

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"/>
--	---

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: Hilton Head
County: Beaufort
State: South Carolina

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

SC BIG 2015 Tier 2 - Harbour Town Yacht Basin, Hilton Head, South Carolina - Electrical Infrastructure Upgrades

Attach supporting documents as specified in agency instructions.

Add Attachments

Delete Attachments

View Attachments

Application for Federal Assistance SF-424

Version 02

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="551,450.00"/>
* b. Applicant	<input type="text" value="0.00"/>
* c. State	<input type="text" value="8,753.00"/>
* d. Local	<input type="text" value="0.00"/>
* e. Other	<input type="text" value="545,622.00"/>
* f. Program Income	<input type="text" value="0.00"/>
* g. TOTAL	<input type="text" value="1,105,825.00"/>

*** 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:

Harbour Town Yacht Basin is requesting BIG Tier 2 funding for code compliant infrastructure modification to the marina's electrical infrastructure, as well as the replacement of dock infrastructure to include the walers and rods. The Harbour Town Yacht Basin was built over 45 years ago in Hilton Head, South Carolina to attract mariners, while preserving the Island's natural landscape. The Yacht Basin is know by its red and white striped Harbour Town Lighthouse and has welcomed visitors to one of the most unique and beautiful places on earth. Hilton Head is a barrier island that encompasses 42 square miles off the coast of South Carolina, approximately 90 miles south of Charleston, South Carolina and 45 miles north of Savannah, Georgia. Hilton Head has over 2.5 million visitors each year and over 39,000 permanent residents. During the peak of summer vacation season the population can swell to over 275,000. Between 2012 and 2013, the Island saw an over 5% increase in the annual number of tourists.

Harbour Town Yacht Basin is located at MM 565 on the Atlantic Intracoastal Waterway in Hilton Head's Calibogue Sound within the Sea Pines Resort. The Resort encompasses over 5,000 acres, which is over a 1/3 of Hilton Head Island.

The Resort has an over 50 year long history of bringing visitors to Hilton Head. The Resort and the Yacht Basin, as well as the Town as a whole, have world class shopping, dining, and other recreational opportunities. The Yacht Basin also has located on premise fuel, marine supplies and apparel, vehicle rental, groceries and bike rental facilities. Biking is an integral part of the Hilton Head experience with 6 miles of bike lanes, 117 miles of shared-use pathways, and 108 miles of paved shared use paths. The marina business is a hospitality business that sells "experiences". These experiences will be greatly improved by a marina that has the necessary infrastructure to support today's modern transient vessels that are too large to be trailerable.

Harbour Town Yacht Basin is designated as a "Clean Marina" by the NMMA-SC as part of the international effort with 24 other states to use best management and practices to protect and improve water quality at marinas. Harbour Town has in the past received Clean Vessel Act funds from the United States Fish and Wildlife Service.



Figure 1- Harbour Town Yacht Basin's Lighthouse

PROJECT BACKGROUND AND NEED:

There are 10 marinas on Hilton Head Island and Harbour Town Yacht Basin and 5 others are public. Due to Hilton Head's reputation as a tourist town and its semi-tropical climate, these public marinas see a significant volume of transient vessels year round. The Harbour Town Yacht Basin was originally constructed in 1967 with 85 slips. Of these 85 slips, 49 (58%) are available for transient vessel usage. After conducting an occupancy study for the 36,500 total available nights each year in Harbour Town Yacht Basin's 85 slips, 13,365 nights (57%) in 2013 and 13,672 nights (59%) in 2012 were used by transient vessels. Through June 11, 2014, transient occupancy of slips is 4,564 (51%). Using the default value of 2 guests per vessel, in 2013 that would translate to 26,370 guests and 27,344 guests in 2012. A detailed analysis of the occupancy for each year is provided in Attachment A.

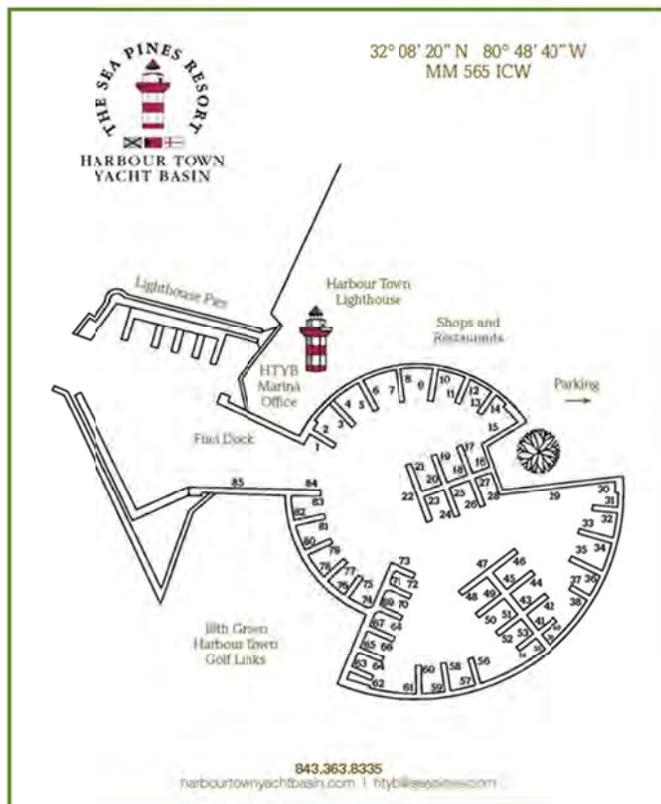


Figure 2- Harbour Town Yacht Basin Site Plan

each year at Harbour Town Yacht Basin. The overall infrastructure overhaul began in 2013 with the investment of \$600,000 for a new fuel dock and in spring 2014 with the completion of a \$1.2 million dredging project. The dredging project took the MLW level from 4 feet with some areas completely shoaled in due its current 8.5 feet MLW level. Prior to the dredging, vessels larger than 50 feet were having problems docking at Harbour Town Yacht Basin. Now that the dredging project is complete, vessels up to 150 feet can easily access the marina. Attachment B includes illustrative photographs of the Yacht Basin.

Since the Yacht Basin's original construction, the electrical infrastructure, as well as the dock infrastructure composed of the rods and walers have only been upgraded once and that was 27 years ago (1987). The current electrical system does not meet any of the current building codes. The requested modifications will allow it to comply with the 2011 National Electrical Code for Marinas and Boatyards. The electrical upgrades will allow it to provide shore side power for the larger, more modern and well-equipped vessels that must now run on generator power when docked at Harbour Town Yacht Basin.

The recession, combined with an aging infrastructure had a dramatic effect on the number of transient vessels docking

Combined with the already completed fuel dock improvements and dredging, the significant upgrades to the electrical infrastructure, as well as replacing the rods and walers throughout the marina will allow the Yacht Basin to increase the dockage of transient vessels on its 4,929 lf of floating docks. Attachment C includes a detailed layout of the facility including the dockage for transient vessels.

This project will not necessarily construct any new transient dockage, but is “saving” transient dockage from being deemed inadequate for transient vessels larger than 26 feet. The electrical system that is currently in operation in Harbour Town Yacht Basin was installed in 1987 and does not meet today’s codes or the needs of today’s vessels. This outdated infrastructure is making these transient slips not as desirable by vessels. Many must remain on generator power their entire time they are docked at Harbour Town Yacht Basin.

PROJECT OBJECTIVES:

Upgrades to transient boating facilities at Harbour Town Yacht Basin will attract additional recreational boaters, which will have the effect of increased business at local businesses. The proposed project will also provide transient boaters with a highly attractive destination containing a large number of shops, restaurants, special events and recreational opportunities. The proposed project will provide much needed major infrastructure improvements for transient dockage at Harbour Town Yacht Basin for recreational vessels 26 feet and greater. Our objective is to provide enhanced infrastructure on all 4,929 lf of floating docks that compose our 85-berth full service marine facility. This project will address key infrastructure replacements – electrical and rod/walers. The greatly enhanced infrastructure will provide dockage space that is code compliant and addresses an aging infrastructure that struggles to meet the needs demanded by transient vessels over 26 feet and even more so for those over 50 feet.

The following is the anticipated schedule for the various project objectives:

Project Objectives	Timeframe
Preliminary Engineering & Design (completed)	Spring 2014
Apply for BIG Tier 2	July 2014
BIG Tier 2 Awards Announced	March 2015
Coordination with SCDNR on Grant Award & Special Conditions	March - May 2015
Complete Bid Documents	June 2015
Award Bids	July 2015
Infrastructure Installation (Electrical and Rod/Waler)	July 2015- September 2016
Complete Infrastructure & Work with SCDNR on Completion Documents	January 2017

Figure 3- Project Schedule

Harbour Town Yacht Basin is operated by The Sea Pines Resort, which also manages home and villa rentals, golf courses, tennis and recreation facilities and many restaurants.

The project will be managed by on-site staff including:

- Nancy Cappelmann, Harbourmaster since 1995, has worked at the Yacht Basin since 1981, having started as Dockhand. In addition to the management duties at the marina, Nancy also is the Broker In Charge for The Sea Pines Resort and has been a USCG Licensed Captain (License expired). Management duties include overseeing the safe operations of the fuel dock, assisting the boating public, working with multiple charter operators to provide tours, cruises and water sports, maintaining retail area with boating supplies and gifts, and finally, set budgets and financial reporting. Nancy is a member of The Sea Pines Resort's Safety Committee and policy making Board of Excellence. Nancy will act as one of two lead people overseeing this project.
- Leslie Whitener, Assistant Harbourmaster since 1995, has worked at the Yacht Basin since 1983, also having started as Dockhand. Leslie also is an expired USCG Licensed Captain. Leslie assists in all areas of the marina operation and is the Chief of employee morale.
- Cindy Deloach, Front Desk and Reservations, has been employed at the Yacht Basin since 1989. Cindy assists in all areas of the marina operation.

Harbour Town Yacht Basin keeps a staff of 3 Dockhands which are responsible for assisting all boats in the docking procedure, overseeing all fueling, keeping docks free and clear, and daily empty trash and recycling containers.

- Josh Keating – since 2008
- Jeff Daniel – since 2013
- Chad Dimmock – since March 2014

The Club Group, Ltd. has managed all of Harbour Town for 14 years. The Club Group has been the Managing Agent for the Harbour Town Yacht Basin Slip Owners' Association for 25 years. Bob Long is the Regime Manager and has been a Hilton Head Island resident since 1968. He will act as one of the two lead people overseeing this project.

The Harbour Town Yacht Basin is also willing to work with a professional grant administrator to administer this grant. This person will be employed on a contractual basis and will have at least 15 years managing federal and state grants. This will help to ensure that all funds are spent as designated, as well as making sure that all reports are completed on-time and correctly.

PROJECT RESULTS & ECONOMIC BENEFITS:

The proposed project is in an amenity-rich location that is already known as a tourist destination that attracts over 2.5 million tourists each year. By Hilton Head already being a significant tourist destination, the infrastructure enhancements at Harbour Town Yacht Basin will help to make it a superior destination for transient boaters of vessels over 26 feet. Increasing the opportunities for transient boating berths at Harbour Town Yacht Basin with new infrastructure will provide a positive economic impact for the Town of Hilton Head and other surrounding communities. The Hilton Head Chamber of Commerce estimates that the 2.5 million tourists that visit Hilton Head each year have an economic impact valued at over \$1.7 billion. Over 61% of local jobs are tourism-related. Sales taxes paid by visitors total more than \$47 million. Taxes paid by tourists save every South Carolina taxpayer more than \$200 each year in state taxes. Those benefiting from the proposed project will not just be transient boaters, but local businesses will benefit from the increased revenue being brought in by an additional customer base as well as the Town through increased tax revenue.

The economic impact of recreational boaters on Hilton Head, as well as the rest of South Carolina is considerable. The total economic impact of recreational boating in South Carolina alone was assessed in 2013 by the National Marine Manufacturers Association at \$3.74 billion and provided 29,000 total jobs at 682 businesses that identified themselves as recreational boating industry related. 422 of these say they are “boat service” type businesses and would include marinas.

With the enhancement of the transient slips, the proposed project has the potential to generate significant revenue for local businesses and to the Town itself in terms of increased taxes. For a heavily dependent tourist community such as Hilton Head, the revenue generated by the transient vessels will have a significant economic impact on the community.

With an estimated number of transient boat guests at Harbour Town Yacht Basin of 26,370 in 2013, utilizing the Hilton Head Chamber of Commerce’s estimate of \$180.09/day spent by visitors to the Island (this does not include hotel costs), this would translate to an economic impact of \$4,748,973.30. By making enhancements to infrastructure and increasing the number of transient vessels even by 5%, which would be an additional 1,318 transient guests at the Harbour Town Yacht Basin each year spread out over an additional 659 available nights among the 49 slips that are utilized by transient vessels, this would increase the 49 slips’ utilization by only 13 additional nights a year, would bring an additional \$237,240 worth of expenditures by visitors to the Island. Using this formula, a 20% increase in transient vessel dockage would bring in an additional \$1,000,000 a year in visitor spending. This does not include the additional amount that would be spent on marina expenses including increased docking revenues, fuel and other expenses related to the transient vessels.

PROJECT APPROACH:

With a MLW of 8.5 feet, sufficient water depth is now available for large (greater than 50 feet) transient vessels as well as those smaller transient vessels. This is a result of the dredging that was completed in early 2014. This BIG Tier 2 will now work to provide further infrastructure upgrades, which will further support transient vessels at the Yacht Basin. The scope of work for the electrical infrastructure will include: Replace the existing, aging cabling systems at 5 dock ramps between shore side flush in grade junction boxes and flush mounted junction boxes in the floating dock system. The scope is to install new cabling system in a manner to eliminate the present situation of the cabling systems hanging in the water, thus eliminating a potential shock hazard in the water. The proposed construction approach is to install a cable tray support system along the bulkhead to a point near the location of the dock junction boxes; at that location a vertical stand waterfall cable support system will be installed to which the cables will be attached. The support system will be at such a height that will rise and fall with the dock system in such a manner as to keep the cables out of the water. The cable slack will be between the water fall cable support and the cable tray system at the bulkhead. The cabling between the cable support and the dock will be stationary. The proposed cabling system will be single conductor type W cables. The electrical installation will be installed to comply with the 2011 National Electrical Code for Marina and Boatyards.

The second part of the electrical infrastructure will include: Install ground fault protection system for the branch circuits serving each ship to shore power pedestal. The design approach would be to install a distribution panel at each of the 5 dock ramps located on tile floating dock system. Equip each pedestal branch circuit breaker with a ground fault monitoring system not exceeding 100ma. Replace deteriorating shore side distribution panel serving ship to shore pedestals with a ground fault breaker to serve the dock distribution panel. A draft of the electrical site plan is included in Attachment D.

The scope of work for the waler and rod replacement will be the replacement of rods and walers along 1000 lf of floating docks. Each section would consist of a total of 4 walers, 2 Fascia (or Cover Boards), two Linear Feet of Fender attached with Stainless Steel Nails, one ¾" Hot Dipped Galvanized Thru Rod with Hardware, Cleats and Attachment Hardware, and all Pile Gates in the immediate area of the replacement. A detailed drawing identifying the rods and walers is included in Attachment D.

Through the infrastructure enhancements prior to and including those requested by BIG Tier 2 funding, Harbour Town Yacht Basin will be better able to serve transient, non-trailerable vessels

greater than 26 feet. All improvements will be constructed to last a minimum of 25 years.

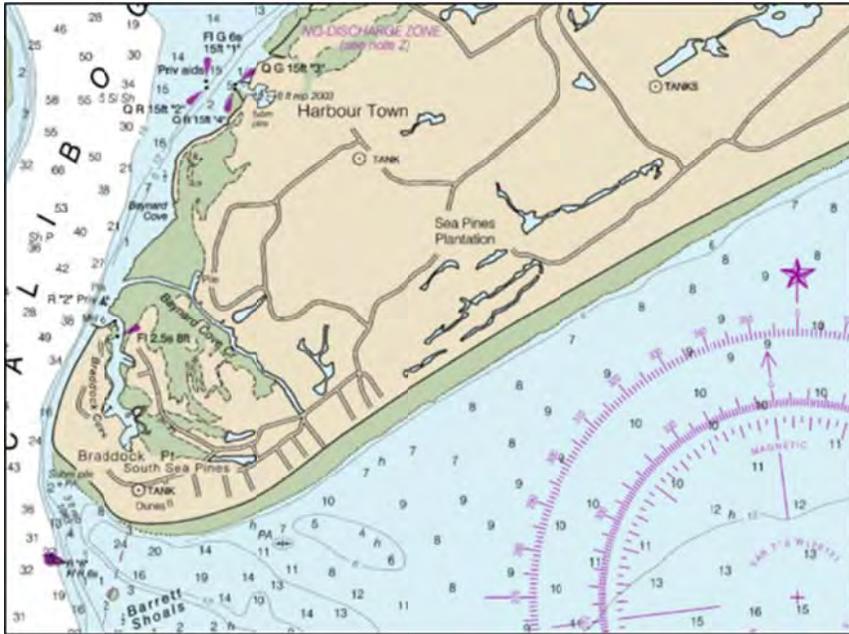


Figure 4- Location of Harbour Town Yacht Basin

PROJECT LOCATION:

Harbour Town Yacht Basin is located in Hilton Head, South Carolina at 32° 08' 20" N 80° 48' 40" W on the Intracoastal Waterway (Mile Marker 565). Its physical address is 149 Lighthouse Road, Hilton Head Island, South Carolina in Beaufort County. Maps detailing its

physical location are included in Attachment E. Hilton Head Island is located off the coast of South Carolina and approximately 45 miles north of Savannah, Georgia and 90 miles south of Charleston, South Carolina.

BUDGET JUSTIFICATION:

Estimated Costs-

The total estimated cost of the entire project is \$1,850,000. Of this, an estimated 58% (49 of the 85 slips) are considered to be eligible for funding through the BIG Program, due to their usage by transient vessels. An occupancy study for the 36,500 total available nights in the Yacht Basin’s 85 slips each year confirmed this estimate with 13,365 available nights (57%) in 2013 and 13,672 available nights (59%) in 2012 were used by transient vessels. Supporting

Description	Total Price	Amount Eligible for Funding Based Upon 58% Proration
Electrical	\$1,325,00	\$768,500
Rod and Walers	\$486,000	\$281,880
Project Totals	\$1,811,000	\$1,050,380
Proposed Local Match		\$525,190 (50%)
Proposed Federal Cost Share		\$525,190 (50%)

documentation for the proration is included in Attachment A.

Figure 5 - Estimated Budget for Harbour Town Yacht Basin

As mentioned earlier, Harbour Town Yacht Basin has already made \$1.8 million worth of infrastructure enhancements in the past 18 months through the installation of a new fuel dock and the dredging to take the facility to a MLW of 8.5 feet.

Prorated Amount & Match-

The following partners will be providing match to the Harbour Town Yacht Basin’s BIG funding request:

Organization	Cash/InKind	Amount
Harbour Town Yacht Basin Slip Owner’s Association	Cash	\$525,190
Sea Pines Resort	InKind	\$20,432 (print and digital marketing plan)
Town of Hilton Head	InKind	Advertising/Promotional
Heritage Classic Foundation	InKind	Advertising/Promotional

Figure 6 - Match for BIG Tier 2

This results in a match of \$545,622 which is over 51% of the total cost. The additional match provided by the Resort will also assist in generating additional transient vessels utilizing the facilities by providing increased exposure of the improvements to the boating community.

Harbour Town Yacht Basin
BIG Tier 2
August 2014

In-Direct Costs-

No in-direct will be charged during this grant.

**Boating Infrastructure Grant Program Tier 2
Electrical Infrastructure Upgrades
Harbour Town Yacht Basin, Hilton Head, SC**

Administrative Budget /Narrative

September 2014

Total Administrative Cost: \$ 35,013

Total Federal Cost: \$ 26,260

Non-Federal Cost: \$ 8,753

	<u>Federal</u>	<u>Non-Federal</u>
<u>Personnel</u>		
● BIG PI (Scott Meister)	\$ 16,480	
● SCDNR Engineering		\$ 5,494
● Fringe (38%)	\$ 6,262	\$ 2,087
● Indirect (21.35%)	\$ 3,518	\$ 1,172
	<u>Federal</u>	<u>Non-Federal</u>
TOTAL	\$ 26,260	\$ 8,753

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 10.0% of the PI's time per year will be spent on this project.

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

Harbour Town Yacht Club Slip Owners Association

c/o The Club Group, Ltd P.O. Box 6989 Hilton Head Island, SC 29938

June 27, 2014

Mr. Scott Meister, Program Coordinator
South Carolina Department of Natural Resources
217 Fort Jackson Road
Charleston, SC 29412

RE: Boating Infrastructure Grant Program Commitment Letter

Dear Mr. Meister,

I am writing to confirm that the Harbour Town Yacht Club Slip Owners Association will provide \$525,190 in matching funds as and when required to build the infrastructure described in the Slip Owners BIG Tier 2 application.

Over the past 2 years, we have invested over \$3,000,000 in improvements to the Harbour. We have provided these funds ourselves and have never applied for BIG Tier 2 funding but are confident that this additional amount of capital could have an important impact on the Harbour's ability to draw significant additional transient vessels to the facility. Located in the middle of Sea Pines Plantation on Hilton Head Island, with the Harbour as the centerpiece of the national TV coverage for the PGA golf tournament, you can see that the broader surrounding infrastructure is already in place.

Thank you for your consideration of our request. We are hopeful that you will look favorably on our request and the impact it will have on the community.

Sincerely,



Frank E. Fowler, Chairman
Harbour Town Yacht Club Slip Owners Association
c/o The Club Group, Ltd
P O Box 6989
Hilton Head Island, SC 29938



August 27, 2014

Mr. Scott Meister
Program Coordinator
South Carolina Department of Natural Resources
217 Fort Johnson Road
Charleston, SC 29412

RE: Boating Infrastructure Grant Program

Dear Mr. Mesiter:

Situated within the 5,000-acre Sea Pines community, The Sea Pines Resort has enthralled generations of travelers and guests for more than 50 years. Sea Pines is an integral partner in the success of the Harbour Town Yacht Basin and understands the importance that the Yacht Basin plays in bringing visitors to our resort.

To demonstrate our commitment to the Harbour Town Yacht Basin, Sea Pines Resort will provide a print and digital marketing plan worth approximately \$20,432 to the Harbour Town Yacht Basin. This will include online advertising, as well as print ads and promotion at the annual Miami Boat Show. This marketing plan will educate boaters about the improvements made at the Harbour Town Yacht Basin through the BIG program. We realize that the improvements requested through BIG, combined with the improvements that the Yacht Basin has recently completed including the dredging, will help the Yacht Basin increase the number of transient vessels visiting the Yacht Basin. Increased transient vessels will have a direct impact on the number of visitors in Sea Pines, as well as Hilton Head Island.

Thank you for consideration of this request. We appreciate all that you do to continue to make South Carolina a more inviting place to transient boaters.

Sincerely,

A handwritten signature in black ink that reads "Rob Bender". The signature is fluid and cursive.

Rob Bender
Director of Recreation & Marine Operations

TOWN OF HILTON HEAD ISLAND

One Town Center Court, Hilton Head Island, S.C. 29928

(843) 341-4600 Fax (843) 842-7728

www.hiltonheadislandsc.gov

Drew A. Laughlin
Mayor

William D. Harkins
Mayor ProTem

Council Members

Wm. Lee Edwards
Marc A. Grant
Kimberly W. Likins
John J. McCann
George W. Williams, Jr.

Stephen G. Riley
Town Manager

June 23, 2014

Mr. Scott Meister, Program Coordinator
South Carolina Department of Natural Resources
217 Fort Johnson Road
Charleston, SC 29412

RE: Boating Infrastructure Grant Program

Dear Mr. Mesiter:

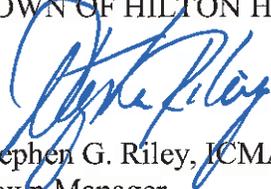
The Town of Hilton Head would like to offer its support to Harbour Town Yacht Basin's application for BIG Tier 2 funding. Hilton Head receives 2.5 million visitors each year and these visitors play an important role in providing jobs and income for our community. Harbour Town Yacht Basin, with its signature lighthouse, has been making capital investments in its facilities over the past few years. All these, as well as their BIG request, are done with the overall goal to help grow the marina and provide additional local economic impact.

The Town publishes a "What's Great About Hilton Head" brochure throughout the year. We have in the past highlighted the completed dredging in Harbour Town Yacht Basin. If Harbour Town is awarded the BIG Tier 2 funding, we will further highlight this improvement in this publication.

Thank you very much for your consideration of their request. We hope that you will recognize this project as being one that significantly impacts the community and the entire South Carolina coast.

Sincerely,

TOWN OF HILTON HEAD ISLAND


Stephen G. Riley, ICMA~CM
Town Manager



June 26, 2014

Mr. Scott Meister, Program Coordinator
South Carolina Department of Natural Resources
217 Fort Johnson Road
Charleston, SC 29412

RE: Boating Infrastructure Grant Program

Dear Mr. Mesiter:

The Heritage Classic Foundation is a nonprofit organization dedicated to improving lives throughout the state of South Carolina. As the general sponsor of the PGA TOUR's RBC Heritage Presented by Boeing and several other prominent golf events, millions of dollars are generated through our charitable giving programs and from ticket sales and sponsorships. These funds are distributed to charitable organizations that enhance the quality of life for our citizens. The tournament is played on the Harbour Town Golf Links and concludes in a truly magical location adjacent to the Harbour Town Yacht Basin's docks.

Harbour Town Yacht Basin places a vital role in making this tournament a success. Its red and white striped lighthouse provide the backdrop for many of the activities of the tournament, as well as a location for fans and other to socialize, gather and many dock in the Basin that week. Over the past few years, the Yacht Basin has worked hard to improve the capital infrastructure of the Yacht Basin including dredging and a new fuel dock. This BIG Tier 1 application is a continuation of this capital investment and will benefit the tournament by allowing more adequate space and facilities for transient vessels.

Each year, the RBC Heritage champion is presented with a plaid jacket, a trophy and a winning check but the real winners are the many people who are helped as a result of the success of the Foundation's tournaments and giving programs – the Heritage Champions Fore Charity, the Birdies for Charity & our South Carolina License Plate Program. Since 1987 more than \$28 million has been distributed to people in need including hundreds of outstanding students through our Heritage Scholars program. While the nonprofit cannot provide a financial donation to this project, we are happy to continue our tradition of publicizing this facility and making sure our guests are aware of the improvements at Harbour Town Yacht Basin.

Thank you for consideration of this request. We appreciate all that you do to continue to make South Carolina a more inviting place to transient boaters.

Sincerely,

A handwritten signature in black ink, appearing to read 'Steve Wilmot', written over a light blue horizontal line.

Steve Wilmot
COO & Tournament Director



71 Lighthouse Road, Suite 4200
Hilton Head Island, SC 29928
Tel (843) 671-2448
Fax (843) 671-6738
www.rbcheritage.com

Harbour Town Yacht Basin
BIG Tier 2
August 2014
Attachment B: Illustrative Photographs



Figure 1- Aerial Photo of Harbour Town Yacht Basin



Figure 2- Harbour Town Yacht Basin

Harbour Town Yacht Basin
BIG Tier 2
August 2014
Attachment B: Illustrative Photographs



Figure 3- Harbour Town Yacht Basin (Before Dredging - 2013)



Figure 4- Harbour Town Yacht Basin During Heritage Golf Tournament



Figure 5- Sunset at Harbour Town Yacht Basin



HARBOUR TOWN YACHT BASIN

32° 08' 20" N 80° 48' 40" W
MM 565 ICW

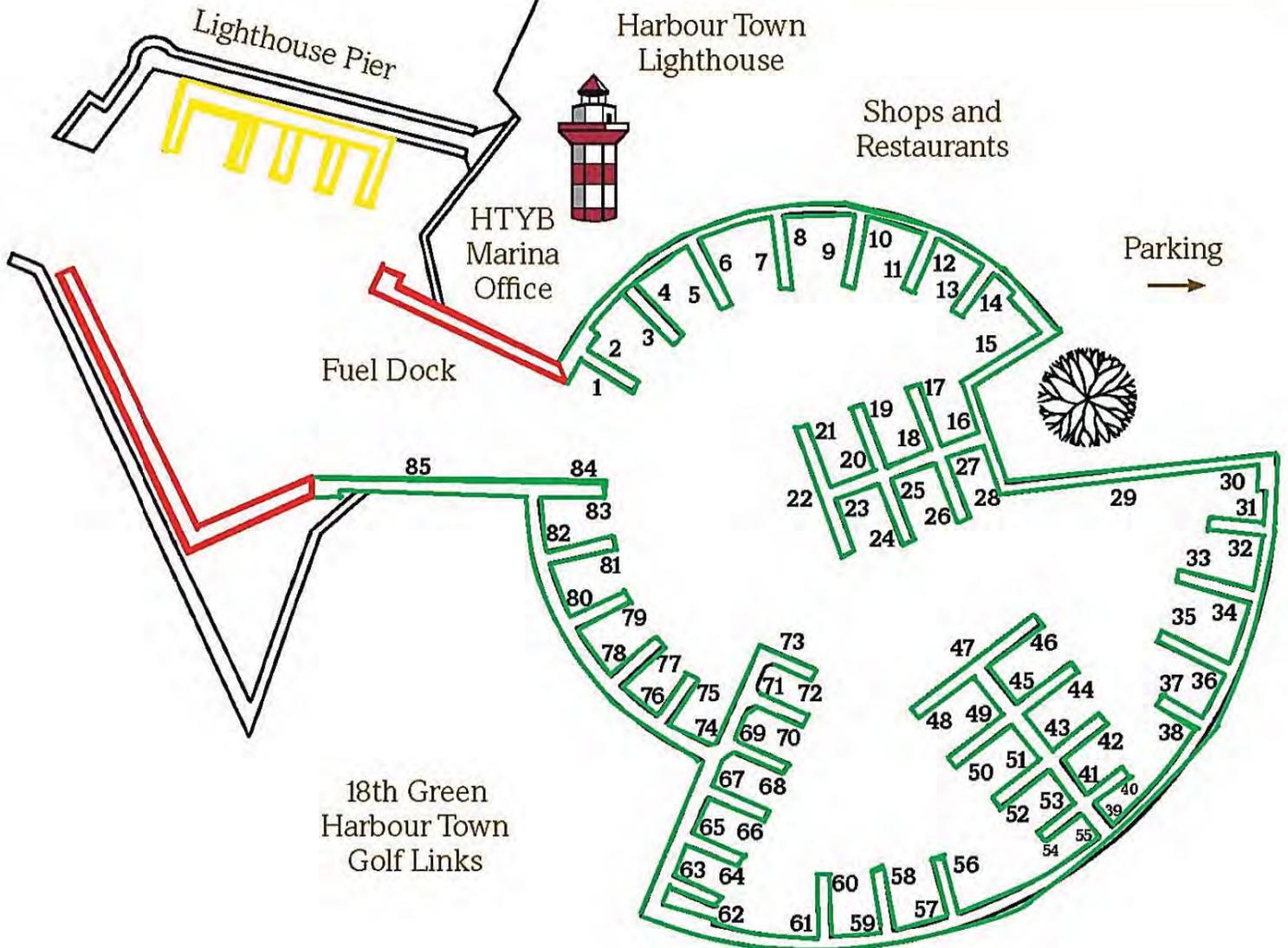
KEY:

Commerical/Charter Only 

Transient Only (greater than 26 feet) 

Shared Slip Owner/Transient 

Minimum Slip Length = 30'



843.363.8335

harbourtownyachtbasin.com | htyb@seapines.com

CHATHAM
ENGINEERING

109 Park of Commerce Drive, Suite 6 Savannah, Georgia 31405
PHONE (912) 238-2400 FAX (912) 238-2412

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Revisions	No.	Date	Description

HARBOUR TOWN MARINA CODE
COMPLIANT MODIFICATIONS
HILTON HEAD ISLAND,
SOUTH CAROLINA

HARBOUR TOWN MARINA CODE COMPLIANT MODIFICATIONS HILTON HEAD, SC

DRAWING INDEX

ID	TITLE
T1	ELECTRICAL SITE PLAN
E1	ELECTRICAL NOTES, DETAILS, AND CABLE SCHEDULES
E2	ELECTRICAL NOTES, DETAILS, AND CABLE SCHEDULES

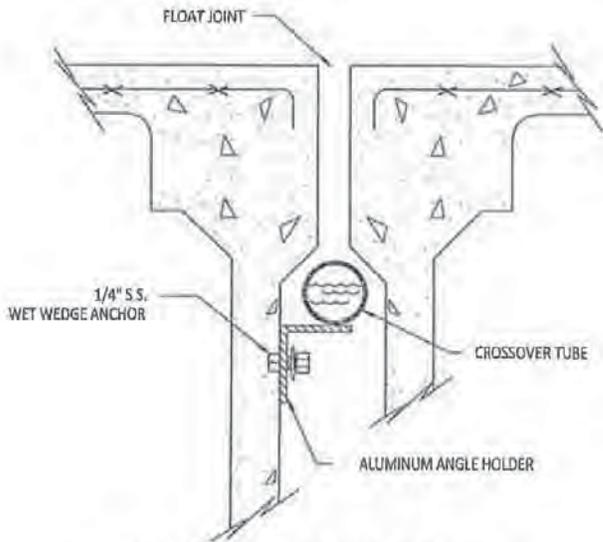
Sheet Title
TITLE SHEET

Project: 14033.00
Drawn: JH
Checked: WP
Date: 12/14/2014
Sheet No: **T1**

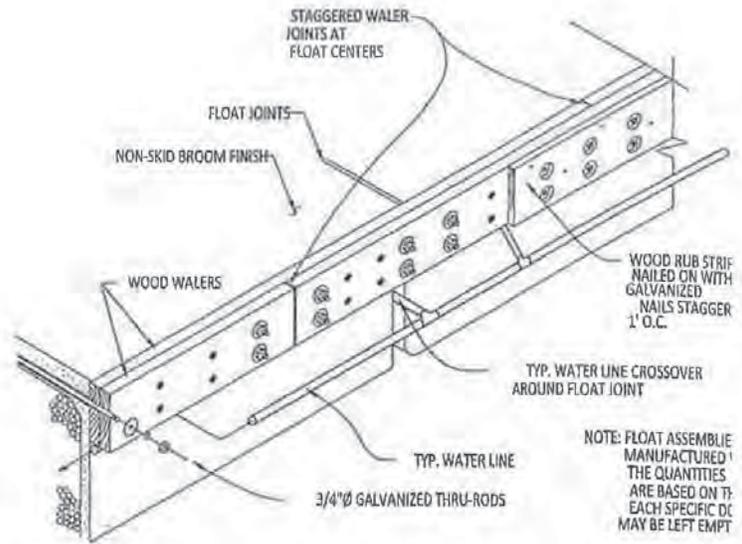
CADD PLOT
13-MAY-2014
06:47
P1302016

1/8"=1' HARBOUR TOWN MARINA ELECTRICAL CODE 14033.00T1.dwg

NOT RELEASED FOR CONSTRUCTION



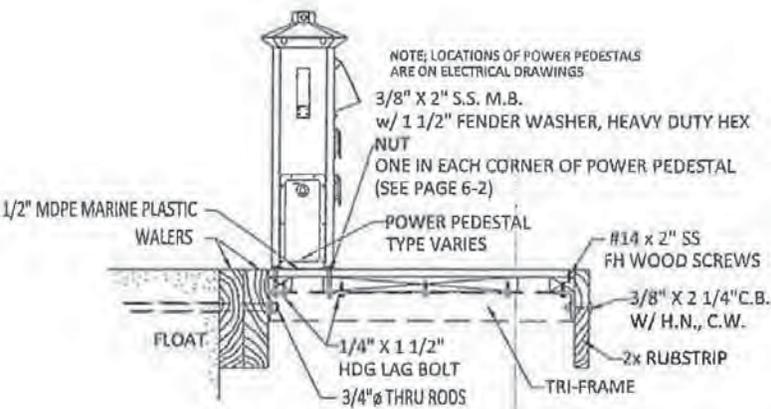
WATER CROSSOVER DETAIL



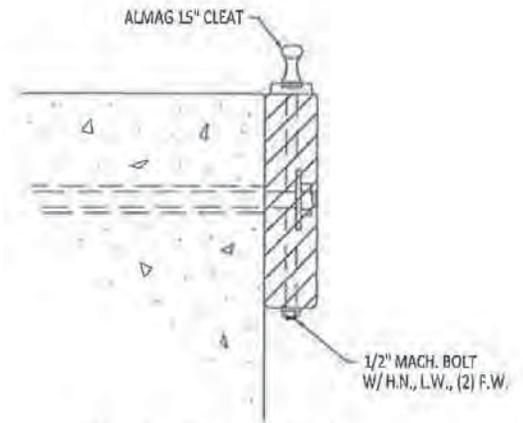
FLOAT ASSEMBLY DETAIL

NOT TO SCALE

NOTE: FLOAT ASSEMBLY MANUFACTURED IN THE QUANTITIES ARE BASED ON THE EACH SPECIFIC DC MAY BE LEFT EMPTY

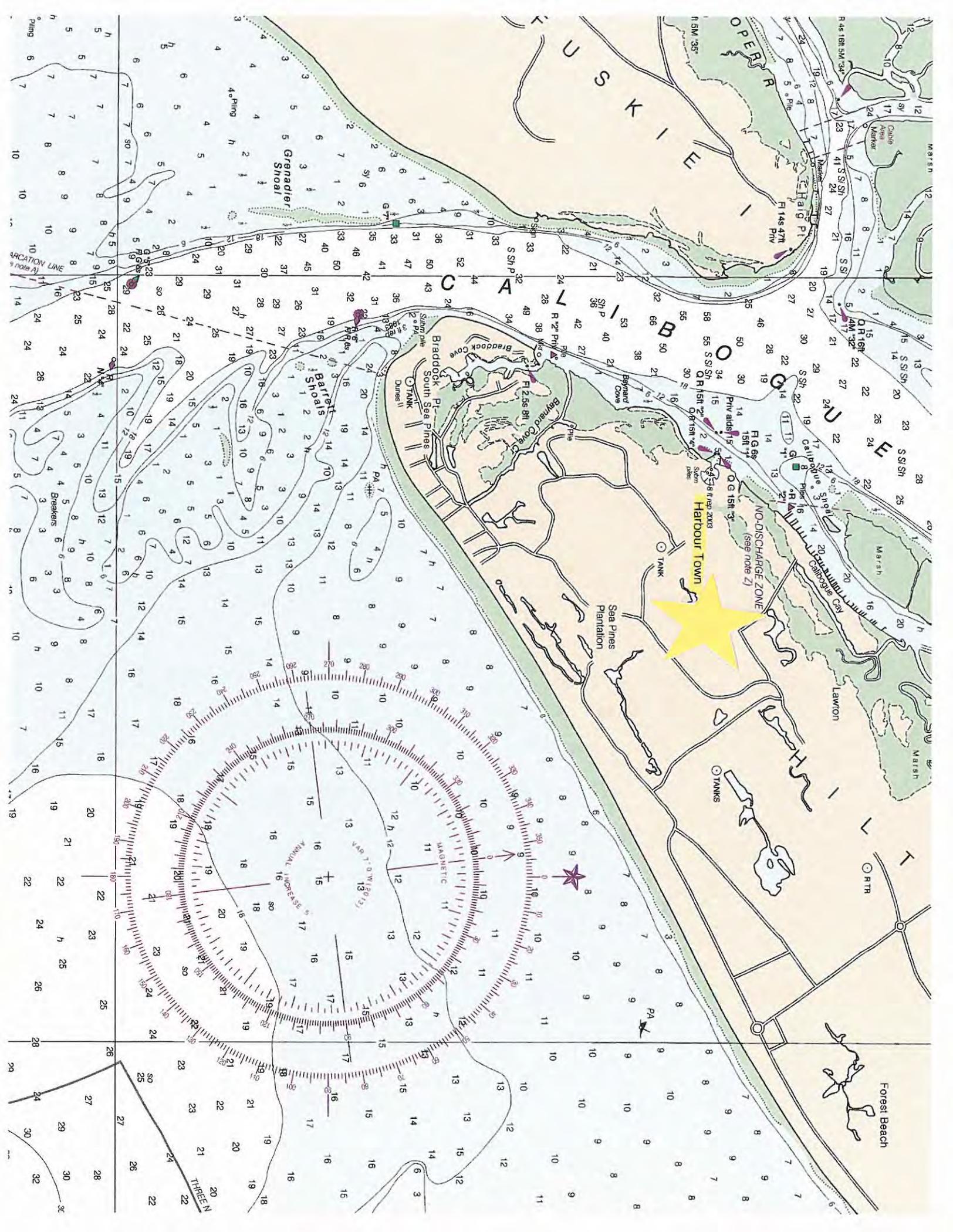


POWER PEDESTAL ANCHORAGE DETAIL



SINGLE PIECE FINGER CLEAT ATTACHMENT DETAIL

NOTE: PLACE CLEAT WITHIN 12" OR STRADDLE TRU-ROD



Where is Hilton Head Island?







Figure 1 - Hilton Head is known for its 12 miles of beaches





Figure 2 - Hilton Head Has Over 250 Restaurants



Figure 3- Hilton Head is Biking Friendly



Figure 4- Map of Public Bikeways In Hilton Head

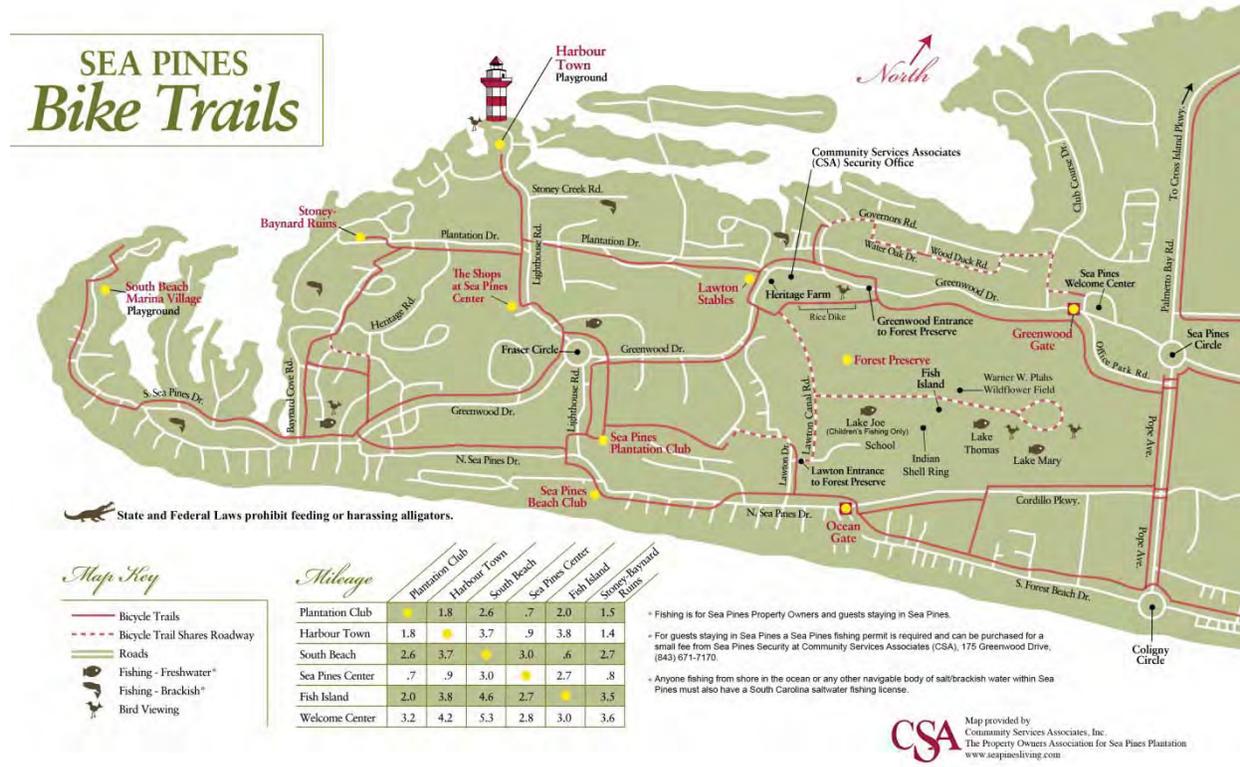


Figure 5- Bike Pathways in Sea Pines



Figure 6- Harbour Town Yacht Basin is Located in Sea Pines



Figure 7- Visitors Come to Sea Pines for Beaches, Tennis, Golf and Other Activities



Figure 8 - Cultural Activities in Hilton Head Include Plays



Figure 9- Cultural Activities Include Celebrations for Other Local Cultures



Figure 10- Coastal Discovery Museum (easily accessed by bikes or public transportation from Harbour Town)



Figure 11- Visitors to the Coastal Discovery Museum Can Enjoy 68 Acres



Figure 12- Pinckney Island National Wildlife Refuge (easily accessed by Harbour Town visitors on bike or public transportation)



Figure 13 - Views Within Pinckney Island National Wildlife Refuge

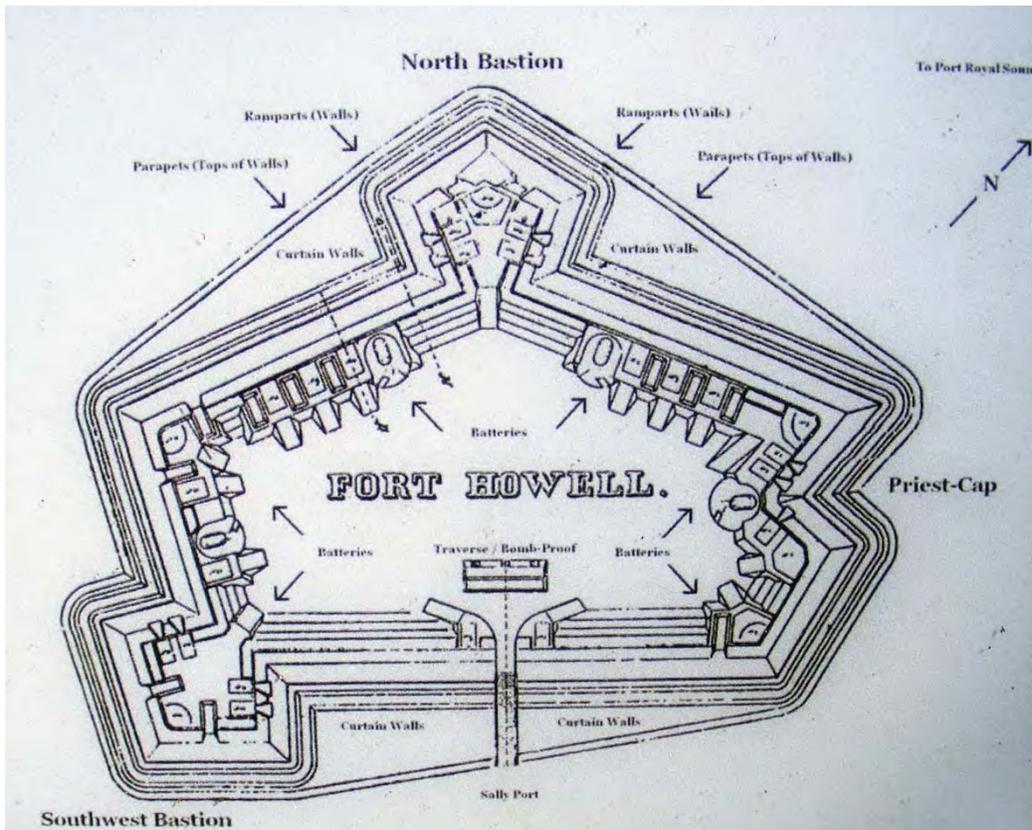


Figure 14- Fort Howell Civil War Historic Site (can be accessed by Harbour Town Yacht Basin visitors via bicycle or public transportation)

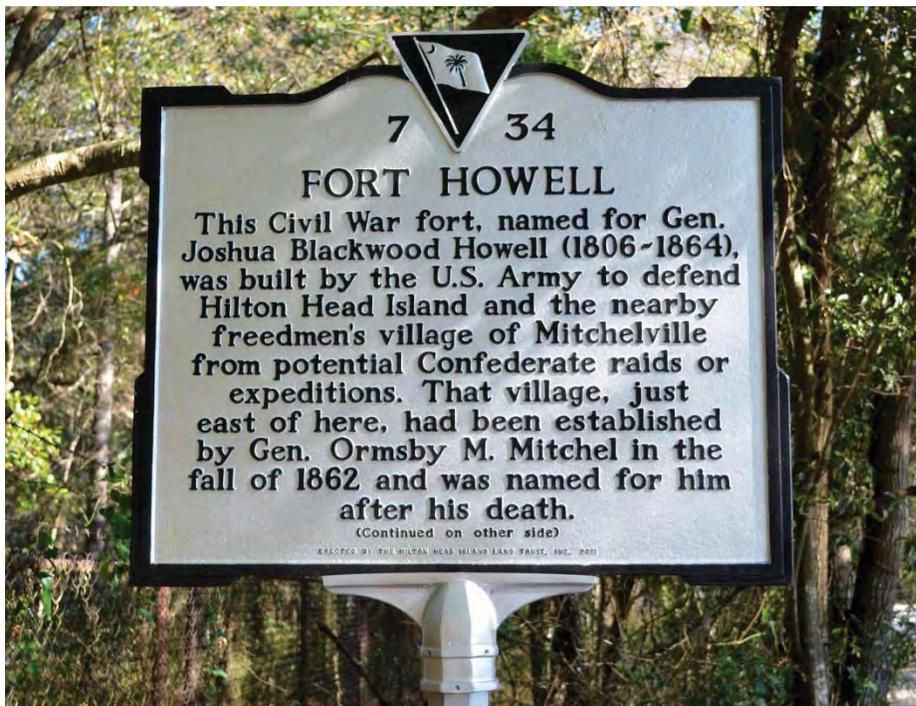




Figure 15 - Hunting Island State Park (visitors can go via taxi or rental vehicles)





Figure 16- Historic Hunting Island Lighthouse

RANKING CRITERIA:

Criteria #1: Partners -

The Harbour Town Yacht Basin's BIG Tier 2 project is a partnership between the owners of Harbour Town Yacht Basin Slip Owners, the Sea Pines Resort, The Heritage Classic Foundation and the Town of Hilton Head. Each one of these entities would benefit from the successful implementation and sequential completion of the project.

The Harbour Town Yacht Basin is located within the Sea Pines Resort. The Resort sees the benefits that increasing the number of transient vessels at the Yacht Basin will increase the number of visitors to the Resort, who will spend funds at the Resort's restaurants, golf courses, tennis courts and other locations. The Resort will market the improvements made to the Yacht Basin through the BIG program through a print and digital marketing plan. A copy of their letter is included in Attachment F.

The Heritage Classic Foundation is not only a partner to this project but also daily with the Harbour Town Yacht Basin. The Heritage Classic Foundation is the non-profit arm of the RBC Heritage, the only PGA Tour event held annually in South Carolina. This event is held annually the week following the Masters Golf Tournament. The RBC Heritage is attended each year by over 100,000 fans and seen on CBS and The Golf Channel for over 15 hours of live TV coverage. The Yacht Basin is featured prominently in the media coverage with the Yacht Basin's lighthouse overlooking the course's 18th hole. While the nonprofit cannot provide the project with financial support, they will continue to publicize the facility and its continued enhancements. The Foundation will also work to identify additional innovative ways to promote the Harbour Town Yacht Basin. A copy of their letter is included in Attachment F.

The Town of Hilton Head understands the importance that the Harbour Town Yacht Basin plays in attracting tourists to Hilton Head. The Town is heavily dependent on the funds brought in by tourism and realizes that the enhancements being made at Harbour Town will help to increase the number of transient vessels that visit Hilton Head. The Town has partnered with the Yacht Basin to help promote its enhancements and will continue to do so. A copy of their letter is included in Attachment F.

The owners of Harbour Town Yacht Basin have also agreed to fully fund the required cash match. A copy of their letter is included in Attachment F. The BIG Tier 2 match is in addition to what they have already contributed in terms of financial backing for infrastructure improvements over the past two years.

Criteria #2: Innovativeness -

Harbour Town Yacht Basin's application for BIG Tier 2 funding should be considered as innovative because the state of South Carolina adopted the 2011 National Electrical Code for Marinas and Boatyards last summer. The innovation is the waterfall detail developed by Myrick Marine. Myrick Marine is a full service marine contractor owning and operating one of the most extensive fleets of floating marine construction equipment in the southeastern United States. Committed to excellence, Myrick Marine combines over 24 years' experience with a solid knowledge of the marine environment to provide unique solutions to our clients' needs. This need for "unique solutions" has led Myrick to design a "waterfall" that keeps the cables from protruding in the water and not below the ramps. Also the design approach reduces the cabling between shore side and floating dock side. It also reduces the shore side electrical equipment needed by placing it on the docking system.

Criteria #3: Non-Federal Match -

Harbour Town Yacht Basin will provide 50% match of federal funds for a total match of \$525,190. The letter in Attachment F confirms this. Sea Pines Resort will also assist with providing a print and digital marketing plan worth an estimated \$20,432. This will also help to make mariners aware of the improvements that BIG has made to Harbour Town Yacht Basin in an attempt to attract an even greater number of transient vessels.

Criteria #4: Cost Efficiency -

Harbour Town Yacht Basin is an existing facility that was developed in 1967. The infrastructure of the facility including the electrical and rods/walers were last upgraded 27 years ago (1987). The purpose of this BIG Tier 2 funding request is for the Harbour Town Yacht Basin to upgrade its infrastructure to become compliant with the various codes that govern marinas including the 2011 National Electrical Code for Marinas and Boatyards. The upgrading of the infrastructure will allow for larger transient vessels to dock at Harbour Town Yacht Basin and for the Yacht Basin to be able to support these vessels with infrastructure that is up-to-date and compliant with codes. Vessels will be able to access shore-side power where now they are required to run on generator while in dock at the Harbour Town Yacht Basin.

This project's ability to use the existing facility and footprint by just modernizing infrastructure has reduced costs and eliminated the need for environmentally disruptive activities. Harbour Town Yacht Basin has already spent \$1.8 million in 2013 and 2014 on infrastructure improvements including a new fuel dock and dredging. As stated previously, the transient slips are currently in jeopardy due to their use of infrastructure dating back to 1987. Many vessels

that utilize Harbour Town Yacht Basin's facilities are now forced to remain on generator power while in port due to the inadequacies of the electrical system.

The proposed project is cost-effective and will provide a high value of economic return. The project will allow for the substantial renovation of infrastructure to a facility that has 85 slips with 58% of these being used as transient slips. With a total cost of \$525,190, with \$525,190 of match from Harbour Town Yacht Basin and federal funds in the amount of \$525,190, this equates to a federal cost of \$10,718 per transient slip (49 transient slips). The project will work with other improvements made to the Yacht Basin to further attract additional transient mariners to the facility.

Criteria #5: Way Point Link or Safe Harbor-

Harbour Town Yacht Basin (HTYB) is a refuge and a waypoint for boaters who travel north and south along the East Coast, specifically those on daytrips from Charleston, Savannah, or Jacksonville or even those traveling along the Atlantic ICW on longer voyages. With its signature lighthouse and a PGA tournament occurring adjacent to the HTYB, it sees a large influx of transient boaters from early spring through mid-June. The summer season, which typically starts around Memorial Day, sees local boaters from South Carolina, North Carolina and Georgia. Its location directly off of the ICW and the fact that it has just been dredged,

makes it easy access for vessels in excess of 26 feet.



Figure 7 - Location of Hilton Head Along South East Coast

Safe harbor from hurricanes is always at the forefront of mariners' minds. The East Coast of the United States actually makes a westward "bend" starting near Daytona Beach, Florida and this bend extends all the way to the Outer Banks of North Carolina. Hilton Head rests in the middle of this "bend". In fact, if you look at a map of the US, you will see that Hilton

Head is situated on the same longitude as Cleveland, Ohio. This far west location of

the island helps to steer hurricanes away from Hilton Head. The location of the Gulf Stream (approximately 75 miles off Hilton Head) tends to influence the hurricane to veer north and follow the Gulf Stream. This location makes it a good location for those seeking a safe harbor in the event of an oncoming storm.

Harbour Town Yacht Basin also has on site a United State Coast Guard Auxiliary with search and rescue, as well as helicopter rescue availability. Repairs to vessels can be done in the water through private contractors.

Criteria #6: Access to Cultural/Natural Resources-

The Harbour Town Yacht Basin has access to cultural and natural resources that are local, regional and national attractions. Hilton Head attracts over 2.5 million visitors each year and these visitors take advantage of the Island's 12 miles of sandy beaches (*national attraction*), championship golf courses (*national attraction*), tennis courts (local attraction) and over 250 restaurants (*local attraction*). Hilton Head Island boasts a flourishing cultural community of fine art, music and theatrical venues (*local attraction*). Pictures detailing these cultural and natural resources that attract tourists and mariners to Hilton Head are included in Attachment G.

Hilton Head is known to be biking friendly and became a Silver Level Bicycle Friendly Community in 2011. Bicycles can be rented at Harbour Town Yacht Basin and many of our transient boaters bring them along on their vessels. The town became the only community in South Carolina and one of five in the Southeast to receive a silver level award from the League of American Bicyclists, earning it certification as a Bicycle Friendly Community. Thirty-two communities nationwide have silver designations. Bicycling is a key component differentiating Hilton Head from other resort communities and significantly reduces the congestion and vehicular traffic that would otherwise be generated. There are 6 miles of bike lanes, 117 miles of shared-use pathways, 108 miles of paved shared use paths, 14 miles of planned pathways, 1 mile of single-track and 24% of arterial streets have bike lanes or paved shoulders. Because of the Town's commitment to bicycling, many view it as an attraction that brings visitors from throughout the United States (*national attraction*).

Harbour Town Yacht Basin is located within the Sea Pines community and many activities are accessible by walking or biking. Sea Pines has 3 championship golf courses (*national attraction*), including the Harbour Town Golf Links, home of the Verizon Heritage PGA Tour Golf Tournament. The Harbor Town district has over 5 miles of beaches, over 100 tennis courts, several swimming facilities and bike trails that weave through the area, including more than 600 acres of forest preserve. The championship Sea Pines and South Beach racquet clubs are located here, as well as a multitude of charming shops. South Beach Marina Village is also an attraction, with dining, shopping and outdoor activities to keep you busy all day. Other activities include visiting the Harbour Town Lighthouse Museum, deep sea fishing, paddle board/kayak rentals, golf courses, tennis courts, and much more. Shell Ring Trail leads through a pine flatwood forest to a 4,000-year-old shell ring. This vast mound of broken shells is evidence of the area's early inhabitants: American Indians.

Outside of Sea Pines, Hilton Head Island offerings include cultural exhibits, galleries and performances at the Arts Center of Coastal Carolina (*regional attraction*), Hilton Head Playhouse (*local attraction*), Reparatory Theatre (*local attraction*), Hilton Head Orchestra (*local attraction*), Hilton Head Dance School (*local attraction*), Coastal Discovery Museum (*regional attraction*) and the Cole-Heyward House Historic Center (*regional attraction*) in Bluffton, S.C. The Coastal Discovery Museum has 68 acres of fields, gardens and displays to help you do just that. Indoors, interactive exhibits bring history to life. Outdoors, you can spend hours wandering by or through salt marshes, a butterfly habitat and some of the oldest buildings on Hilton Head. A zip line tour has also opened near the Yacht Basin.

Pinckney Island National Wildlife Refuge (*national attraction*) is also located on Hilton Head and could be easily accessed by visitors to the Yacht Harbor by bicycle or public transportation. The 4,053 acre refuge includes Pinckney Island, Corn Island, Big and Little Harry Islands, Buzzard Island and numerous small hammocks. Pinckney is the largest of the islands and the only one open to public use.

Fort Howell Civil War Historic Site (*local attraction*) is an earthen fort that was built in 1864 by black Union Army troops to protect Mitchelville, the first town in the South developed specifically for the thousands of newly freed slaves. This could be accessed by visitors from Yacht Harbour by bicycle or public transportation.

Within 25 miles is the Hunting Island State Park (*regional attraction*). This is a 5,000-acre secluded barrier island of semitropical beauty. As the name implies, the island was once used for hunting deer, raccoon, waterfowl and other small game. As a state park, the island serves as a preserve for its abundant wildlife. With more than four miles of beach, a maritime forest and extensive saltwater marsh, the island is also a retreat for people who love a natural coastal environment. An historic 19th-century lighthouse is Hunting Island's most popular landmark, where guests can climb to the top for a spectacular view of the coastline. The lighthouse and its complex are listed on the National Register of Historic Places. Visitors from Harbour Town would need to access this State Park with either a rental vehicle or cab.

Harbour Town Yacht Basin and Hilton Head are served by two airports. The Hilton Head Island Airport is within 5 miles and the Savannah/Hilton Head International Airport is approximately 45 miles away. Cabs and rental vehicles can easily be accessed at the Yacht Basin to take mariners to the airports or other locations.

Criteria #7: Economic Impact –

For many years, marinas such as ours used the AMI's The Marina Economic Impact Model. This model was closed due to outdated materials and a new one is being developed, but will not be

available until 2015. Due to this, we have utilized other methods that detail the economic impact of Harbour Town Yacht Basin. The continued development and improvements of Harbour Town Yacht Basin contribute greatly to Hilton Head, as well as the local region and the state of South Carolina economies. The proposal provides significant positive economic impact to the community of Hilton Head Island. Enhancing the infrastructure of Harbor Town Yacht Basin by making these needed electrical infrastructure and dock infrastructure through replacement of the rods/walers, combined with the recently completed dredging project of over \$1.2 million and the new fuel dock in 2013 for \$600,000. Creating enhanced facilities for transient vessels in excess of 26 feet will generate additional tourism dollars for the tourism dependent Hilton Head area.

A 2012 report from the National Marine Manufacturer's Association stated "In the United States, studies indicate that marinas generate an average of 0.3 jobs per berth..." That would translate to Harbour Town Yacht Basin providing 26 jobs directly within the facility.

With an estimated number of transient boat guests of 26,370 in 2013, utilizing the Hilton Head Chamber of Commerce's estimate of \$180.09/day spent by visitors to the Island (this does not include hotel costs), This would translate to an impact of \$4,748,973.30. By making enhancements to the electrical infrastructure, as well as replacing 1000 lf of rods and walers, the Marina can increase the number of transient vessels. Even a small increase of 5%, which would translate to an additional 1318 transient guests at the Harbour Town Yacht Basin each year for an additional 659 available nights, spread among the 49 slips that are utilized by transient vessels, this would increase their utilization by 13 additional nights a year, would bring an additional \$237,240 worth of expenditures by visitors to the Island. Using this formula, a 20% increase in transient vessel dockage would bring in an additional \$1,000,000 a year in visitor spending. This does not include the additional amount that would be spent on marina expenses including increased docking revenues, fuel and other expenses related to the transient vessels. This does not include the additional amount that would be spent on marina expenses including increased docking revenues, fuel and other expenses related to the transient vessels.

Criteria #8: Multi-State Coordination -

The South Carolina Department of Natural Resources (SCDNR), the State Administering Agency for South Carolina for the Boating Infrastructure Grant, reports that this requirement is met through the *Southeast Region Cooperative Agreement* through the United States Fish and Wildlife Service Region 4 dated September 11, 2009. South Carolina signed this agreement through an Addendum dated February 6, 2013. A copy of the Agreement is included as Exhibit H.

	2012	2013	2014 (1/1/14-6/11/14)
Total Available Nights	36,500	36,500	16,100
Total Owner Use	9,507	9,899	4,469
Total Transient Use	13,672	13,360	4,564
Transient Occupancy	59%	57%	51%

The data used to determine the transient occupancy was based upon the occupancy reports that the Yacht Basin is required to complete due to it being part of the Sea Pines Resort. The occupancy reports are attached and highlighted.

Room Types 30, 40, 45, 50, 55, 60, 70, 80, 87, 90, 110, 113, 135, 190, RFD, CHA

Market Code	December 31, 2012				December 2012				Year To Date			
	Rms Occ	% of Occ Total	Rev %	# Gst	Rms Occ	% of Occ Total	Rev %	# Gst	Rms Occ	% of Occ Total	Rev %	# Gst
15	27	100.0	27.3	54	837	100.0	27.3	1,674	9,507	100.0	29.1	19,530
Totals	27	27.3	0.00	54	837	27.3	0.00	1,674	9,507	29.1	0.00	19,530
			Revenue PAR: 0.00				Revenue PAR: 0.00				Revenue PAR: 0.00	

2012 Owner Nights
9,507

Room Types 30, 40, 45, 50, 55, 60, 70, 80, 87, 90, 110, 113, 135, 190, RFD, CHA

Market Code	December 31, 2012				December 2012				Year To Date			
	Rms Occ	% of Occ Total %	Rev	# Gst	Rms Occ	% of Occ Total %	Rev	# Gst	Rms Occ	% of Occ Total %	Rev	# Gst
11	21	52.5	21.2	0.00	578	49.2	18.8	0.00	7,057.0	51.6	21.6	0.00
WI	19	47.5	19.2	0.00	596	50.8	19.4	0.00	6,615.5	48.4	20.2	0.00
Totals	40		40.4	0.00	1,174		38.3	0.00	13,672.5		41.9	0.00

Revenue PAR: 0.00

Revenue PAR: 0.00

Revenue PAR: 0.00

2012 Transient Nights
13,672

Room Types 30, 40, 45, 50, 55, 60, 70, 80, 87, 90, 110, 113, 135, 190, RFD, CHA

Market Code	December 31, 2013				December 2013				Year To Date			
	Rms Occ	% of Occ Total	Rev	# Gst	Rms Occ	% of Occ Total	Rev	# Gst	Rms Occ	% of Occ Total	Rev	# Gst
15	17	14.9	0.00	34	524	100.0	0.00	1,048	9,899	100.0	0.00	20,082
Totals	17	14.9	0.00	34	524	14.8	0.00	1,048	9,899	24.0	0.00	20,082
			Revenue PAR: 0.00				Revenue PAR: 0.00				Revenue PAR: 0.00	

Handwritten signature

2013 Owner Nights
98,999

Room Types 30, 40, 45, 50, 55, 60, 70, 80, 87, 90, 110, 113, 135, 190, RFD, CHA

Market Code	December 31, 2013				December 2013				Year To Date			
	Rms Occ	% of Total	Rev	# Gst	Rms Occ	% of Total	Rev	# Gst	Rms Occ	% of Total	Rev	# Gst
11	12	66.7	10.5	0.00	432	60.7	12.2	0.00	7,620	57.0	18.5	0.00
WI	6	33.3	5.3	0.00	280	39.3	7.9	0.00	5,740.5	43.0	13.9	0.00
Totals	18	15.8	0.00	36	712	20.1	0.00	1,424	13,360.5	32.4	0.00	27,374

Revenue PAR: 0.00

Revenue PAR: 0.00

Revenue PAR: 0.00

Handwritten: 2013 Transient Nights

Handwritten: 13,360

Room Types 30, 40, 45, 50, 55, 60, 70, 80, 87, 90, 110, 113, 135, 190, RFD, CHA

Market Code	June 11, 2014				June 2014				Year To Date			
	Rms Occ	% of Occ Total	Rev %	# Gst	Rms Occ	% of Occ Total	Rev %	# Gst	Rms Occ	% of Occ Total	Rev %	# Gst
15	37	100.0	32.5	0.00	416	100.0	33.2	0.00	4,469	100.0	24.2	0.00
Totals	37	32.5	0.00	0.00	416	33.2	0.00	832	4,469	24.2	0.00	8,938

owner type

Revenue PAR: 0.00

Revenue PAR: 0.00

Revenue PAR: 0.00

2014 Owner Nights
(11114-61114)
4,469

Room Types 30, 40, 45, 50, 55, 60, 70, 80, 87, 90, 110, 113, 135, 190, RFD, CHA

Market Code	June 11, 2014			June 2014			Period To Date			Year To Date		
	Rms Occ	% of Occ Total	Rev %	Rms Occ	% of Occ Total	Rev %	Rms Occ	% of Occ Total	Rev %	Rms Occ	% of Occ Total	Rev %
I1	22	71.0	19.3	264	66.8	21.1	0.00	0.0	0.00	0.0	0.0	0.00
WI	9	29.0	7.9	131	33.2	10.4	0.00	0.0	0.00	0.0	0.00	0.00
Totals	31		27.2	395		31.5	0.00	0.00	0.00	0.00	0.00	0.00
							Revenue PAR:	0.00	Revenue PAR:	0.00	Revenue PAR:	0.00

transient types

2014 Transient Nights
 (11|14-6|11|14)
 4,564

**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



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.

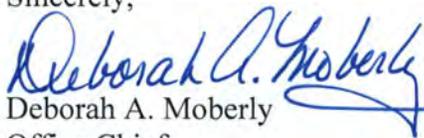
As a recipient of federal funds, you are required to submit Indirect Cost Proposals on an annually basis. Proposals are due within 6 months after the close of your fiscal year end and are processed on a first-in, first-out basis.

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

Fiscal Year End Date	Proposal Due Date
September 30 th	March 31 st
December 31 st	June 30 th
June 30 th	December 31 st

Please visit our Web site at 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
Internet: 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

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"/>	\$ 551,450.00	\$ 554,375.00	\$ 1,105,825.00
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"/>
5. Totals		\$ <input type="text"/>	\$ <input type="text"/>	\$ 551,450.00	\$ 554,375.00	\$ 1,105,825.00

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			
a. Personnel	\$ 16,480.00	\$ 5,494.00	\$	\$	\$ 21,974.00
b. Fringe Benefits	6,262.00	2,087.00			8,349.00
c. Travel					
d. Equipment					
e. Supplies					
f. Contractual	525,190.00	545,622.00			1,070,812.00
g. Construction					
h. Other					
i. Total Direct Charges (sum of 6a-6h)	547,932.00	553,203.00			\$ 1,101,135.00
j. Indirect Charges	3,518.00	1,172.00			\$ 4,690.00
k. TOTALS (sum of 6i and 6j)	\$ 551,450.00	\$ 554,375.00	\$	\$	\$ 1,105,825.00
7. Program Income	\$	\$	\$	\$	\$

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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"/>	\$ 8,753.00	\$ 545,622.00	\$ 554,375.00
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"/>	\$ 8,753.00	\$ 545,622.00	\$ 554,375.00

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% 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>09/12/2014</p>

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