

Boating Infrastructure Grant Program Tier 2

FY 2011

Notice of Availability of Grants and Request for Applications

Program Overview Information

Federal Agency Name:

U.S. Department of the Interior
Fish and Wildlife Service
Wildlife and Sport Fish Restoration Program

Funding Opportunity Title:

Boating Infrastructure Grant Program - Tier 2

Announcement Type:

Announcement of availability of grants for fiscal year (FY) 2011 and request for applications.

Funding Opportunity Number: FWS-BIG-11

Catalog of Federal Domestic Assistance (CFDA) Number: 15.622

Dates: State applicants must submit applications by mail or through www.grants.gov (Grants.gov) by the deadline. The deadline for submitting by mail is September 22, 2010, 4:00 p.m. local time. The deadline for submitting through Grants.gov is September 22, 2010, 11:59 p.m. EDT. The U.S. Fish and Wildlife Service (Service/we) recommends that if you send applications through Grants.gov, submit them by September 20, 2010 to allow for any unforeseen technical complications. The Service will not consider applications received after the deadline.

State applicants are encouraged to submit applications 4-6 weeks prior to the deadline to receive Service comments and/or suggestions on applications. Contact the Service for more information (see pages 5-6).

If you would like to be a subgrantee, check with the appropriate State agency to learn of their deadlines for application and their requirements to apply.

We expect to announce the awards by March 2011.

Additional information:

The Sportfishing and Boating Safety Act of 1998 (Public Law 105-178) established the Boating Infrastructure Grants Program (BIG) (16 U.S.C. 777g-1) to provide funding to the 50 States, the District of Columbia, Commonwealths, and territories (we refer to these entities throughout this document as States) for the development and maintenance of facilities for transient nontrailerable recreational vessels. Nontrailerable recreational vessels are defined in the law as recreational vessels 26 feet in length or longer operated primarily for pleasure; or leased, rented, or chartered to another for the latter's pleasure. Transient means passing through or by a place, staying ten days or less. The Act amended the Dingell-Johnson Sport Fish Restoration Act (Wallop-Breaux Act; 16 U.S.C. 777). Subsequent reauthorizations of the Act to allow expenditures from the Sport Fish Restoration and Boating Trust Fund have allowed for the continuation of BIG.

We awarded more than \$12 million in Tier 2 grants in FY 2010 to 10 States across the United States for 13 boating infrastructure projects. We anticipate awarding approximately \$10 million in BIG Tier 2 funding in FY 2011.

The Request for Applications for FY 2011 BIG Tier 1 is in a separate announcement on Grants.gov. You can locate it by doing an advanced search for funding opportunity FWS-BIG-11-T1.

The final rule establishing the requirements for participation in BIG (50 CFR 86) was published in the Federal Register on January 18, 2001 (66 FR 5282).

Additional information about the Boating Infrastructure Grant program is on the internet at <http://wsfrprograms.fws.gov/Subpages/GrantPrograms/BIG/BIG.htm>.

New in the FY 2011 Request for Applications:

- **Expanded examples of information to include in your application (see page 7)**
- **20 page narrative limit (see page 7)**
- **Suggested arrangement of forms and documents in your application package (see page 8)**
- **Clarification of the rules regarding dredging, including a cap of 10% of total BIG project costs, including match, per application (see pages 9-10)**
- **New ranking criteria clarifications (see pages 12-14, 18-20).**

I. Funding Opportunity Description

Recreational boating is a popular activity; there are approximately 13 million registered boats in the U.S. Of this total, an estimated 600,000 are 26 feet in length or longer and are considered nontrailerable. BIG provides Federal grant funds to States to assist in developing and maintaining facilities for transient use by these boats.

Specifically, BIG provides funding to construct, renovate, and maintain either publicly or privately owned boating infrastructure facilities for transient, nontrailerable recreational vessels 26 feet in length or longer. States must provide public access to these federally funded facilities. Some examples of potentially eligible activities include:

- (a) Mooring buoys (permanently anchored floats designed to tie up eligible recreational vessels);
- (b) Day-docks (tie-up facilities that do not allow overnight use);
- (c) Navigational aids (*e.g.*, channel markers, buoys, and directional information);
- (d) Transient slips (slips that boaters with eligible recreational vessels occupy for no more than 10 consecutive days);
- (e) Safe harbors (facilities protected from waves, wind, tides, ice, currents, etc., that provide a temporary safe anchorage point or harbor of refuge during storms);
- (f) Floating docks and fixed piers;
- (g) Floating and fixed breakwaters;
- (h) Dinghy docks (floating or fixed platforms that boaters with nontrailerable recreational vessels use for a temporary tie-up of their small boats to reach the shore);
- (i) Restrooms;
- (j) Retaining walls;
- (k) Bulkheads;
- (l) Dockside utilities;
- (m) Pumpout stations;
- (n) Recycling and trash receptacles;
- (o) Dockside electric service;
- (p) Dockside water supplies;
- (q) Dockside pay telephones;
- (r) Debris deflection booms;
- (s) Marine fueling stations; and
- (t) One time dredging, not to exceed 10% of total BIG project costs, including match (see pages 9-10).

Additional information on BIG, including application requirements, eligible activities, and grants, is in the BIG regulations (50 CFR 86).

II. Award Information:

The Service expects that approximately \$10 million will be available for BIG Tier 2 grants in FY 2011. There is no maximum allowable Federal share for Tier 2 grants, however, we suggest that applicants limit their Federal share requests to not exceed \$1.5 million per application.

III. Eligibility Information

A. Eligible Applicants

Eligible applicants are the Governor-designated State agencies in the United States, the District of Columbia, the Commonwealths of Puerto Rico and the Northern Mariana Islands, and the territories of Guam, the U.S. Virgin Islands, and American Samoa. If you are uncertain of your eligibility, please contact the Service (see pages 5-6), as we maintain a list of eligible agencies.

B. Cost-Sharing or Matching

The maximum Federal cost share for BIG Tier 2 grants is 75 percent. American Samoa, Guam, the Commonwealth of the Northern Mariana Islands and the U.S. Virgin Islands are exempt from match requirements up to \$200,000 per application.

The overall Federal cost share is a factor used in ranking applications. Therefore, applicants are encouraged to provide more than the minimum cost share required (see 50 CFR 86.60(b)(4)).

States may include cost sharing from a third party. A third party is any individual or organization other than the State applicant. We consider subgrantees third parties. **The State must document matching contributions from any third party, including subgrantees, with a signed letter of commitment from an authorized representative.** States must include the letter of commitment in the application package by the deadline and must detail the amount of matching funds or value of donated services. The Service will not award points for partnership (See Ranking Criteria, page 12) without this documentation.

The State applicant is responsible for ensuring the full amount of the non-Federal match as listed on the Standard Form 424.

C. Other

Although only State agencies can apply for and receive grants from this program, we encourage partnering with Tribes, Federal agencies, other State agencies, local governments, non-governmental organizations, private marinas and others as subgrantees and cooperators.

References to “you” in this announcement refer to the State agency completing the application. References to “we” or “us” in this announcement refer to the U.S. Fish and Wildlife Service.

IV. Application and Submission Instructions

A. Address to Request and/or Submit Application Package

You can receive application forms and other material necessary to apply for BIG Tier 2 by contacting one of the Service Regional Wildlife and Sport Fish Restoration (WSFR) Offices.

Application forms are also available through the Grants.gov website and the WSFR toolkit (<http://wsfrprograms.fws.gov/Subpages/ToolkitFiles/toolkit.pdf>).

States should send applications by mail (either a paper copy or electronic file as pdf) to the appropriate Service Regional WSFR Office listed below or online at Grants.gov.

Below is a list of Service Regional WSFR Office contact information:

States, Commonwealths, the District of Columbia, and territories by U.S Fish and Wildlife Service Region	Regional Contact Information
American Samoa, Commonwealth of the Northern Mariana Islands, Guam, Hawaii, Idaho, Oregon, and Washington	U.S. Fish and Wildlife Service WSFR – Federal Assistance Eastside Federal Complex 911 NE 11 th Avenue Portland, OR 97232-4181 503-231-6128 Tony_Faast@fws.gov
Arizona, New Mexico, Oklahoma, and Texas	U.S. Fish and Wildlife Service Wildlife and Sport Fish Restoration Program P.O. Box 1306; 500 Gold Avenue, SW Albuquerque, NM 87103 505-248-7459 Bob_Anderson@fws.gov
Illinois, Indiana, Iowa, Michigan, Minnesota, Missouri, Ohio, and Wisconsin	U.S. Fish and Wildlife Service Wildlife and Sport Fish Restoration Program Bishop Henry Whipple Federal Building 1 Federal Drive Fort Snelling, MN 55111 612-713-5156 Julie_Morin@fws.gov
Alabama, Arkansas, Florida, Georgia, Kentucky, Louisiana, Mississippi, North Carolina, the Commonwealth of Puerto Rico, South Carolina, Tennessee, and the U.S. Virgin Islands	U.S. Fish and Wildlife Service Division of Federal Assistance 1875 Century Boulevard, Suite 324 Atlanta, GA 30345 404-679-7113 Scott_White@fws.gov
Connecticut, Delaware, the District of Columbia, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, Virginia, West Virginia	U.S. Fish and Wildlife Service Wildlife and Sport Fish Restoration Program 300 Westgate Center Drive Hadley, MA 01035 413-253-8406 Alberto_Ortiz@fws.gov

Colorado, Kansas, Nebraska, Montana, North Dakota, South Dakota, Utah, and Wyoming	U.S. Fish and Wildlife Service Wildlife and Sport Fish Restoration Program 134 Union Blvd., P.O. Box 25486 Denver, Colorado 80225 303-236-8165 Eddie_Bennett@fws.gov
Alaska	U.S. Fish and Wildlife Service Wildlife and Sport Fish Restoration Program 1011 East Tudor Road Anchorage, AK 99503 907-786-3698 Alan_Havens@fws.gov
California and Nevada	U.S. Fish and Wildlife Service Wildlife and Sport Fish Restoration Program 2800 Cottage Way, W-1729 Sacramento, CA 95825 916-978-6152 Bart_Prose@fws.gov

Content and Form of Application

Applications submitted for BIG Tier 2 funding **must** include:

1. Application for Federal Assistance (Standard Form 424).
2. Budget Information, i.e., estimated costs to attain the project objectives. You can use Standard Form 424C or present the information in a similar table with cost categories. You should provide sufficient detail for reviewers to understand proposed costs.
 - a. **Contingency reserves are ineligible and must not be included in estimated costs (see 2 CFR 225, Appendix B (9)).**
 - b. Costs for all activities or components of each project must be included and **prorated**, as appropriate. (See below for information on prorating)
3. Statement of Assurances of compliance with applicable Federal laws, regulations, and policies, Standard Form 424D (unless your State agency has an approved Statement of Assurances on file with the Regional Office).
4. A concise project statement to identify and describe:
 - a. The need for the proposed project;
 - b. Discrete, quantifiable, and verifiable objectives to be accomplished during a specific time period;
 - c. Expected results or benefits from accomplishing the objectives;
 - d. The approach to be used in meeting the objectives, including specific procedures, schedules, key personnel, and cooperators;
 - e. Description of the activity, so the Service can make a preliminary assessment of compliance needs for the National Environmental Policy

Act (NEPA), Section 7 of Endangered Species Act (ESA), and Section 106 of the National Historic Preservation Act (NHPA);

- f. A project location, including the GPS coordinates, and map. We suggest that you include two maps: a map of the State showing the general location of the application and a map of the project site. Other geographic aids may be attached, including aerial photographs; and
 - g. **How you prorated costs for activities that would benefit boats other than transient, nontrailerable recreational vessels 26 feet in length or longer or their operators (e.g., work proposed that benefits non-transient vessels, work proposed that benefits the non-boating public, work proposed that benefits boats less than 26 feet in length, or any other work that would be considered an ineligible cost), which costs you prorated, and relevant documentation to validate your prorating method.**
 - i. We will reject your application if you do not prorate costs based on estimated percentage of eligible use and include supporting documentation in the application package.
5. A description with appropriate documentation of how the proposed project addresses each of the **ranking criteria found at 50 CFR 86.60**.
- a. We suggest you address each ranking criterion with a brief statement or table.
 - b. It is not necessary to duplicate information that addresses the ranking criteria in your project statement (#4 above).
6. Although not required, we highly recommend that you include photographs, drawings, or schematic interpretations of the overall proposed project detailing:
- a. How the facility and project area appears presently;
 - b. What you propose to construct or renovate;
 - c. Proposed project dimensions and methodology for determining the number of docks and/or slips proposed;
 - d. How the completed project will appear after it is complete; and
 - e. If one time dredging is proposed, include an aerial photograph and schematic drawing to indicate the specific area to be dredged.
7. Signed letter(s) of commitment from an authorized representative of any third party cooperator(s) or partner(s) to receive points for the partnership ranking criterion.

New in FY 2011: There is now a 20 page limit for the narrative section of the application package. This includes the project statement (#4 above), information describing the ranking criteria (#5 above), and accompanying materials. Exempt from the page limit are the forms (SF 424, SF 424 C, SF 424 D), pages of only maps and/or photos, drawings or schematics of the proposed project, and letters of commitment. If the narrative section of the application is over the 20 page limit, the reviewer(s) will not consider the information beyond page 20 when reviewing and/or scoring the application. We suggest that your entire application package not exceed 50 pages, including all forms, maps, photographs, drawings, and letters.

We request you arrange the application package in the following order:

1. SF 424
2. SF 424 C (or budget table)
3. SF 424 D
4. project statement
5. ranking criteria information
6. maps and/or photos
7. drawings or schematics of the proposed project
8. letters of commitment

Applications should be on or formatted to print (in the case of an electronic application) on 8.5" X 11" paper, with 1" margins at the top, bottom, and both sides, and page numbers at the bottom of the page (starting with the project statement). Fonts should be legible, i.e., preferably 12 point Arial, Times New Roman, or other commonly used font. Binding materials are discouraged.

You do not need to include final engineering drawings and/or permits in your application package. If we select your project, these may be required prior to the Service approving the grant.

In accepting Federal funds, you must comply with all applicable Federal laws, regulations, and policies. You will need to provide evidence of compliance with the NEPA, ESA, NHPA, and other Federal laws as part of the post-award approval process if we select the application for award.

B. Submission Dates and Times:

You may submit applications by mail or through Grants.gov. The deadline for submitting by mail is September 22, 2010, 4:00 p.m. local time. The deadline for submitting through Grants.gov is September 22, 2010, 11:59 p.m. EDT. We recommend that if you send applications through Grants.gov, submit them by September 20, 2010 to allow for any unforeseen technical complications. We will not consider applications received after the deadline.

States are encouraged to submit applications 4-6 weeks prior to the deadline to receive Service comments and/or suggestions on applications. Contact the Service Regional WSFR Office for more information (see pages 5-6).

D. Intergovernmental Review

The Boating Infrastructure Grant program is subject to EO 12372 "Intergovernmental Review of Federal Programs." States, the District of Columbia, Commonwealths, and territories that choose to participate in the Executive Order process should establish Single Points of Contact (SPOCs). State applicants that are subject to E.O. 12372 should alert their SPOCs early in the

application process. If you as an applicant are required to submit materials to a SPOC, indicate the date of this submittal (or the date of contact if no submittal is required) on the Standard Form 424.

E. Funding Restrictions

1. You may include the following eligible activities in the application:
 - a. Construct, renovate, and maintain either publicly or privately owned boating infrastructure facilities. To be eligible, you must:
 - i. Build these facilities on navigable waters, available to the public.
 - ii. Design new construction and renovations to last at least 20 years.
 - iii. Design these facilities for temporary use for transient nontrailerable recreational vessels;
 - iv. Build these facilities in water deep enough for nontrailerable recreational vessels to navigate;
 1. A minimum of 6 feet of depth at the lowest tide or other measure of lowest fluctuation;
 2. You must meet the required 6 feet depth at project completion. Therefore, one-time dredging may be included to meet this depth. (See 1. b. in this section)
 - v. Provide security, safety, and service for these boats; and
 - vi. Install a pumpout station, if you construct a facility for overnight stays.
 1. If there is already a pumpout within a reasonable distance (generally within 2 miles) of the facility, you may not need one;
 2. For facilities intended as day stops, we encourage you to install a pumpout;
 3. You may use funds from the BIG program, however as a first option, we recommend that you consider applying for Clean Vessel Act grant program funding, also administered by the Service, to pay for a pumpout; and
 4. You must prorate BIG Tier 2 funds for a pumpout that is available for boats that don't meet the definition of transient, nontrailerable recreational vessel.
 - b. Do one-time only dredging to provide transient vessels safe channel depths between the BIG funded tie-up facility and maintained navigation channels or open water. **The following rules apply to dredging for BIG Tier 2:**
 - i. **New in FY 2011, Dredging costs must not exceed 10% of total BIG project costs, including match. Include budget information for dredging in your application, so that we can determine that your project meets this requirement.**
 - ii. Eligible dredging costs are limited to those associated with dredging the most direct route from the tie-up facility to the maintained

- channel or open water (this would allow you to dredge where slips, day docks, mooring buoys, floating docks, floating piers, dinghy docks, or other eligible boating infrastructure facility for transient, nontrailerable recreational vessels will be, as well as from these facilities to the maintained channel or open water);
- iii. Maintenance dredging, which is dredging to maintain a channel after having received BIG funds for one-time dredging, is ineligible;
 - iv. Include an explanation of why the dredging is necessary and reasonable to meet the project objectives in your application, including the need, dredging method, and planned maintenance of the dredging project (maintaining a dredged area is not an eligible cost under BIG);
 - v. The proposed dredged area must be part of a navigable water body or channel. Dredging may restore channels, but must not create new access;
 - vi. You must dredge the area to a minimum draft of 6 feet at the lowest point during the lowest tide or fluctuation. You must meet the required 6 feet depth at project completion. You must maintain the dredged area to meet this minimum requirement for 20 years (maintaining a dredged area is not an eligible cost under BIG);
 - vii. Maintenance of the channel and costs associated with the 20 year maintenance are responsibilities of the grantee;
 - viii. If boats that do not meet the definition of transient, nontrailerable recreational vessel will travel the dredged area, you must prorate the costs appropriately; and
 - ix. After selection, but prior to grant approval, you may be required to forward us copies of permits and approvals needed for the dredging project.
- c. Install navigational aids, limited to giving transient vessels safe passage between the tie-up facility and maintained channels or open water.
 - d. Apply funds to grant administration.
 - e. Fund preliminary costs:
 - i. Preliminary costs may include any of the following activities completed before a grant is approved:
 1. conducting appraisals;
 2. administering environmental reviews and permitting;
 3. conducting technical feasibility studies, for example, studies about environmental, economic, and construction engineering concerns;
 - ii. Preliminary costs will only be funded if your project is selected for award.
 - f. Produce information and education materials such as charts, cruising guides, and brochures.

2. An application is **ineligible** for funding if you propose to:
 - a. Complete a project that does not provide public benefits, for instance, a project that is not open to the public for use;
 - b. Involve law enforcement activities;
 - c. Significantly degrade or destroy valuable natural resources or alter the cultural or historic nature of the area;
 - d. Construct or renovate principal structures not expected to last at least 20 years;
 - e. Do maintenance dredging (See Question 1, Appendix A);
 - f. Fund dredging in excess of 10% of the total BIG project costs (Federal request and match);
 - g. Fund operations or routine, custodial, and janitorial maintenance of the facility;
 - h. Construct, renovate, or maintain boating infrastructure tie-up facilities for the following:
 1. Tie-up slips available for occupancy for more than 10 consecutive days by a single party;
 2. Dryland storage;
 3. Haul-out features; and
 4. Boating features for trailerable or “car-top” boats (boats less than 26 feet in length), such as launch ramps and carry-down walkways.
 - i. Develop a State program plan to construct, renovate, and maintain boating infrastructure tie-up facilities;
 - j. Conduct surveys to determine boating access needs; and
 - k. Purchase land or interests in land, including riparian rights.

3. If boats other than transient, nontrailerable recreational boats will use or benefit from an eligible BIG project, you must prorate the costs according to Federal cost principles. We will not consider the application for funding if you do not prorate costs appropriately.

To prorate features that will be used by or benefit all boats, such as fuel docks or breakwaters, you should identify the percentage of boat slips/tie ups for transient, nontrailerable recreation vessels in your marina or the immediate project location. Do not use the percentage of such boats in the area.

For example, if you propose to construct a wave attenuator that will benefit transient as well as nontransient recreational vessels, with 70 percent of the vessels being transient, nontrailerable, recreational vessels 26 feet in length or longer (based on the percentage of slips in the marina), you may only charge 70 percent of the construction costs to the project. You should include an explanation of prorating in your application as well as data to validate your method.

Please contact your Regional WSFR Office for more information on prorating. Also, see 50 CFR 86.44 for additional information. **In order to avoid having your application rejected, it is important that you prorate appropriately.**

V. Application Review Information

A. Criteria and Available Point Values

Criteria for reviewing and ranking BIG Tier 2 applications are in the Final Rule for BIG (50 CFR 86.60). **Please see Attachment A for frequently asked BIG questions and clarifications to the ranking criteria.** The following criteria must be addressed fully to demonstrate that the proposed BIG project will:

1. Provide for public/private and public/public partnership efforts to develop, renovate, and maintain BIG facilities. These partners must be other than the Service and lead State agency, but may include a subgrantee.
 - One partner. (5 points)
 - Two partners. (10 points)
 - Three partners. (15 points)

Note – to receive points for this criterion, you must document partner contribution(s) with a signed letter of commitment from an authorized representative of the match provider/partner and such costs must be necessary and reasonable to accomplishing the proposed project objective(s).

2. Use innovative techniques to increase the availability of BIG facilities for transient nontrailerable recreational vessels (includes education/information). (0-15 points)

Note – you are encouraged to detail how or why the proposed techniques or education/information materials are innovative and how they increase the availability of facilities.

3. Include private, local, or State funds above the required non-Federal match. If so, identify the percentage of non-Federal match.
 - Twenty-six percent to thirty-five percent (5 points)
 - Thirty-six percent to forty-nine percent (10 points)
 - Fifty percent and above (15 points)

Note – non-Federal match contributions must be reasonable and necessary to accomplishing the proposed project objectives. Do not include items or costs that are not part of the BIG project.

4. Be cost efficient. Projects are cost efficient when the BIG facility or access site features add a high value of economic return and/or public use compared with the

proposed funding. For example, an application that proposes to construct a small feature such as a transient mooring dock using BIG funds, within an existing facility with existing features (restrooms, utilities, etc.), adds higher value and opportunity than an application that proposes to install all of those features (restrooms, utilities, etc.)(0-10 points total).

You may receive between 0-5 points for an application based on whether the proposed project is an enhancement to an existing facility, or additional services, or if the application is for the development of entirely new supporting infrastructure for the proposed project (e.g., new marina development). Applications to increase the transient space at an existing marina or services will receive a higher score (3-5 points) compared to projects that propose the development of a brand new marina or supporting infrastructure (0-2 points).

Also, to demonstrate cost efficiency, **applicants should include the number of boat slips for transient nontrailerable recreational vessels that your project proposes to construct or renovate.** This information helps the National Review Panel determine a Federal cost share per slip estimate, which accounts for half of the points for this criterion. We won't award any points for this part of the cost efficiency ranking criterion unless you are proposing to construct or renovate slips for transient nontrailerable recreational vessels (e.g., 0 points to build a fuel dock only). The point breakdown follows:

- 5 points if the Federal cost share per new or renovated slip is < \$12,500
 - 4 points if the Federal cost share per new or renovated slip is \$12,501 - \$24,999
 - 3 points if the Federal cost share per new or renovated slip is \$25,000 - \$54,999
 - 2 points if the Federal cost share per new or renovated slip is \$55,000- \$79,999
 - 1 point if the Federal cost share per new or renovated slip is \$80,000 - \$104,999
 - 0 points if the Federal cost share per new or renovated slip is > \$104,999, or if no slip construction or renovation is proposed in your project.
5. Provide a significant link to prominent destination way points such as those near metropolitan population centers, cultural or natural areas, or that provide safe harbors. (0 or 10 points)

Note – Applications that propose to construct or renovate facilities that do not include boat slips or tie-ups will receive 0 points for this ranking criterion, e.g., fuel dock only.

6. Provide access to recreational, historic, cultural, natural, or scenic opportunities of national, regional, or local significance. Projects that provide access to opportunities of national, regional, or local significance receive 5 points for each, for a maximum of 15 points.

Note – Applications receive 5 points for providing access to at least one nationally significant opportunity, 5 points for providing access to at least one regionally significant opportunity, and 5 points for providing access to at least one locally significant opportunity.

You will not receive more than 5 points for having multiple significant opportunities in any of the above categories.

We suggest that you list examples of opportunities, the type of opportunity (i.e., nationally, regionally, or locally significant), and the time and distance to access such opportunities by boat, car, and bicycle (if appropriate). To receive points, access to the opportunity of significance must be within a reasonable distance of the project location.

7. Provide positive economic impacts to a community. For example, a project that costs \$100,000 and attracts a number of boaters who altogether spend \$1 million a year in the community would be providing significant positive economic impact to a community. (1-5 points)

Applications that do not address or inadequately address the economic benefits of a project will receive the minimum score (1).

To receive higher scores (2-5) an application must address the potential economic impacts to the local community. You may use a variety of sources to estimate the economic impacts of a project, including previously completed studies from the local or surrounding area. Although the Service recognizes the importance of boating in general to State and regional economies, the application must address the specific potential economic impact of the project on the local area to receive 2 – 5 points for this criterion.

8. Include multi-State efforts that result in coordinating location of tie-up and other facilities. To receive points for this criterion, an application must include formal documentation of multi-State efforts (e.g., signed memorandum of agreement, signed letter, etc.)(5 points).

B. Review and Selection Process

Project selection is a three-step process: application acceptance, application ranking, and application selection.

- Application acceptance - The Service Regional WSFR Offices determine that applications are complete, substantial, and eligible. We will notify applicants of applications that are not eligible. States may revise and resubmit applications until the identified application deadline.

- Application ranking - Once the Service Regional WSFR Office accepts an application they send it to the Service National WSFR Office for coordination of review and ranking. A panel of Service employees completes the review and ranking of the applications. A subcommittee of the Sport Fishing and Boating Partnership Council also ranks the applications. Collectively, these two review groups comprise the National Review Panel.
- Application selection - The National Review Panel scores and ranks applications and recommends a ranked list to the Service Director. The Service Director makes final grant determinations.

C. Anticipated Announcement and Award Dates

We expect to announce the grants by March 2011. Service Regional WSFR Offices will notify State applicants of the process needed to receive a grant, if selected.

VI. Award Administration Information

1. Award Notices

We will notify successful State applicants by letter that we have selected their application for funding. The letter will include the amount of the grant and the remaining process needed to receive the grant. We will also publish a national press release announcing the selection of awards on our website.

2. Administrative and National Policy Requirements

Once we have selected a project for funding, compliance with all applicable Federal laws, regulations, and policies, including environmental laws such as the National Environmental Policy Act, the Endangered Species Act, the National Historic Preservation Act, and applicable executive orders must be satisfied before we can approve a grant and make funding available.

The Office of Management and Budget (OMB) published a Federal Register notice (68 FR 38402) on June 27, 2003 that requires all applicants for Federal grants or cooperative agreements to obtain a unique Data Universal Number System (DUNS) number. Organizations can receive a DUNS number at no cost by calling a DUNS number request line at 1-866-706-5711 or on-line at <http://www.dnb.com>.

All financial assistance awards are subject to Federal financial administration requirements. The Service Regional WSFR Offices will work with applicants to ensure that all financial arrangements comply with these requirements.

To find out more about the rules, including administrative requirements and cost principles, you may review them on the WSFR Toolkit at:

<http://wsfrprograms.fws.gov/Subpages/ToolkitFiles/toolkit.pdf>. The rules that apply to different grant recipients are:

Table 1. Federal Financial Administrative Guidance	
<u>Categories of Recipients</u>	<u>Specific Rules and Guidance</u>
States, local governments and Tribes	<ul style="list-style-type: none"> - 43 CFR 12 (Administrative and Audit Requirements and Cost Principles for Assistance Programs) - 43 CFR 18 (New Restrictions on Lobbying) - 2 CFR 225 (Cost Principles) - OMB Circular No. A-102 (Grants and Cooperative Agreements) - OMB Circular No. A-133 (Audits)
Individuals, private firms, and non-profits excluded from coverage under OMB Circular No. A-122	<ul style="list-style-type: none"> - Federal Acquisition Subpart 31.2 - 43 CFR 18 (New Restrictions on Lobbying) - 48 CFR 31 (Contracts with Commercial Organizations)
Non-profit organizations covered under OMB Circular No. A-122	<ul style="list-style-type: none"> - 43 CFR 18 (New Restrictions on Lobbying) - 2 CFR 215 (Administrative Requirements for Grants) - 2 CFR 230 (Cost Principles) - OMB Circular No. A-133 (Audits)
Educational Institutions (even if part of a State or local government)	<ul style="list-style-type: none"> - 43 CFR 18 (New Restrictions on Lobbying) - 2 CFR 220 (Cost Principles) - 2 CFR 215 (Administrative Requirements for Grants) OMB Circular No. A-133 (Audits)

3. Reporting

See reporting requirements, including retention and access requirements, in 43 CFR 12.82. Additional details regarding new requirements, guidance, consequences, etc. are available in the document “Interim Guidance for Financial and Performance Reporting” located at <http://wsfrprograms.fws.gov/subpages/toolkitfiles/intgdrpt.pdf>.

VII. Agency Contacts

The Service administers the Boating Infrastructure Grant Program. National level program information can be obtained by contacting:

Christy Vigfusson
 U.S. Fish and Wildlife Service
 Wildlife and Sport Fish Restoration Program
 Mailstop WSFR-4020
 4401 North Fairfax Drive
 Arlington, VA 22203
 703-358-1748
 Christy_Vigfusson@fws.gov

For project specific information and application details, contact your Service Regional WSFR Office:

Region 1 - Tony Faast, Tony_Faast@fws.gov, 503-231-6128
Region 2 – Bob Anderson, Bob_Anderson@fws.gov, 505-248-7459
Region 3 – Julie Morin, Julie_Morin@fws.gov, 612-713-5156
Region 4 – Scott White, Scott_White@fws.gov, 404-679-7113
Region 5 – Alberto Ortiz, Alberto_Ortiz@fws.gov, 413-253-8406
Region 6 – Eddie Bennett, Eddie_Bennett@fws.gov, 303-236-8165
Region 7 – Alan Havens, Alan_Havens@fws.gov, 907-786-3698
Region 8 – Bart Prose, Bart_Prose@fws.gov, 916-978-6152

VIII. Other Information

The Federal government is not bound to financially support any project until the Service authorized representative has approved the award.

OMB Control Number 1018-0109

PAPERWORK REDUCTION ACT STATEMENT: The Paperwork Reduction Act requires us to tell you why we are collecting this information, how we will use it, and whether or not you have to respond. We will use the information that we collect to evaluate applications submitted to acquire funding for Boating Infrastructure Grant Program funds. Your response is required to receive funding. A Federal agency may not conduct or sponsor and you are not required to respond to a collection of information unless it displays a currently valid OMB Control Number. We estimate that it will take an average of 50 hours to complete the application. The average estimated annual burden associated with writing and submitting required performance reports is 6 hours. You may send comments concerning the burden estimates or any aspect of this information collection to the Information Collection Clearance Officer, U.S. Fish and Wildlife Service, MS 222 ARLSQ, 4401 N. Fairfax Drive, Arlington, VA 22203.

Attachment A

Boating Infrastructure Grant Program Questions and Answers

1. Is maintenance dredging eligible for funding?

No. Maintenance dredging, which is dredging to maintain a channel after having received BIG funds for one time dredging, is ineligible and may disqualify an application from consideration.

As stated in the program rules (50 CFR 86.20), you may “do one-time dredging only, to give transient vessels safe channel depths between the tie-up facility and maintained channels or open water.” Eligible dredging costs are limited to those associated with dredging the most direct route from the tie-up facility to the maintained channel or open water (this would allow you to dredge where slips for transient, nontrailerable recreational vessels will be, but not between slips and the land).

2. What if the dredging needs of the project exceed the 10% limit?

BIG funding for dredging costs for any proposed project are limited to 10 % of the total project costs, including the BIG Federal share and match. State agencies may use any other source of funding separate from the grant to fund dredging in excess of 10% of the total BIG project costs.

3. Are services such as food service, retail, or lodging considered eligible boating infrastructure facilities for this program?

No. BIG will not fund services or structures for food service, retail, or lodging. This would include ship stores, food courts, and hotels.

BIG can fund restrooms and laundry facilities for boaters of transient, nontrailerable recreational vessels. You must prorate costs for these facilities to account for any use by others.

4. Regarding the ranking criterion addressing partnerships, who do we consider a contributing partner?

Individuals, organizations, companies, and others may be considered partners if they provide cash or in-kind contributions to the proposed BIG project that are: (1) identified in the application (and on the SF 424, Application for Federal Assistance); (2) quantifiable; and (3) reasonable and necessary to meet the project objectives. Applicants must submit letter(s) of commitment from an authorized representative of any partner detailing the terms of participation and the amount of matching funds or value of donated services to receive points for this criterion. We may consider Federal Agencies that contribute to the success or

completion of the project a partner, even though we cannot accept a financial contribution from a Federal entity as match.

5. Are parking lots and access roads adjacent to boating facilities for transient, nontrailerable recreational vessels eligible costs?

If the costs are necessary and reasonable to meeting the project objectives, the costs may be eligible. There should be no more than a small number of parking spots or a short access road built with BIG funds. You must prorate if they will be used by boaters other than those in or operating transient, nontrailerable recreational vessels.

6. Can I fund a pumpout or floating restroom with BIG funds?

Yes. However, you must prorate if a proposed facility will be used by boaters others than those in or operating transient, nontrailerable recreational vessels.

7. Are applications that propose to fund only engineering studies and other planning efforts eligible for BIG funds?

Yes, BIG funds may be used for projects that involve only engineering and feasibility studies, as well as other activities necessary for the planned construction of facilities for transient boaters. We list these as eligible activities for the program (50 CFR 86.20).

The Service will accept and score applications that include only these activities in anticipation of the development of transient boating opportunities. However, since these applications do not include the development of transient boating facilities they cannot receive points for the criteria for innovative techniques, cost efficiency, providing access to opportunities, and providing significant economic impacts (50 CFR 86.60).

8. May you purchase land, or an interest in land, with BIG funds?

No, land acquisition (fee simple or easement) is not an eligible cost for BIG. The purpose of BIG is to provide infrastructure for nontrailerable, transient recreational boats 26 feet in length or longer.

9. May an applicant use existing real property as non-Federal match? If yes, then how will the value of these be determined?

With the exception of land and interest in the land, existing real property may be used as non-Federal match if it is necessary and reasonable for achieving the project objectives. The State is responsible for determining the fair market value of accepted real property, e.g., docks and buildings, in accordance with applicable Federal regulations and cost principles. If the proposed value of the match is not adequately justified, the application may be ineligible.

10. May real property and in-kind services serve as the entire State match?

With the exception of land and interest in the land, existing real property and eligible in-kind services may serve as the entire non-Federal match or any portion thereof. The property and services must be necessary and reasonable and must continue to serve the purpose for the useful life of the BIG project.

11. Can riparian rights serve as the State match?

No, riparian rights constitute an interest in land. Existing riparian rights are not eligible as in-kind match nor is the acquisition of riparian rights an eligible project cost for the BIG program.

12. What do we consider real property?

Real property as defined at 43 CFR 12 is “land, including land improvements, structures and appurtenances thereto, excluding movable machinery and equipment.” You cannot use land and interest in land as non-Federal match for BIG, but other existing real property may be used as non-Federal match.

13. Who determines if an application is eligible?

Service Regional WSFR personnel determine whether an application is eligible and should be considered for ranking by the National Review Panel. If Regional personnel have questions regarding the eligibility of a project, they are encouraged to consult with the Service National WSFR Office.

Service National WSFR Office will reexamine the application’s eligibility if questions arise. If deemed ineligible, we will not consider the application for funding.

14. Who should I contact if I have additional questions?

Additional information is available from the Service Regional WSFR Offices contact listed on pages 5-6.