.
9. **Install Utility Pedestals on Alongshore Docks** – A pro-rating factor of 80% has been applied to this item as discussed in Item 7, above.
10. **Install New 30' X 4' Aluminum Gangway** – This gangway provides access from the new alongshore docks to the upland at the northern end of the marina. As such, a pro-rating factor of 80% has been applied as discussed in Item 7, above.
11. **Install In-slip Fueling along Outer Dock** – This outer dock will be solely dedicated to larger transient vessels and as such a pro-rating factor of 100% has been applied to this item. Budgetary costs have been confirmed with a certified fuel system designer.
12. **Renovate Restrooms** – Historically, it's estimated that the facilities at the marina are utilized approximately ½ of the time by transient vessel owners/operators. As such, a pro-rating factor of 50% has been applied to this line item.
13. **Renovate Laundry Facilities** – Historically, it's estimated that the facilities at the marina are utilized approximately ½ of the time by transient vessel owners/operators. As such, a pro-rating factor of 50% has been applied to this line item.

14. **Renovate Transient Boater Welcome Center** – This facility is to be primarily dedicated to use by visiting transient boaters. However, it is anticipated that the facility may be used to host special marina functions on an as-needed basis. At most, such events may take place an average of once a week, or 52 times per year. Based upon this assumption, a pro-rating factor of 85% has been calculated as follows:

$$\% \text{ Eligible} = 100\% - 52 \text{ events/year} \div 365 \text{ days/year} = 85\%$$

15. **Soft Costs (Engineering, Permitting, Construction Administration)** – The soft costs for the project apply to both eligible and non-eligible elements. As such, a pro-rating factor of 87% was calculated based upon the percentage of BIG eligible costs to total project costs ( $\$1,240,288 \div \$1,428,354 = 87\%$ ).

*Additional Notes:*

1. *This estimate includes no contingency reserves.*
2. *The grant window will be closed immediately upon completion of the works and prior to putting the new docks into service. As such, no program income is anticipated.*



**LETTERS OF COMMITMENT**

- Bohicket Investors, LLC
- Macpherson Marine, LLC
- Welch, Roberts, & Amburn, CPA, LLC



June 26, 2014

South Carolina Department of  
Natural Resources  
H. Scott Meister  
Program Coordinator  
Boating Infrastructure Grant Program  
PO Box 12559  
Charleston, SC 29422-2559

**RE: Boating Infrastructure Grant Program Matching Funds**

Dear Mr. Meister,

This letter is to confirm that Bohicket Investors, LLC will provide \$355,000.00 matching funds in the event that our proposal is approved.

Bohicket Marina has experienced wonderful growth over the last few years and we have reached a critical point where expansion is necessary to accommodate our increased transient business. We are very excited about this proposal, and hopeful about our future. Charleston, Kiawah and Seabrook Islands are truly beautiful travel destinations, and we would like to find ways to facilitate these guests.

The BIG Program is a great opportunity for us at Bohicket Marina, and we would like to thank you for your time and consideration with our proposal.

Sincerely,

R. Patrick Welch  
Managing Partner

# Macpherson Marine, LLC

Charleston, South Carolina

June 27, 2014

South Carolina Department of  
Natural Resources  
H. Scott Meister  
Program Coordinator  
Boating Infrastructure Grant Program  
PO Box 12559  
Charleston, SC 29422-2559

RE: Boating Infrastructure Grant Program Matching Funds

Dear Mr. Meister,

I am writing this letter to confirm the commitment from Macpherson Marine, LLC to provide in kind services as project manager in the amount of \$64,000.00. This is based upon an hourly rate of \$100/hour for professional time for a total of 640 hours as indicated below:

<b>Project Phase</b>	<b>Hours per Week</b>	<b>Duration (wks)</b>	<b>Total Hours</b>
Permitting and Design	10	32	320
Construction Phase	20	16	320
			<b>640</b>

Macpherson Marine, LLC is pleased to be selected by Bohicket Investors, LLC as project manager for the Boating Infrastructure Grant Program application.

Please contact us at 954-591-5741 with any questions or concerns.

Best,



Nicholas Macpherson  
Member



WELCH, ROBERTS & AMBURN  
CERTIFIED PUBLIC ACCOUNTANTS, LLP

June 30, 2014

South Carolina Department of  
Natural Resources  
H. Scott Meister  
Program Coordinator  
Boating Infrastructure Grant Program  
PO Box 12559  
Charleston, SC 29422-2559

RE: Boating Infrastructure Grant Program Matching Funds

Dear Mr. Meister,

This letter will confirm the commitment from Welch, Roberts & Amburn, LLP to provide in kind financial advisory services in the amount of \$27,840. for the above referenced project. Our cost for this project is based upon an hourly Partner rate of \$285.00 per hour and a Senior Staff rate of \$ 160.00. We anticipate a total of 124 hours of professional time will be required to prepare the financial analysis and financial management of the project from the start of the development through completion as indicated below:

<b>Project Phase</b>	<b>Hours per Week</b>	<b>Duration (wks)</b>	<b>Total Hours</b>
Partner Services	4	16	64
Staff	3	20	60
Total hours			124

We look forward to working as financial advisors with Bohicket Investors, LLC on this Boating Infrastructure Grant Program and remain available if additional information is required.

Sincerely,

R. Patrick Welch  
Managing Member

## DRAWINGS/MAPS/PHOTOGRAPHS

- Figure 1 – Location Map
- Figure 2 – Map of Area Attractions
- Figure 3 – Proposed Improvements
- Figure 4 – Photographs of Existing Facility

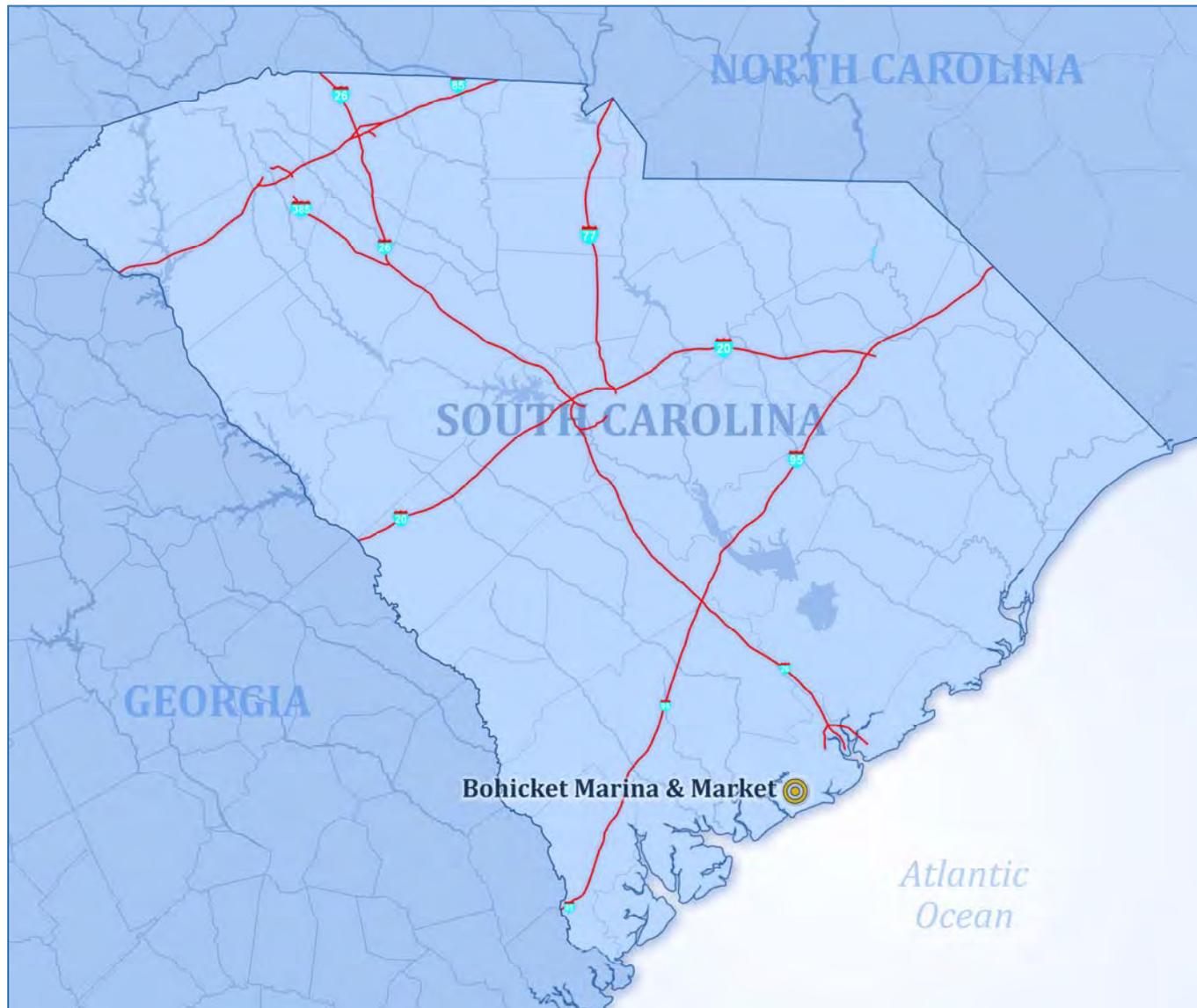


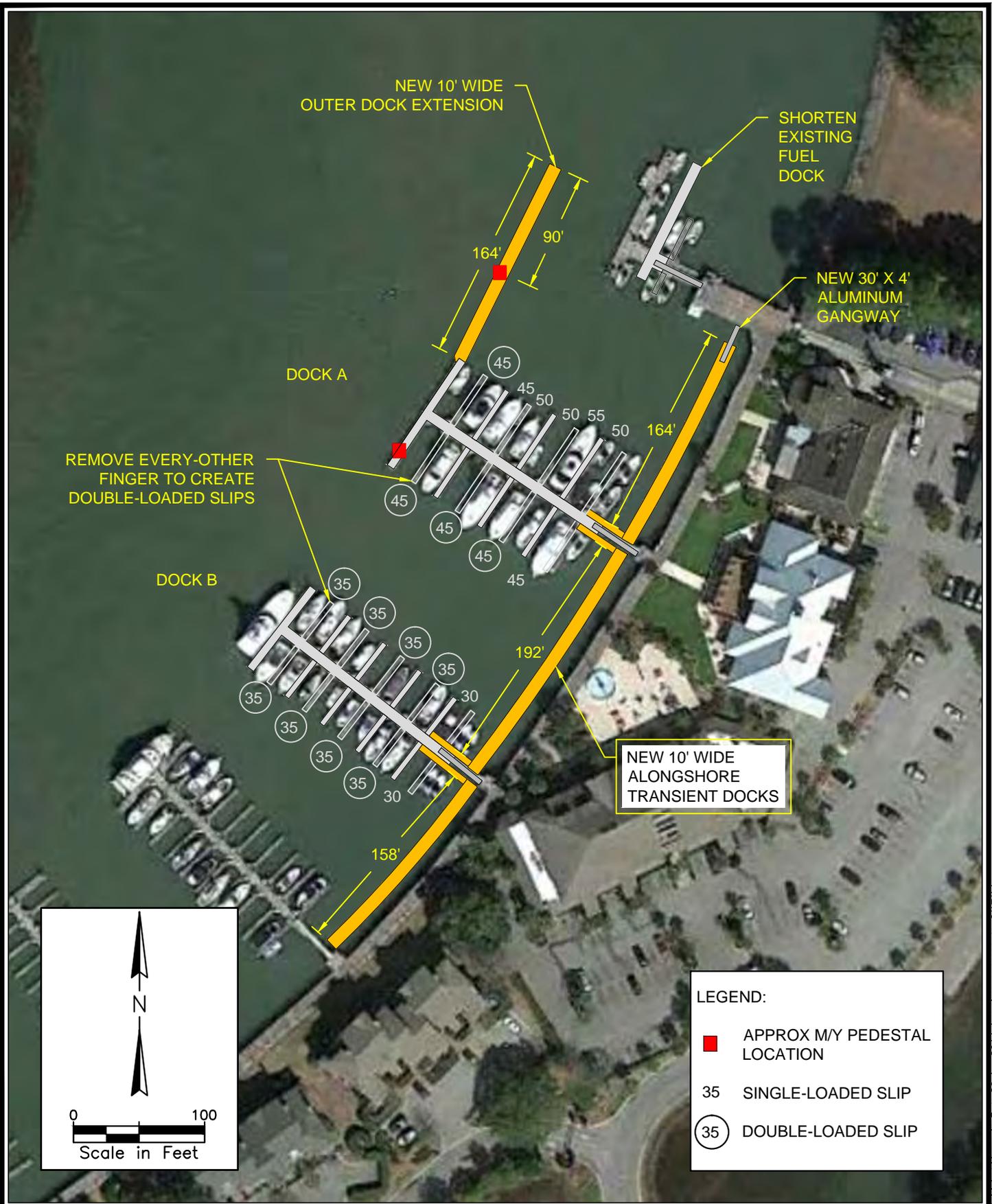
Figure 1  
Project Location  
Bohicket Marina Transient Upgrades  
Boating Infrastructure Grant application – Tier 2





Figure 2  
Area Attractions  
Bohicket Marina Transient Upgrades  
Boating Infrastructure Grant application – Tier 2





Bohicket Upgrade Opts 26-Jun-2014.dwg Improvements 6/17/14

PO Box 20336  
 Charleston, SC 29413  
 (843) 414-1040

**FIGURE 3 - PROPOSED IMPROVEMENTS**  
 Bohicket Marina

Boating Infrastructure Grant Application  
 FY 2015 - Tier 2

REVISIONS

JOB NO: 14-2659	CHECKED BY:
DATE: 01-Jul-2014	DRAWN BY: JDD
SCALE: 1"=100'	SHEET: 2

**FIGURE 4 – EXISTING FACILITY PHOTOS**



*Bulkhead and Marina Village*



*Building to be Renovated*



*Boardwalk During Weekly Kids Fishing Tournament*



*Charter Dock*



*Aerial View of Marina*

## RANKING CRITERIA DISCUSSION

### **Criteria #1 – Partnerships**

This project includes three (3) local partners:

1. Bohicket Investors, LLC
2. MacPherson Marine, LLC
3. Welch, Roberts, & Amburn, CPA, LLP

### **Criteria #2 – Innovativeness**

Several elements of the project are considered innovative and will provide a unique offering to transient boaters. These include:

1. **Dedicated Transient Boater Welcome Center** - As discussed previously, an existing building will be renovated specifically to create a dedicated Transient Boaters' Welcome Center. The space will feature a comfortable, nautical themed lounge and include an information center which will provide flyers, programs, etc. highlighting the area's many attractions. This will serve as a centralized location where incoming transient visitors can relax from their journey, meet marina staff, complete any necessary paperwork, arrange for concierge services, etc. It will also serve as a place for transient boaters to shelter during the area's frequent summertime afternoon thunderstorms.
2. **In-slip High-speed Fueling** - Currently, fuel is only available at the existing dedicated fuel dock. By providing in-slip fueling along the newly expanded Outer Dock, visiting vessels will not have to maneuver multiple times during their stay, greatly increasing the safety and convenience to visiting boaters. Additionally, the high-speed fueling will give vessels the option of refueling in larger quantities, again encouraging visitation to the facility by larger vessels with larger fuel capacities that currently can not be accommodated.
3. **Reuse/Recycling of Ipe Decking** – As described above, every-other finger pier on Docks A & B will be removed to better accommodate wider-beamed vessels. Recognizing both the monetary and ecological value of the Ipe hardwood decking, it will be incorporated into the renovation of the Transient Boaters Welcome Center and the restroom and laundry facility upgrades. This will aid in instilling a nautical theme throughout the renovated facilities, while reducing overall project costs and preserving a valuable natural resource.
4. **LED Lighting** – All of the pedestals proposed in this application will include LED lighting. LED provides a low-cost, long-lasting, and environmentally friendly alternative to traditional incandescent dock lighting.

### **Criteria #3 - Non-Federal Match**

Total non-federal matching funds of **\$446,840** or **36.0%** of the total project cost are committed to the project. Please see the attached commitment letters from the three (3) local project partners.

### Criteria #4 - Cost Efficiency

As mentioned previously, the Bohicket Marina was constructed in 1981 and has been in operation continually since then. The proposed improvements herein are intended to directly and specifically increase the existing facility’s ability and capacity to properly accommodate transient activity. The new docks will inherently take advantage of all that the upland site has to offer including existing facilities, restaurants, shops, etc. as discussed previously.

For the purposes of calculating an estimated cost per slip, it is assumed that the average vessel size utilizing the outer docks will be approximately 80 ft while the average vessel utilizing the alongshore docks will be 30 ft. This is based upon historic visitation trends and staff observations. Based upon these assumptions, a total of approximately twenty (20) new slips are created through the proposed improvements. Additionally, a total of 32 slips will be widened and made more accessible to wider-beamed transient vessels by removing existing finger piers. However, only 50% (16) of these slips will be used as transient slips. As such, a total of thirty-six (36) transient slips (20 + 16) are either created or renovated as part of this proposed project.

The total federal contribution is **\$793,448** as outlined in the attached Cost Estimate and Funding Summary (Exhibit A). Therefore, the total federal cost per slip is **\$22,040** ( $\$793,448 \div 36$ ).

### Criteria #5 – Way Point Link to Prominent Destinations and Safe Harbor

Bohicket Marina is the sole marina servicing Kiawah and Seabrook Islands, both of which are premier tourist destinations as discussed previously. Currently, the marina is unable to properly accommodate larger transient vessels. By increasing available transient dockage and providing adequate/appropriate utilities including in-slip fueling and 3-Phase power, the marina will create a link to these islands for travelling vessels that otherwise would not consider the area as a viable destination. Additionally, the marina is located on the leeward side of the island, affording it significant protection during storm events.

### Criteria #6 – Access to Area Attractions

#### *National*

The Bohicket Marina is located approximately 22 miles from historic downtown Charleston, SC. Charleston is considered one of the premiere tourist destinations in the southern United States, offering a plethora of attractions of national significance. Among these attractions are the Fort Sumter National Monument, where the first shots of the Civil War were fired, and over 30 registered National Historic Landmarks (NHLs). In fact, the entire Historic District of downtown Charleston has been designated as an NHL in and of itself. Downtown Charleston is accessible from the marina via courtesy car (to be provided by the Marina) or taxi.



Source: [www.charleston.com](http://www.charleston.com)

### *Regional*

There are numerous regional attractions that are easily accessible from the Bohicket Marina as well.

The Angel Oak is a 1,500 year old live oak tree old and is reportedly the oldest living thing east of the rockies. The Angel Oak is located approximately 10 miles from the marina and is the focal point of a small public park that is considered one of the “must see” attractions for visitors to the area. The Angel Oak is accessible by either courtesy car or taxi, but may be accessed by bicycle on local roads for more “adventurous” visitors.



Source: [www.angeloaktree.org](http://www.angeloaktree.org)



Source: [www.follybeach.com](http://www.follybeach.com)

Another nearby attraction is the town of Folly Beach which is a quick 30 minute drive (by courtesy car or taxi) away from the marina. The small beach town, known locally as the “Edge of America” offers numerous seaside dining opportunities, public beach parks, and access to the Morris Island Lighthouse. Folly Beach and the surrounding area is accessible via courtesy car or taxi.

### *Local*

Kiawah Beachwalker Park, maintained by the Charleston County Parks and Recreation Commission, is located approximately 2.5 miles from the Bohicket Marina and is easily accessible by either car or via one of the Marina’s courtesy bikes which are provided to transients free of charge. The park offers year round dressing areas, restrooms, picnic areas with grills, vending machines, boardwalks and handicap-accessible facilities. During summer months, additional amenities such as a snack bar and beach chair and umbrella rentals are available as well.



Source: [www.ccprc.com](http://www.ccprc.com)



*Source: [www.charlestoncvb.com](http://www.charlestoncvb.com)*

For those visitors looking for a more “luxurious” experience, The Sanctuary Spa at Kiawah Island Golf Resort is located at the Sanctuary Hotel on Kiawah Island, approximately 5 miles from the marina. The spa is one of only three Mobil Five Star spas in the country. The spa maintains a shuttle service that will pick up guests from the marina and transport them back once they have received one of the best spa experiences in the U.S. Alternatively the spa may be accessed via courtesy car or taxi.

Kiawah and Seabrook islands are arguably one of the finest golfing destinations in the world, with 90 holes of championship golf on Kiawah Island and another 36 on Seabrook, the opportunities are nearly endless. The Kiawah Island Ocean Course was the host of the 2012 PGA Championship. The course was designed by Pete Dye and was named the “Fourth Best Public Course” by Golf and Golf Digest magazines. Kiawah maintains a shuttle service that will provide transportation to and from the island. Either Kiawah or Seabrook may also be accessed via courtesy car or taxi.



*Source: [www.kiawahresort.com](http://www.kiawahresort.com)*

### **Criteria #7 - Economic Impact**

The Recreational Marine Research Center at Michigan State University has developed an online economic model for the State of Florida to determine the anticipated economic impacts of marinas and boating in the state. While no specific model is available for South Carolina, using the Florida model can approximate the impacts that may be realized by the proposed expansion of the Bohicket marina’s transient slips. Using inputs to best match the proposed expansion\*, this model estimates the proposed additional slips at the marina will generate **\$513,300** in total sales and will create an estimated 5.7 new jobs. An additional \$159,100 in Labor Income and \$284,400 in Value Added benefits are estimated as well. This is quite a significant input into the local economy. Please reference the attached output from the model (Exhibit C).

It is important to note that the Bohicket Marina, when upgraded with appropriate transient infrastructure, will serve as a unique destination marina, replete with numerous upland commercial offerings. Visitors to the marina will not simply stay on their boat during their visit. Rather, they will purchase food and drinks at one of the many upland restaurants, buy sundries and goods at the ships store or souvenirs at the upland shops, or venture to Kiawah or Seabrook islands for Golf or other recreational activities. All of these activities represent additional opportunities for direct input to the local and regional economy.

\* *The total number of boat-days generated by the new slips are estimated as follows:*

<b>Dock</b>	<b>Total New Dockage (lf)</b>	<b>Average Occupancy (%)</b>	<b>Occupied Slip-Feet/Year</b>	<b>Avg Boat Size (ft)</b>	<b>Total Boat-Days per Year</b>
<i>Outer Dock</i>	254	50%	46,355	80	579
<i>Alongshore Dock</i>	518	25%	47,268	30	1,576
<b>Total</b>	<b>772</b>		<b>93,623</b>		<b>2,155</b>

**Criteria #8 - Multi-State Coordination**

Based upon input from Mr. Scott Meister (SCDNR), who is the administrator of the BIG Program here in SC, we understand that the requirements for Multi-state Coordination are met under the Southeast Region Cooperative Agreement which seeks to support the increase and maintenance of recreational boating facilities within the southern region of the US. Please reference Exhibit D for details.

EXHIBIT B - ANTICIPATED PROJECT SCHEDULE															
Bohicket Marina BIG Application - FY 2015															
	Jul-14	Aug-14	Sep-14	Oct-14	Nov-14	Dec-14	Jan-15	Feb-15	Mar-15	Apr-15	May-15	Jun-15	Jul-15	Aug-15	
	Month 1	Month 2	Month 3	Month 4	Month 5	Month 6	Month 7	Month 8	Month 9	Month 10	Month 11	Month 12	Month 13	Month 14	
Permitting*	█														
Design & Bid Document Development					█										
Aproximate BIG Award Announcement (Pending Approval)								█							
BIG Contracting and Administration/set-up									█						
Bidding & Contracting											█				
Construction													█		

\* Permitting duration is estimated based upon recent experience but subject to change based on regulatory response time.





# 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.

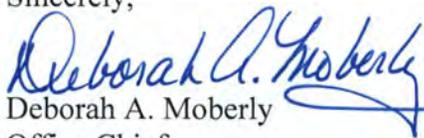
As a recipient of federal funds, you are required to submit Indirect Cost Proposals on an annually basis. Proposals are due within 6 months after the close of your fiscal year end and are processed on a first-in, first-out basis.

**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



# Economic Impact Report

## Marina Information

Marina Name	Bohicket Marina
Type of Marina	Privately-owned / Commercial Marina
Type of Slips	Transient Rental Only Slips
County	DUVAL
Spending Area	High Spending Area

## Inputs to the Model

Table 1 - Number of Different Type and Size Boats Kept at the Marina

Boat Type and Size	Number of Boats	Average Days per Boat	Total Marina Boat Days
Transient Power	1,200	-	1,200
Transient Sail	1,200	-	1,200
Total	2,400	-	2,400

## Spending Profiles by Boats Kept at the Marina

Table 1 - Average Spending on Boat Trip by Boats Kept at the Marina (\$ per Boat Day)

Category	Boat Type and Size	
	Transient Power	Transient Sail
Lodging	21.0	1.8
Marina Services	39.5	30.0
Restaurant	37.9	24.4
Groceries	17.7	18.4
Boat Fuel	87.9	12.9
Auto Fuel	7.9	3.4
Marine Supplies	-	-
Recreation & Entertainment	8.5	5.3
Shopping	18.7	14.9

## Estimates of Total Spending by Boats Kept at the Marina

Table 1 - Total Trip Spending by Different Size and Type of Boats Kept at the Marina (\$)

Category	Boat Type and Size		Total	PCT
	Transient Power	Transient Sail		
Lodging	25,200	2,160	27,360	7%
Marina Services	47,400	36,000	83,400	20%
Restaurant	45,480	29,280	74,760	18%
Groceries	21,240	22,080	43,320	10%
Boat Fuel	105,480	15,480	120,960	29%
Auto Fuel	9,480	4,080	13,560	3%
Marine Supplies	-	-	-	-
Recreation & Entertainment	10,200	6,360	16,560	4%
Shopping	22,440	17,880	40,320	10%
<b>Total</b>	<b>286,920</b>	<b>133,320</b>	<b>420,240</b>	<b>100%</b>

Table 3 - Numbers of Boats, Boating Days and Craft and Trip Spending by Different Size and Type Boats Kept at the Marina

Category	Boat Type and Size		Total
	Transient Power	Transient Sail	
Number of Boats	-	-	-
Annual Craft Spending per Boat	-	-	-
Total Craft Spending	-	-	-
Average Days per Boat	1	1	-
Total Boat Days	1,200	1,200	2,400
Average Trip Spending per Boat Day	\$239	\$111	-
Total Trip Spending per Boat per Year	\$239	\$111	-
Total Trip Spending	\$286,920	\$133,320	\$420,240
Total Craft & Trip Spending per Boat per Year	\$239	\$111	-
Total Craft & Trip Spending	\$286,920	\$133,320	\$420,240
Percent of Spending by Boats	68%	32%	100%
Percent of Boats	50%	50%	100%
Percent of Boat Days by Boats	50%	50%	100%
Percent of Spending on Trips			

## Economic Impact of Boats Kept at the Marina

Table 1 - Economic Impacts of Trip Spending by Boats Kept at the Marina

Sector/Spending category	Sales (\$ thousand)	Jobs	Labor Income (\$ thousand)	Value Added (\$ thousand)
<b>Direct Effects</b>				
Lodging	27.4	0.4	9.8	17.2
Marina Services	83.4	1.1	28.4	50.0
Restaurant	74.8	1.4	25.4	36.6
Recreation & Entertainment	16.6	0.2	5.6	9.9
Grocery Stores*	11.0	0.2	4.8	6.9
Gas Service Stations*	30.0	0.3	9.3	20.4
Sporting Goods/ Equipment Retail Margins	-	-	-	-
Other Retail Trade*	13.8	0.2	5.9	8.3
Wholesale Trade*	19.2	0.1	7.3	13.1
Local Production of Goods	43.3	0.2	6.3	7.5
<b>Total Direct Effects</b>	<b>319.4</b>	<b>4.1</b>	<b>102.9</b>	<b>170.0</b>
Secondary Effects	193.9	1.6	56.1	114.4
<b>Total Effects</b>	<b>513.3</b>	<b>5.7</b>	<b>159.1</b>	<b>284.4</b>

\* Retail Margins on Sales



**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	\$ <input type="text"/>	\$ <input type="text"/>	\$ 833,120.00	\$ 460,064.00	\$ 1,293,184.00
2.	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
3.	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
4.	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<b>5. Totals</b>		\$ <input type="text"/>	\$ <input type="text"/>	\$ 833,120.00	\$ 460,064.00	\$ 1,293,184.00

**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>	\$ 24,896.00	\$ 8,299.00	\$	\$	\$ 33,195.00
<b>b. Fringe Benefits</b>	9,461.00	3,154.00			12,615.00
<b>c. Travel</b>					
<b>d. Equipment</b>					
<b>e. Supplies</b>					
<b>f. Contractual</b>	793,448.00	446,840.00			1,240,288.00
<b>g. Construction</b>					
<b>h. Other</b>					
<b>i. Total Direct Charges (sum of 6a-6h)</b>	827,805.00	458,293.00			\$ 1,286,098.00
<b>j. Indirect Charges</b>	5,315.00	1,771.00			\$ 7,086.00
<b>k. TOTALS (sum of 6i and 6j)</b>	\$ 833,120.00	\$ 460,064.00	\$	\$	\$ 1,293,184.00
<b>7. Program Income</b>	\$	\$	\$	\$	\$

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**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"/>	\$ 13,224.00	\$ 446,840.00	\$ 460,064.00
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"/>
12. TOTAL (sum of lines 8-11)		\$ <input type="text"/>	\$ 13,224.00	\$ 446,840.00	\$ 460,064.00

**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"/>
15. TOTAL (sum of lines 13 and 14)	\$ <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.				
20. TOTAL (sum of lines 16 - 19)	\$ <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% to 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>09/12/2014</p>

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**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