

Boating Infrastructure Grant Program (BIG)



April 26, 2017 – BIG Workshop – DNR Marine Resources Center

SC BIG Program



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BIG Advisory Committee



National Marine Manufacturer's Association – SC



SC Sea Grant



SC DNR Engineering & Boat Access Section



SC Parks, Recreation, Tourism

BIG Resources

Boating Infrastructure Grant Program (BIG)



April 26, 2017 – BIG Workshop – DNR Marine Resources Center



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Part V

Department of the Interior

Fish and Wildlife Service
50 CFR Part 86
Boating Infrastructure Grant Program; Proposed Rule

BIG Resources

OMB Control Number:1018-0109
Expiration Date: 11/30/2018

U.S. Fish and Wildlife Service Wildlife and Sport Fish Restoration Program

Boating Infrastructure Grant Program
Tier 1 – State

Catalog of Federal Domestic Assistance (CFDA) Number: 15.622

Notice of Funding Opportunity (Funding Opportunity Number: F16AS00269)

Paperwork Reduction Act Statement. We are collecting this information in accordance with Sportfishing and Boating Safety Act, Title VII, Subtitle D, Section 7404, Public Law 105178, 16 U.S.C. 777g-1, Safe, Accountable, Flexible, Efficient Transportation Equity Act, Public Law 109059, and the Fixing America's Surface Transportation (FAST) Act (Public Law 114-94). Your response is required to obtain or retain a benefit. We will use the information you provide to conduct a competitive review and select projects for funding. We 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 applicants under this program about 40 hours to complete an application. We estimate it will take recipients under this program about 5 hours to complete required reporting and required recordkeeping. All burden estimates include the time to review instructions, search existing data resources, gather data needed and complete and review the submission. You may send comments on the burden estimate or any other aspect of this information collection to the Information Collection Clearance Officer, U.S. Fish and Wildlife Service, MS BPHC, 5275 Leesburg Pike, Falls Church, VA 22041-3803.

I. Description of Funding Opportunity

Recreational boating is a popular activity; there are approximately 12 million registered boats in the United States. Of this total, an estimated 560,000 are at least 26 feet long. The Sportfishing and Boating Safety Act of 1998 (Public Law 105-178) established the Boating Infrastructure Grants (BIG) Program (16 U.S.C. 777g-1) to provide funding to the 50 States, the District of Columbia, the Commonwealths of Puerto Rico and the Northern Mariana Islands, and the territories of Guam, American Samoa, and the U.S. Virgin Islands (States) for the construction, renovation and maintenance of boating infrastructure facilities for transient recreational vessels at least 26 feet long that are operated, leased, rented, or chartered primarily for pleasure. The Act amended the Dingell-Johnson Sport Fish Restoration Act (16 U.S.C. 777). Subsequent reauthorizations of the Act allow expenditures from the Sport Fish Restoration and Boating Trust Fund and the continuation of the BIG Program.

Boating infrastructure means the structures, equipment, accessories, and services that are necessary or desirable for a facility to accommodate eligible vessels. Transient vessels are those passing through or by a place, staying up to 15 days. Projects completed using BIG funds must provide public access, but may be publicly or privately owned. Some examples of potentially eligible activities include but are not limited to the following (See Section IV, Funding Restrictions for additional information):

- (a) Boat slips, piers, mooring buoys, dinghy or courtesy docks, day docks, and gangways;
- (b) Fuel stations, restrooms, showers, utilities, laundry facilities and similar amenities;
- (c) Lighting, communications, buoys, beacons, signals, markers, signs; security features;

OMB Control Number:1018-0109
Expiration Date: 11/30/2018

U.S. Fish and Wildlife Service Wildlife and Sport Fish Restoration Program

Boating Infrastructure Grant Program
Tier 2 – National

Catalog of Federal Domestic Assistance (CFDA) Number: 15.622

Notice of Funding Opportunity (Funding Opportunity Number: F16AS00264)

Paperwork Reduction Act Statement. We are collecting this information in accordance with Sportfishing and Boating Safety Act, Title VII, Subtitle D, Section 7404, Public Law 105178, 16 U.S.C. 777g-1, Safe, Accountable, Flexible, Efficient Transportation Equity Act, Public Law 109059, and the Fixing America's Surface Transportation (FAST) Act (Public Law 114-94). Your response is required to obtain or retain a benefit. We will use the information you provide to conduct a competitive review and select projects for funding. We 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 applicants under this program about 40 hours to complete an application. We estimate it will take recipients under this program about 5 hours to complete required reporting and required recordkeeping. All burden estimates include the time to review instructions, search existing data resources, gather data needed and complete and review the submission. You may send comments on the burden estimate or any other aspect of this information collection to the Information Collection Clearance Officer, U.S. Fish and Wildlife Service, MS BPHC, 5275 Leesburg Pike, Falls Church, VA 22041-3803.

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- (b) Fuel stations, restrooms, showers, utilities, laundry facilities and similar amenities;
- (c) Lighting, communications, buoys, beacons, signals, markers, signs; security features;

BIG Resources

BIG Ranking Criteria

Ranking Criteria

Points

A. Need, Access, and Cost Efficiency

20 total

(1) More or Improved Facilities

0-10

(2) Benefits justify costs

0-7

(3) Significant destinations

0-3

B. Match and Partnerships

10 total

(1) More than minimum match

0-7

(2) In-kind match

0-3

C. Innovation

6 total

(1) Improve User Access

0-3

(2) Innovative Components

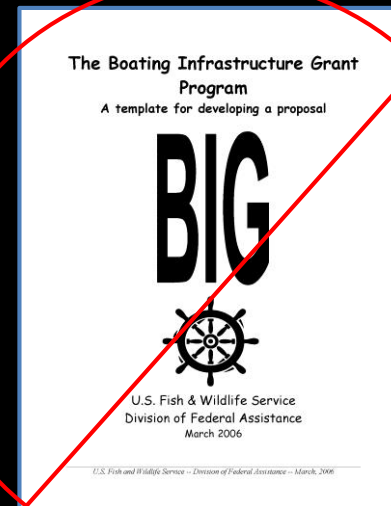
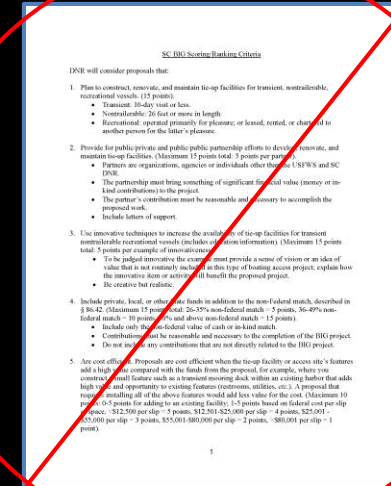
0-2

(3) Environmental Stewardship

0-1

D. TOTAL POINTS

36



Recreational Boating



BIG Program Funding



- Established with the Sportfishing and Boating Safety Act of 1998 (Public Law 105-178).
- Funded through the Sport Fish Restoration and Boating Trust Fund which is derived from excise taxes on fishing equipment, motorboat and small engine fuels, import duties, and interest on the fund.

EXCISE TAXES
FISHING EQUIPMENT
TROLLING MOTORS

IMPORT DUTIES
PLEASURE BOATS
AND YACHTS

FUEL TAX
HIGHWAY TRUST
FUND MOTORBOAT/
SMALL ENGINE FUEL

INTEREST
FROM TRUST
FUND



SPORT FISH RESTORATION & BOATING TRUST FUND



SF AND BOATING
PARTNERSHIP COUNSEL
\$400K

MULTI-STATE
CONSERVATION
\$3M

FISHERIES
COMMISSIONS
\$800K

SFR ADMIN —
FIXED W/CPI ADJ

CVA
PROGRAM
2%

BIG
PROGRAM
2%

NAT'L OUTREACH/
COMMUNICATION
2%

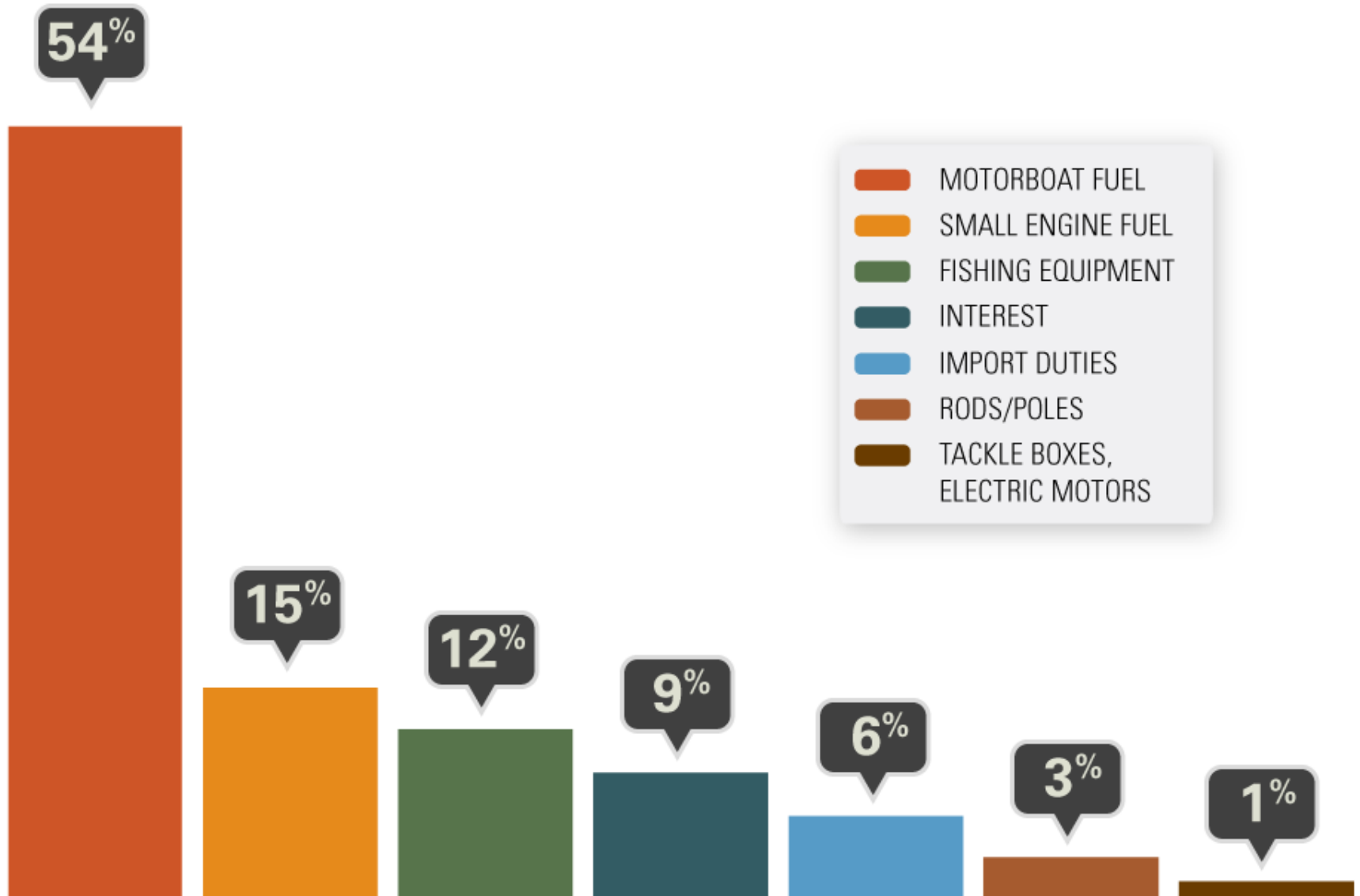
RBS
PROGRAM
18.5%

COASTAL
WETLANDS
18.5%

STATES SFR/
BOAT
ACCESS 57%

TRUST FUND REVENUE SOURCES

SPORT FISH
RESTORATION



CYCLE OF SUCCESS

Better fishing,
boating, hunting &
wildlife-associated
recreation

Anglers, hunters, boaters,
purchase fishing/
hunting equipment &
motor boat fuels

State agencies
implement
programs &
projects

Manufacturers
remit excise tax on
that equipment
and boaters pay
fuel taxes

States receive
grants

U.S . Fish &
Wildlife Service
allocates funds to
State fish &
wildlife agencies



BIG Program Purpose

Provides funding for the construction and renovation of boating infrastructure tie-up facilities for transient, recreational vessels at least 26' long.

- Transient: 15-day visit or less.
- Recreational: operated primarily for pleasure; or leased, rented, or chartered to another person for the latter's pleasure.

Transient Vessels



Non-eligible Vessels

- Commercial vessels
- Vessels that dock or operate permanently from the BIG-funded facility.
- Vessels that receive payment to routinely transport passengers on a prescribed route.
 - Cruise ships
 - Dive boats
 - Ferries



BIG Program Need

- >600,000 non-trailerable, recreational boats in the US.
- # transient vessels exceed the capacity of existing facilities.
- Size of transient vessels exceed the capacity of existing facilities.
- Vessels of this size require access to sanitary services and therefore need docking facilities to access pump-out stations.

BIG Program Benefits

- Protects the integrity of our waterways by ensuring that these boaters have places to seek refuge, dispose of waste properly and use onshore facilities instead of discharging into navigable waters.
- Enhance access to recreational, historic, cultural and scenic resources.
- Strengthen community ties to the water's edge and provide economic benefits.
- Promote public/private partnerships and entrepreneurial opportunities.
- Provide continuity of public access to the shore.
- Provide safe harbors.

Economic Impact

Rising Sun – 453' Motor Yacht – 62 full time crew – 10 days

- 50,000 gallons diesel (\$181,000)
- 10 days dockage (\$14,400)
- Crew transportation (\$7,000)
- Food provisions (\$28,000)
- Flowers (\$8,500)
- 20 Mac books (\$20,000)



BIG Grantee Eligibility

- Both public (state, county, cities, towns, or villages) and private (any facility not associated with government) marina facilities located in South Carolina are eligible for funding.
- Grantees must meet all Federal Regulations as detailed in USFWS 50 CFR Part 86.
- Grantees must be registered in the SC Procurement System:
 - <http://procurement.sc.gov/PS/vendor/PS-vendor-registration.phtm>

BIG Grant Types

Tier I

- \$200,000 total (federal) to SC in any given funding cycle.
- Projects cannot exceed \$125,000 in federal funding.
- Compete against other SC projects.
- One or more may be selected depending on requests.
- Can submit more than one as long as the projects are not dependant on completion of the other. Must stand alone.

BIG Grant Types

Tier II

- \$ 1.5 million (federal) funding limits on projects.
- Limits will be published in Notice Of Funding Opportunity (NOFO), formerly called RFA.
- USFWS expects to award approx. \$10-14 million/funding cycle.
- Compete against all other projects nationwide.
- Can submit more than one as long as the projects are not dependant on completion of the other. Must stand alone.

BIG Eligible Infrastructure

1. Transient vessel slips
2. Floating docks and fixed piers/breakwaters
3. Day-docks
4. Dinghy docks
5. Restrooms / showers
6. Mooring systems
7. Dockside utilities
8. Navigational aids
9. Marine fueling stations
10. Dredging



Eligible Pre-Award Costs

Only eligible for reimbursement if project is obligated!

1. Conducting appraisals.
2. Administering environmental reviews and permitting.
3. Conducting technical feasibility studies.
4. Carrying out site surveys and engaging in site planning.
5. Preparing cost estimates.
6. Preparing working drawings, construction plans, and specifications.
6. Estimating Useful Life of capital improvements.

Requirements

Facilities must:

- Be designed for temporary (no more than 15-day visit) use by transient, recreational vessels (operated primarily for pleasure) at least 26' in length.
- Be located on navigable waters.
- Be in water greater than or equal to 6 feet of depth at the lowest tide, unless alternate depth is justified and approved.
- Allow reasonable public access to all recreational vessels.
- Charge equitable fees.
- Be open for reasonable periods.
- Provide security, safety, and service (including a pumpout station for overnight facilities).

Requirements cont.

Facilities must:

- Be designed to last for a reasonable duration of time, as determined through a capital improvement Useful Life Determination.
- Be built to Americans with Disabilities Act (ADA) compliance standards.
- Install navigational aids to allow safe passage for transient vessels between the tie up facility and the channels or open water.
- Place signage informing boaters that the project was funded through the Sport Fish Restoration and Boating Trust Fund.
- Allow reasonable access to all recreational vessels, as long as there is no interference with eligible users.

Requirements cont.

Facilities must:

- Provide matching funds of 25% or more. Non-federal funds only.
- Put a Notice of Grant Agreement on their deed declaring there is a federal interest on the property.
- User Fees must be used for operation and maintenance of the funded infrastructure.



SC BIG Projects

Completed

- 2001 – Cooper River Marina – Tier II – \$928,125
- 2002 – Charleston City Marina – Tier II – \$1,357,000
- 2003 – Georgetown Harborwalk – Tier II – \$234,498
- 2003 – Charleston Maritime Center – Tier II – \$316,250
- 2012 – Downtown Marina of Beaufort – Tier I – \$100,000
- 2012 – Georgetown Harborwalk – Tier I – \$78,300
- 2013 – Charleston City Marina – Tier 1 – \$21,000

In-progress

- 2013 – Charleston City Marina – Tier 2 – \$1,496,462
- 2014 – Charleston City Marina – Tier 1 – \$24,584
- 2014 – Myrtle Beach Yacht Club – Tier 1 – \$44,982
- 2014 – Beaufort Downtown Marina – Tier 2 – \$195,493
- 2014 – St. John's Yacht Harbor – Tier 2 – \$936,838



SC BIG Projects

In-progress continued

- 2015 – Charleston City Marina – Tier I – \$34,698
- 2015 – Harbour Town Yacht Basin – Tier I – \$29,232
- 2015 – City of Beaufort – Tier II – \$168,000
- 2015 – Bohicket Marina – Tier II – \$833,120
- 2015 – Port Royal Landing Marina – Tier II – \$324,109
- 2016 – The Harbourage on the Ashley – Tier I – \$80,883
- 2016 – Charleston City Marina – Tier I – \$7,594
- 2016 – Toler’s Cove – Tier I – \$16,687
- 2016 – Georgetown Harborwalk Marina – Tier I – \$9,971
- 2016 – Charleston Harbor Resort & Marina – Tier II – \$358,631
- 2016 – Renaissance Marina – Tier II – \$1,500,000
- 2016 – Town of Mt. Pleasant – Tier II – \$1,215,076



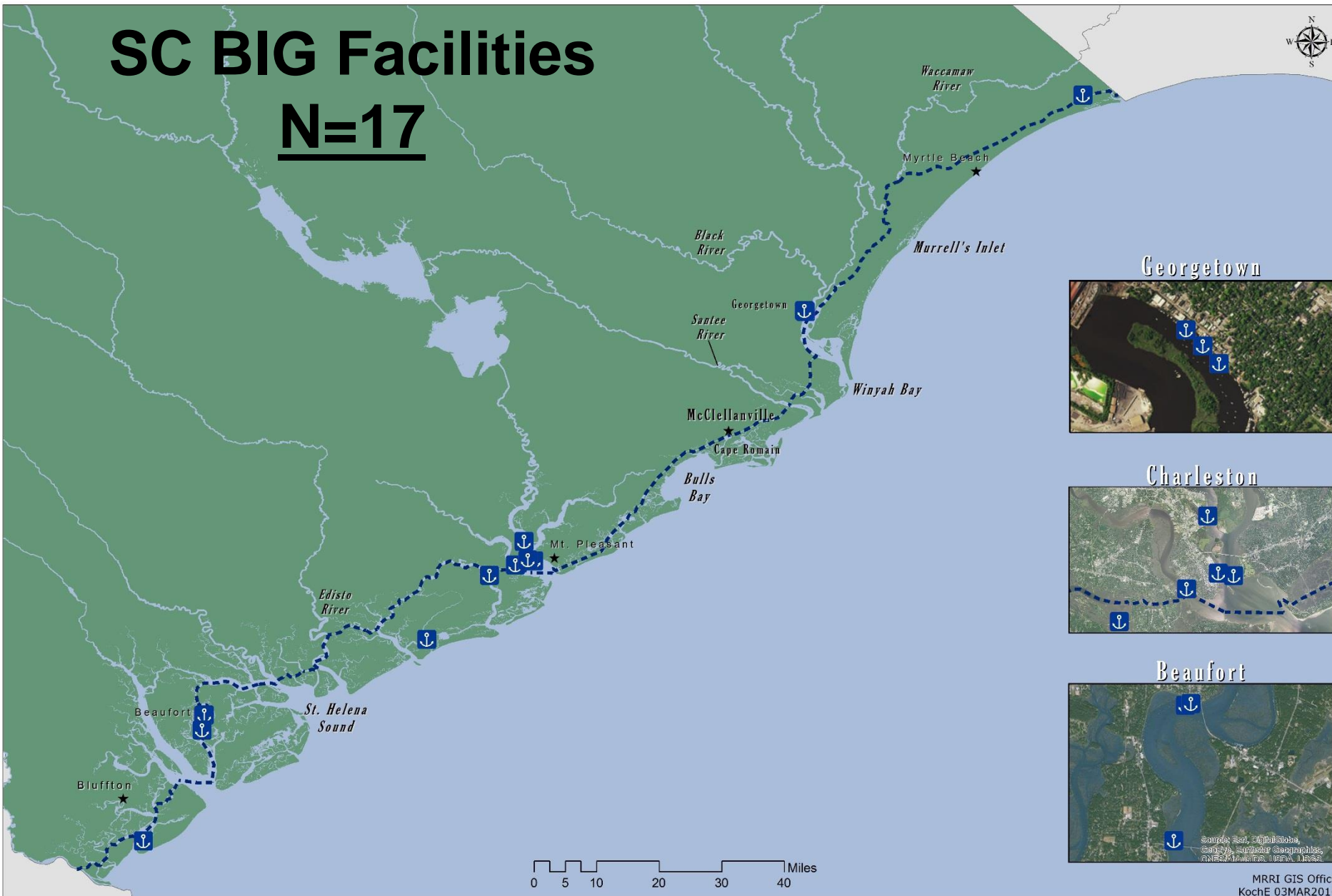
SC BIG Projects

Proposed

- 2017 – Charleston City Marina – Tier I – \$98,767
- 2017 – Harbour Town Yacht Basin – Tier I – \$37,700
- 2017 – The Harbourage on the Ashley – Tier II – \$1,085,543
- 2017 – City of Isle of Palms – Tier II – \$445,050
- 2017 – Georgetown Landing Marina – Tier II – \$117,268
- 2017 – Melrose Landing – Tier II – \$679,701
- 2017 – Palmetto Bay Marina – Tier II – \$826,752
- 2017 – New River Marina – Tier II – \$654,101
- 2017 – Harbour Town Yacht Basin – Tier II – \$534,444

SC BIG Facilities

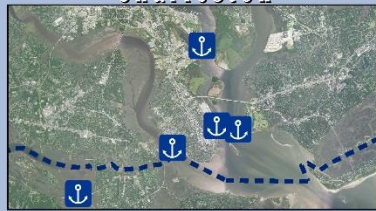
N=17



Georgetown



Charleston



Beaufort



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, NASA

Cooper River Marina



- 2001
- Tier II
- \$928,125 Fed.
- \$309,375 Match

- Fixed Pier
- Floating day docks
- Dockside utilities
- Restroom facilities



Charleston City Marina



- 2002
- Tier II
- \$1,357,000 Fed.
- \$1,328,000 Match

- Transient dock (1,280 ft.)
- Dockside utilities
- Restroom facilities



Georgetown Harborwalk Marina



- 2003, 2016
- Tier II, Tier 1
- \$244,469 Fed.
- \$241,427 Match

- Fixed Pier
- Floating day docks
- Dockside utilities
- Restroom facilities
- Navigational aids



Charleston Maritime Center



- 2003
- Tier II
- \$316,250 Fed.
- \$316,250 Match

- Floating docks
- Wave attenuator dock
- Gangways



Downtown Marina of Beaufort



- 2012
- Tier I
- \$100,000 Fed.
- \$63,063 Match

- Mooring field expansion
- Electrical upgrades



The Georgetown Harborwalk



- 2012
- Tier I
- \$78,300 Fed.
- \$26,101 Match

- Floating dock hardware
- Trash receptacles
- Benches



Charleston City Marina



- 2013
- Tier I
- \$21,000 Fed.
- \$20,333 Match

- Replacement of 20 utility pedestals along Megadock



Charleston City Marina

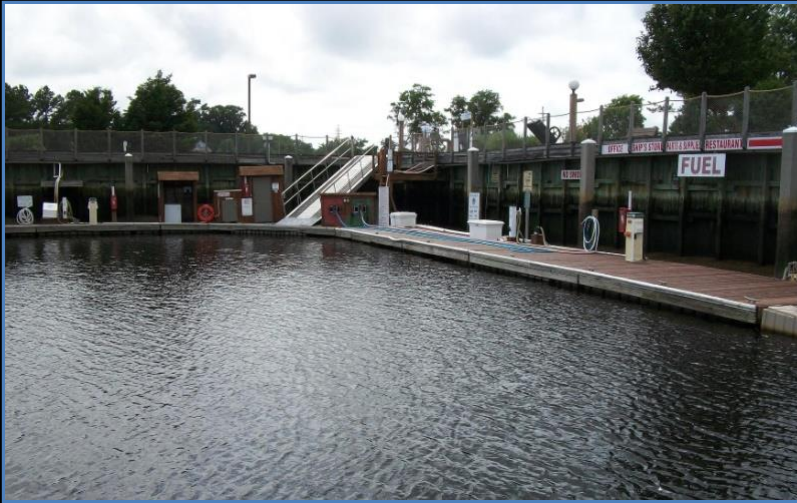


- 2013
- Tier II
- \$1,496,462 Fed.
- \$ 2,988,753 Match

- 50 transient slips
- Boater Welcome Center
- Floating park



Myrtle Beach Yacht Club



- 2014
- Tier I
- \$44,982 Fed.
- \$59,874 Match

- Replacement of marina fuel system



Charleston City Marina



- 2014
- Tier I
- \$24,584 Fed.
- \$30,015 Match

- Replacement of 20 lighting pedestals along Megadock



Beaufort Downtown Marina



- 2014
- Tier II
- \$195,493 Fed.
- \$107,833 Match

- Replacement of flotation cells
- Replacement of decking & pile guides
- Replacement of rubbing boards



St. Johns Yacht Harbor



- 2014
- Tier II
- \$936,838 Fed.
- \$344,774 Match

- Addition of 50 transient slips, including gangways & finger piers
- Replacement/upgrade of fueling facilities



Charleston City Marina



- 2015, 2016
- Tier I
- \$42,292 Fed.
- \$21,809 Match

- Replacement of utility pedestals along transient docks (O, M, H)
- Pole breaker replacements
- Fuel hose replacements
- Marketing initiative



Harbour Town Yacht Basin



- 2015
- Tier I
- \$29,232 Fed.
- \$28,304 Match

- Replacement of water infrastructure
- Stainless pipe, hose bibs, hangers
- Isolation valves and drain down valves, flexible gangway lines



City of Beaufort



- 2015
- Tier II
- \$168,000 Fed.
- \$92,667 Match

- Installation of a transient day dock
- 200' x 10' floating dock
- ADA compliant gangway
- Seawall modifications



Bohicket Marina



- 2015
- Tier II
- \$833,120 Fed.
- \$460,064 match

- Extension of existing T-head dock
- Addition of alongshore side-tie docks
- Transient Boater Welcome Center
- Upgrade restrooms/laundry facilities
- Additional of 3-phase power



Port Royal Landing Marina



- 2015
- Tier II
- \$324,109 Fed.
- \$333,819 Match

- Replace & widen 620' of dockage
- Update marina utilities (power/water)
- ADA compliant gangway
- Fuel dock infrastructure replacement



Harbourage on the Ashley



- 2016
- Tier I
- \$80,883 Fed.
- \$85,000 Match

- Fuel system upgrades
- Piping
- Solenoid valves
- Fuel meters



Toler's Cove Marina



- 2016
- Tier I
- \$16,687 Fed.
- \$5,863 Match

- Fuel System upgrades
- Fuel pumps
- Walers, floatation, coverboards, through rods



Charleston Harbor Resort & Marina



- 2016
- Tier II
- \$358,631 Fed.
- \$373.269 Match

- Conversion 600 lf of long-term dockage into transient berthing
- Electrical upgrades
- Fuel system upgrades



Town of Mt. Pleasant



- 2016
- Tier II
- \$1,215,076 Fed.
- \$1,264,671 Match

- Eight 40' transient day slips
- 136' side tie day dockage
- ADA compliant gangways
- Wave fences
- Marker buoys



Renaissance Marina

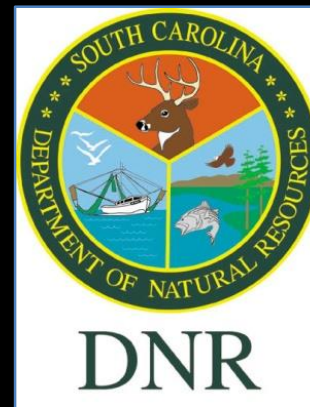
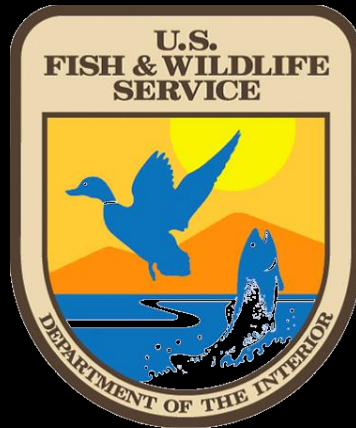


- 2016
- Tier II
- \$1,500,000 Fed.
- \$2,582,408 Match

- 5,000' transient berthing
- Utilities: water, electrical, fire protection, internet
- Fueling system

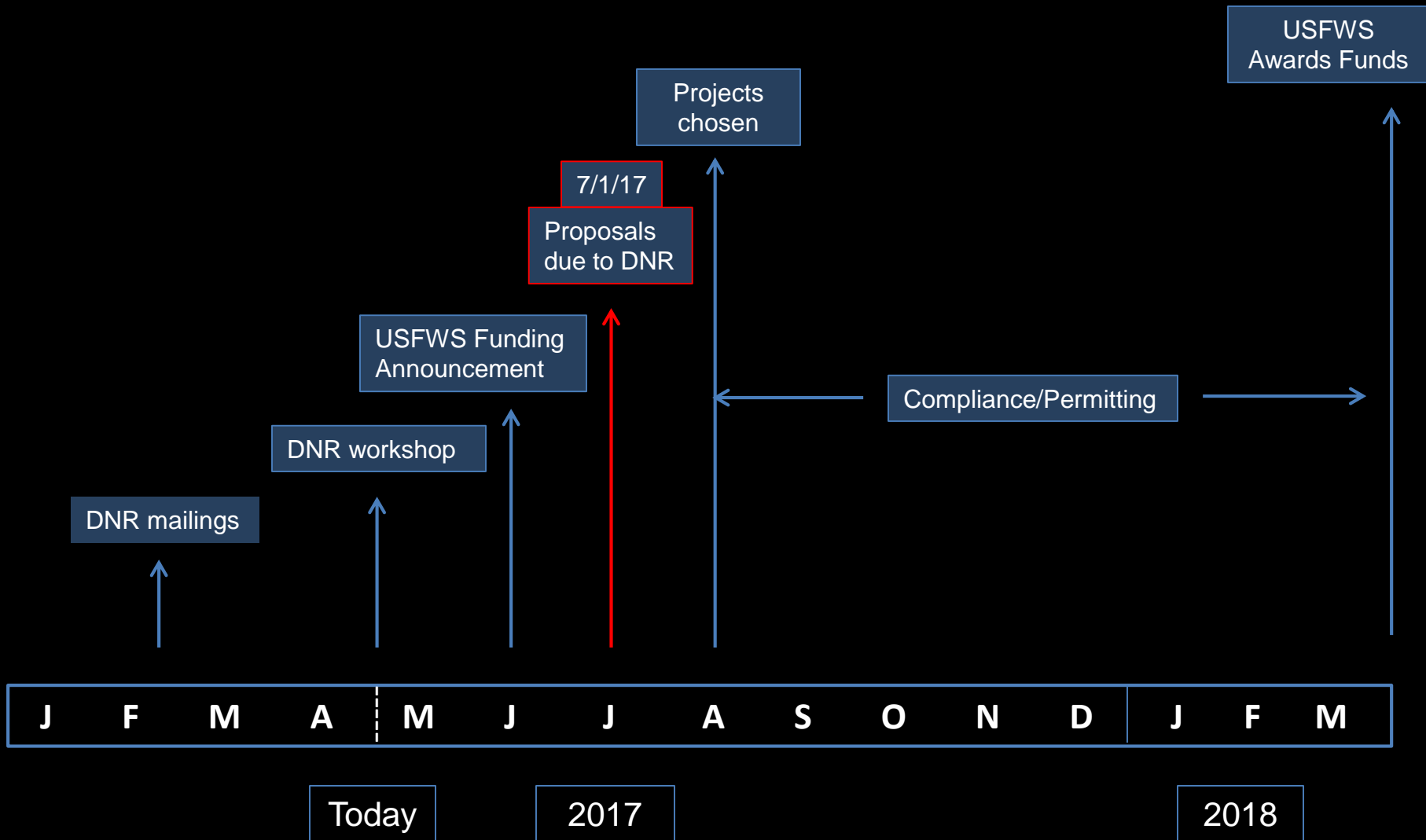


SC Boating Infrastructure Grant Program (BIG)



Timeline

Application to Award



Application Timeline (FY 2018)

- April 2017: Informational Workshop.
- April – June 2017: Applicants develop proposals.
- June 2017: Expected USFWS 2017 Notice Of Funding Opportunity NOFO.
- **July 1, 2017: Applications/proposals due to DNR.**
- July 2017: DNR application review/scoring process.
- August 1, 2017: SC Tier I & Tier 2 selections are announced.
- August 10, 2017: Revised applications due to DNR.
- September 01, 2017: DNR submits proposals to USFWS.
- April 2018: USFWS & DNR announce awards.
- FUNDS AWARDED
 - ✓ 3-year max to obligate funds after award date fiscal year start (Oct. 1).
 - ✓ 5-year max to complete the project after obligation date.

Award Date – Obligation Date

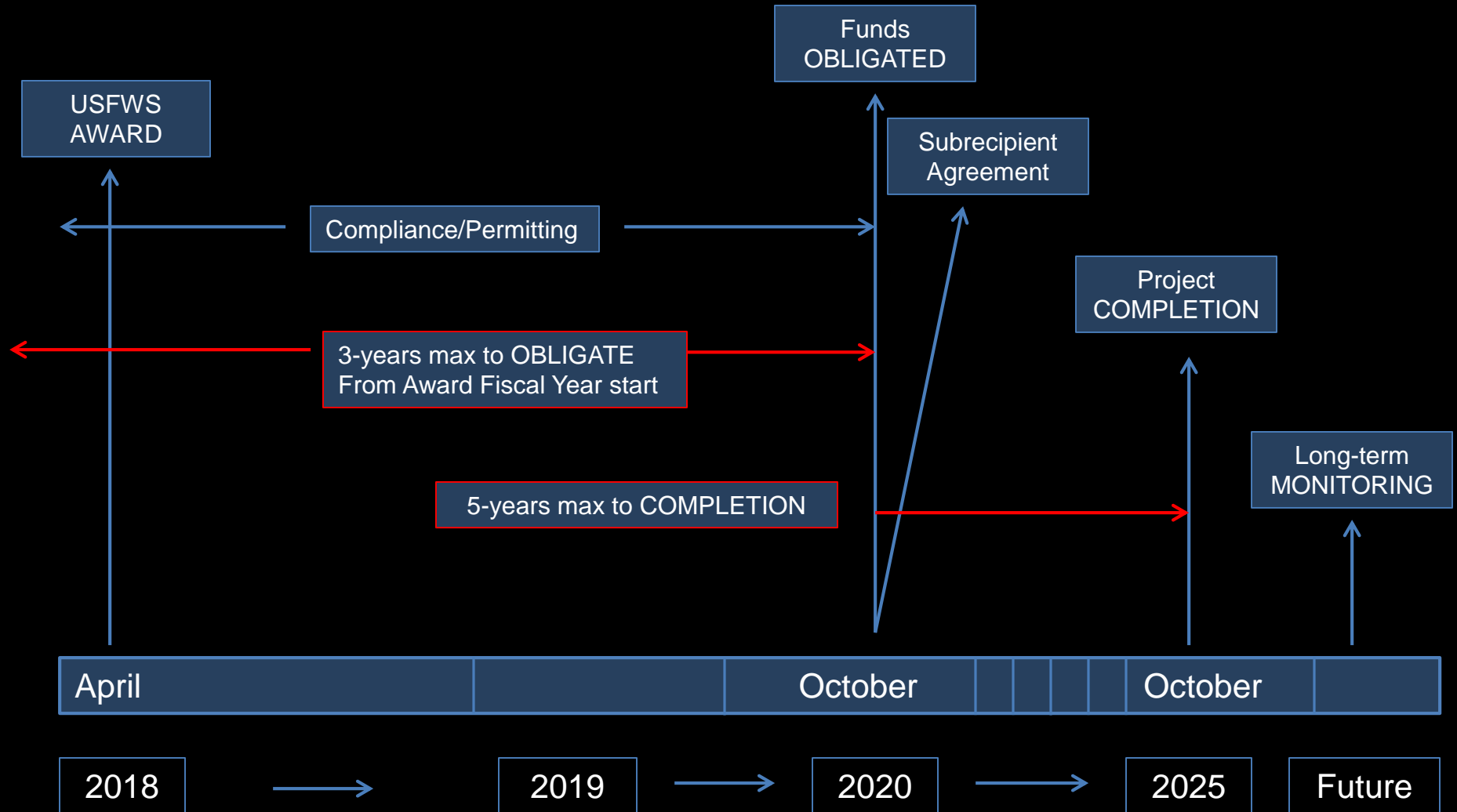
1. Award Date

- Date that USFWS announces award (March-April).
- 3-years to obligate from first day of Federal fiscal year of Award Date (October 1).

2. Obligation Date

- Date USFWS obligates the grant. Obligation contingent upon compliance actions and permitting.
- Once obligated, construction can begin.
- 5-years max to complete project after Obligation Date.

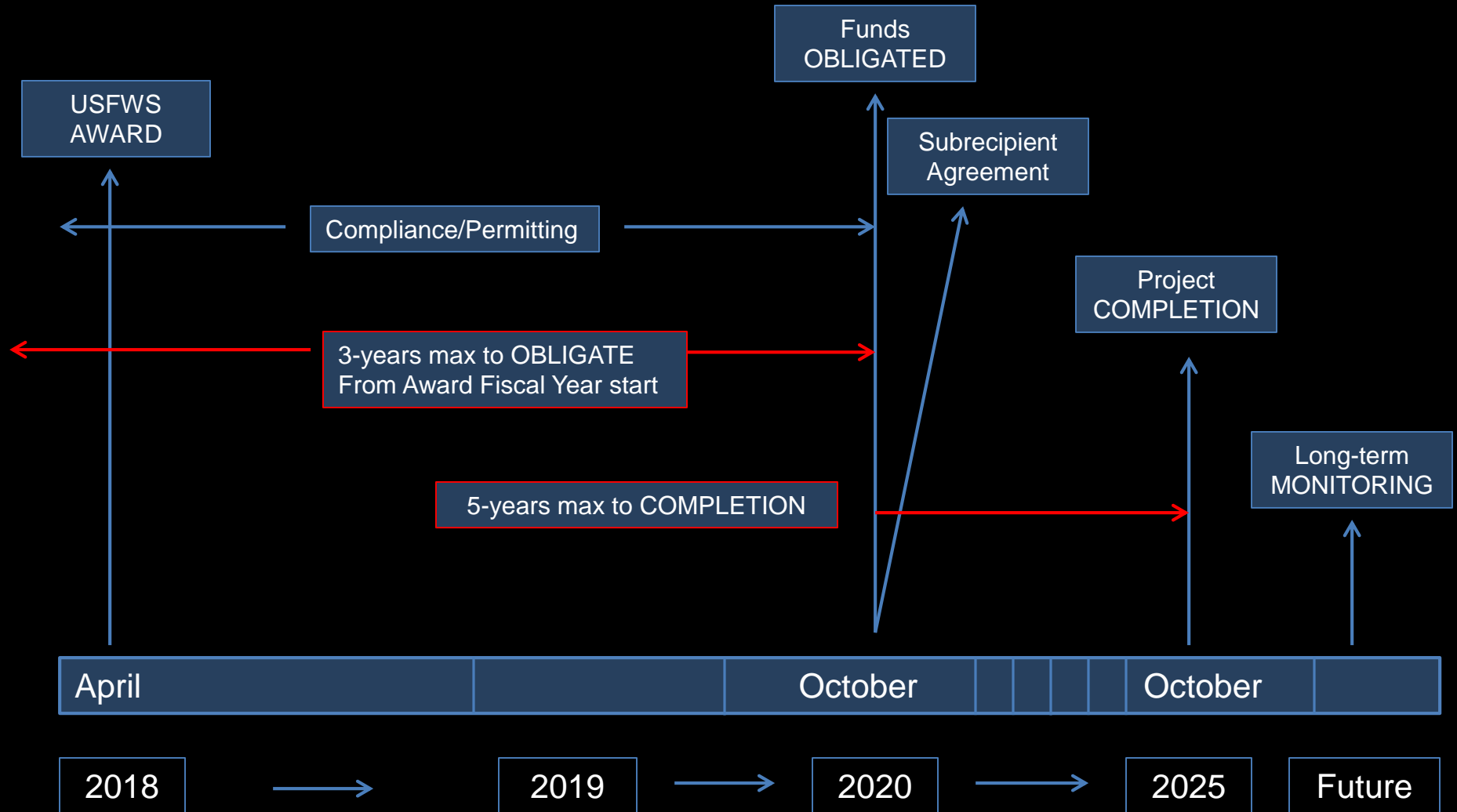
Award to Completion



Post-Award Process

- Grantee provides documentation to DNR that the required permits (SC-DHEC/OCRM; USACE) have been acquired for the awarded project.
- DNR completes the required compliance analysis:
 - ✓ State Historic Preservation Office (SHPO) comments pursuant to Section 106 of the National Historic Preservation Act.
 - ✓ US Fish & Wildlife Service comments pursuant to Section 7 of the Endangered Species Act.
 - ✓ National Environmental Policy Act (NEPA) compliance checklist.
 - ✓ Tribal consultation (Eastern Shawnee, Catawba & others).
 - ✓ National Marine Fisheries Service (NMFS) consultation.
- FUNDS OBLIGATED
 - ✓ Project must be completed 5-years max from Obligation Date.

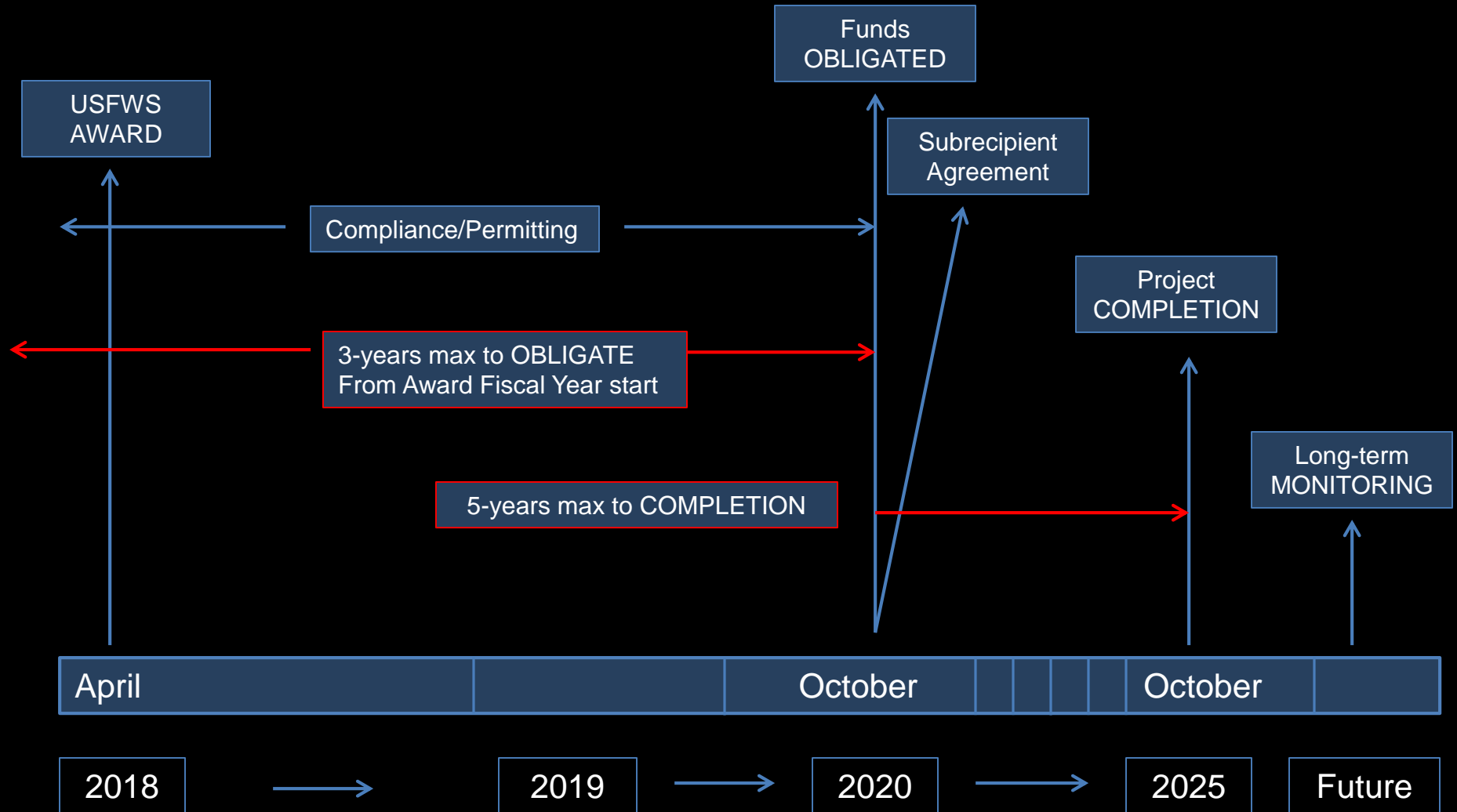
Award to Completion



Post-Obligation Process

- Subrecipient Agreement drafted between DNR and the Subgrantee (Marina) detailing:
 - ✓ Scope of Services
 - ✓ Time of Performance
 - ✓ Compensation
 - ✓ Method of Payment
 - ✓ Terms and Conditions
 - ✓ Reporting Requirements
- Construction begins and is completed within the Subrecipient Agreement timeframe, unless extension requested for and granted.
- Subgrantee (marina) pays for construction and submits to DNR for reimbursement (Quarterly).

Award to Completion



Post-Construction Process

- Upon construction completion, Subgrantee submits requests for reimbursement with corresponding paid invoices.
- DNR verifies construction infrastructure.
- DNR verifies match requirement.
- DNR reimburses Subgrantee.
- DNR compliance monitoring for Useful Life of the project infrastructure.
- Constructed infrastructure must continue to:
 - ✓ Be used for transient vessels only.
 - ✓ Allow reasonable access for all recreational vessels.
 - ✓ Allow public access to shore and basic features including fuel and restrooms where available.
 - ✓ Comply with Americans with Disabilities Act requirements.

Proration

- BIG funding cannot be used if a facility or discrete elements of a facility does not benefit eligible users.
- A discrete element has a distinct purpose, such as a fuel station, breakwater, or dock system.
- You may assign 100% of the costs to a BIG grant if the project and each discrete element of the project benefit only eligible users.
- If a proposed project, or a discrete element of a project will benefit both eligible and non-eligible users, you must allocate costs between eligible and non-eligible users based on the expected use.

Proration cont.

- You must clearly show and explain in the Project Statement:
 1. The anticipated benefits of each project, discrete elements, and applicable components.
 2. Breakdown of costs, including the basis or method you used to allocate costs between eligible and non-eligible users.
 3. Your reasoning in determining when to allocate costs, based on guidelines provided in the Federal Register and NOFO.

Program Income

- *Gross income received by the subgrantee that is directly generated by a grant-supported activity, or earned only as a result of the grant agreement during the grant period.*
- “During the grant period” is the time between the start and ending of the Subrecipient Agreement. This is the construction phase.
- Any income generated during this period must be used for operation and maintenance of the funded infrastructure, as verifiable with receipts.
- Income generated from funded improvements after the "grant period" are considered User Fees.
- Must indicate in Grant Proposal if Program Income will be received or only User Fees.

User fees

- Fees charged to transient boaters for the use of the funded infrastructure, after construction is complete and the Subrecipient Agreement has ended.
- Must reasonable for regional area.
- Not required to be used for operation and maintenance of the funded infrastructure, but Subgrantee is still responsible for the operation and maintenance of the funded infrastructure for its useful life.

Important Points

- New funding opportunities may not be available year-to-year.
- This is a reimbursement program.
- Pre-award costs associated with engineering, permit acquisition, etc., are eligible for reimbursement only if the project is obligated.

Proposals

- Submit only to DNR!
 - Digital submissions only.
- Follow published timeline.
 - July 01, 2017 deadline (no later than 5:00PM).
- Follow USFWS published Notice Of Funding Opportunity (NOFO) guidelines.
- Provide detailed, digital color photos/maps as indicated.
- Utilize the provided resources on DNR BIG web site to maximize project competitiveness.

BIG Ranking Criteria

<u>Ranking Criteria</u>	<u>Points</u>
<i>A. Need, Access, and Cost Efficiency</i>	<u>20 total</u>
(1) More or Improved Facilities	0-10
(2) Benefits justify costs	0-7
(3) Significant destinations	0-3
<i>B. Match and Partnerships</i>	<u>10 total</u>
(1) More than minimum match	0-7
(2) Partnerships	0-3
<i>C. Innovation</i>	<u>6 total</u>
(1) Improve User Access	0-3
(2) Innovative Components	0-2
(3) Environmental Stewardship	0-1
<u>TOTAL POINTS</u>	<u>36</u>

BIG Ranking Criteria

A. Need, Access, and Cost Efficiency

20 total points

1. *Will the proposed boating infrastructure meet a need for more or improved facilities? (0-10 points)*

- Construct a new facility in an area lacking facilities but where eligible vessels travel or would travel.
- Renovate a facility to improve physical condition, follow building codes, improve safety, or adapt to a new purpose with a demonstrated need.
- Physical improvements including reducing wave action, increasing depth, or other improvements that increase accessibility for eligible vessels.
- Expand existing facility that currently is unable to accommodate demand.
- Other improvements to accommodate a demonstrated eligible need.

BIG Ranking Criteria

A. Need, Access, and Cost Efficiency

20 total points

1. *Will eligible users receive benefits from the proposed boating infrastructure that justify the cost of the project? (0-7 points)*

- Factors considered:

1. Total cost of project.
2. Total benefits to eligible users.
3. Reliability of data and information used to derive costs/benefits.

- Must support benefits by clearly listing and discussing in the project Statement how they relate to Need.

- Most benefits for the least amount of money.

BIG Ranking Criteria

A. Need, Access, and Cost Efficiency

20 total points

1. *Will the proposed boating infrastructure accommodate boater access to significant destinations and services that support transient boater travel? (0-3 points)*

• Factors considered:

1. Degree of access that the BIG-funded facility will provide.
2. The activity, event, or landmark that makes the BIG-funded facility a destination, how well known the attraction is, how long it is available, and how likely it is to attract boaters.
3. The availability of services near the BIG-funded facility, how easily boaters can access them, and how well they serve the needs of eligible users.

BIG Ranking Criteria

B. Match and Partnerships

10 total points

1. *Will the proposed project include private, local, or State funds greater than the required minimum match? (0-7 points)*

- Match contribution may be from a State, a single source, or any combination of sources.

Percent % Cash Match

Points

26-29	1
30-39	2
40-49	3
50-59	4
60-69	5
70-79	6
80 or higher	7

BIG Ranking Criteria

B. Match and Partnerships

10 total points

1. *Will the proposed project include contributions by private or public partners that contribute to the project objectives? (0-3 points)*

- Contributions or actions must contribute directly and substantively to the completion of the project.
- To qualify, a partner's contribution must be necessary to accomplish the project objectives.
- Grant application must state specifically how the partner's contribution helps construct, renovate, or maintain the project or otherwise contribute.

BIG Ranking Criteria

B. Match and Partnerships

10 total points

1. *Will the proposed project include contributions by private or public partners that contribute to the project objectives? (0-3 points)*

• Partner:

1. Non-Federal entity.
2. Federal agency other than the USFWS.
3. Partner must commit to a financial contribution, an in-kind contribution, or to take a voluntary action during the grant period.
4. A government entity may be a partner unless its contribution to completing the project is a mandatory duty of the agency. A voluntary action is a partnership.

BIG Ranking Criteria

C. Innovation

10 total points

1. *Will the proposed project include physical components, technology, or techniques that improve eligible-user access? (0-3 points)*
 - Will the project increase the availability of the BIG-funded facility for eligible users or improve access to the facility by:
 1. Using a new technology or technique.
 2. Apply a new use of an existing technology or technique.
 3. Points will not be awarded for following access standards set by law, but instead for going beyond the minimum requirements.
 4. To receive consideration you must describe in the grant application the current standard and how you will exceed it.

BIG Ranking Criteria

C. Innovation

10 total points

1. *Will the proposed project include innovative physical components, technology, or techniques that improve the BIG-funded project?*
(0-2 points)
 - Will consider if the project will include physical components, technology, or techniques that are:
 1. Newly available, or
 2. Repurposed in a unique way.
 - Examples include those that:
 1. Extended the Useful Life of the BIG-funded infrastructure.
 2. Designed to allow the operator to save costs, decrease maintenance, or improve operation.
 3. Designed to improve BIG-eligible services or amenities.
 4. Used to reduce negative environmental impacts during construction.
 5. Reduce the carbon footprint of the BIG-funded facility.

BIG Ranking Criteria

C. Innovation

10 total points

1. *Has the facility demonstrated commitment to environmental compliance, sustainability, and stewardship and been officially recognized by an agency or organization? (0-1 points)*

- Will consider if the facility has received official recognition for its voluntary commitment to environmental compliance, sustainability, and stewardship by exceeding regulatory requirements.
- Official recognition must be part of a voluntary, established program administered by a Federal, State, or local government agency, Sea Grant or equivalent entity, or a State or Regional marina organization.
- The established program must require the facility to use management and operational techniques and practices that will ensure it will continue to meet the high standards of the program and must contain a periodic review component.
- The facility must have met the criteria required by the established program and received official recognition at the time of grant application.

BIG Ranking Criteria

<u>Ranking Criteria</u>	<u>Points</u>
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(2) Innovative Components	0-2
(3) Environmental Stewardship	0-1
<u>D. TOTAL POINTS</u>	<u>36</u>

DNR BIG Website

- www.dnr.sc.gov/marine/big


Life's Better
Outdoors
DNR Boating Infrastructure Grant (BIG) Program

Google Custom Search
[Site map](#) | [SCDNR Home](#)

Information

- Contact us
- Forms
- Past Projects
- Resources
- Submitting a Proposal

What is the National Boating Infrastructure Grant Program (BIG)?



Cooper River Marina - 2002 - Tier II

Pause < 1 2 3 4 5 6 7 8 >

Congress has recognized that insufficient tie-up facilities exist for transient (staying 10 days or less), nontrailerable (26 feet or more in length) recreational boats to provide for reasonable and convenient access to and from our navigable waters. As a result, these boaters are unable to enjoy many recreational, cultural, historic, scenic, and natural resources of the United States. It has also been determined that there is an insufficient quantity of marinas or commercial tie-up facilities along extended stretches of the United States coastlines and rivers that benefit transient, nontrailerable boats. In many parts of the country, the number of places to tie up, moor, or anchor a cruising boat, especially during a storm, is limited. Basic features, such as tie-ups, fuel, utilities, and restrooms, are often nonexistent.

As a result, Congress passed the Sport Fishing and Boating Safety Act of 1998 (16 U.S.C. 777g). Under the Act, the U.S. Fish and Wildlife Service conducts the Boating Infrastructure Grant (BIG) Program. The BIG Program provides funding to States and Territories to construct, renovate, or maintain tie-up facilities and safe harbors for recreational boats 26 feet or more in length. Objectives include enhancing access to recreational, historic, cultural, natural, and scenic resources; strengthen local ties to the boating community and its economic benefits; promote public/private partnerships and entrepreneurial opportunities; provide continuity of public access to the shore; and promote awareness of transient boating opportunities.

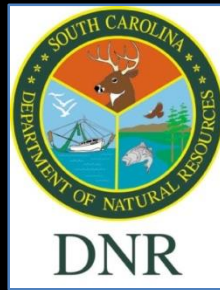
The purpose of South Carolina's BIG Program

- Required forms
- Sample proposal
- Past/current projects
- Timelines/deadlines
- Scoring Criteria
- Published NOFO's

BIG – Are You Ready?

- Do your homework:
 - ✓ Research the program on DNR website and USFWS.
 - ✓ Read the NOFO's and Federal Register.
 - ✓ Consult your marina peers who have past/current projects.
 - ✓ Utilize your BIG Coordinator (Scott Meister).
- Do you have match funds?
 - ✓ Absolute minimum 25%, typically closer to 50-70%.
- Are you registered in the SC Procurement System?
- Don't wait until the last minute!

Questions?



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www.dnr.sc.gov/marine/big