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August 2011

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CONTENDER



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SUSTAINED**



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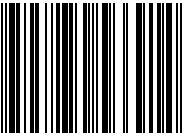
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Oregon State Marine Board



Andrew Loftus



KEEPING BOATING SUSTAINABLE

BOATERS PAY, BOATERS BENEFIT

By Lisa E. Van Alstyne, Fish & Wildlife Administrator,
U.S. Fish and Wildlife Service

Boating and fishing are more than recreational activities. They are time-honored traditions we embrace and seek to pass on to our children. Families and friends share experiences they will remember and retell throughout their lives. To enjoy boating and fishing opportunities, the most important factor is public access to the water. Facilities and amenities that cater to boaters make the trip more pleasant, and to preserve our love of boating and fishing it is essential that we maintain our waters and the species that inhabit them.

Did you know that when you get ready to take a boating trip your investment in your boat, fuel and fishing equipment is also an investment in the future of recreational boating? Over the last century, anglers and boaters have actively partnered with the U.S. Fish and Wildlife Service to provide support for projects and activities that help keep our beloved traditions vital and thriving.



U.S. Coast Guard



U.S. Coast Guard

HOW BOATERS AND THE U.S. FISH AND WILDLIFE SERVICE WORK TOGETHER

In 1937, Congress passed the Wildlife Restoration Act, also known as the Pittman-Robertson Act. Following the model of this landmark legislation, the Sport Fish Restoration Act, also known as the Dingell-Johnson Act, followed in 1950. These acts set Fish and Wildlife–administered programs in motion to provide funding and promote cooperation that conserves and manages fish, wildlife and their habitats. The vision is creating healthy, diverse, and accessible fish and wildlife populations that offer recreation, economic activity, a sustainable ecology and other lasting public benefits. Wildlife Restoration and Sport Fish Restoration work on a user-pay, user-benefit concept and build on partnerships between the private sector, the state fish and wildlife agencies, and the Fish and Wildlife Service. The private sector includes manufacturers, importers, sportsmen and recreational boaters who contribute to the Sport Fish Restoration and Boating Trust Fund through a combination of excise taxes, import duties and fuel taxes. The Fish and Wildlife Service, Wildlife and Sport Fish Restoration Program (WSFR) administers programs and subprograms that assist states in completing projects through annual appropriations and competitive grants. The states, in turn, work with other partners and sub-grantees to put vital projects “on the ground.”

The Wildlife and Sport Fish Restoration Program refers to the cooperative effort of the user-pay, user-benefit model as our

Cycle of Success— and recreational boaters are a large part of the success!

Congress amended the Sport Fish Restoration Act in three significant ways to improve access and facilities for recreational boaters. In 1984, the Wallop-Breaux Amendment provided for the Fish and Wildlife Service to capture additional funds from taxes, broadened taxable items, and mandated requirements specific to motorboat access. Congress further passed the Clean Vessel Act (CVA) of 1992 and the Sportfishing and Boating Safety Act of 1998, both specific to recreational boating projects. These acts and subsequent reauthorizations are the basis for WSFR’s three major contributions to boating: the Boating Access Program, the Boating Infrastructure Grant Program (BIG), and the Clean Vessel Act Grant Program.

BOATING ACCESS PROGRAM

Each year states receive an apportionment of Sport Fish Restoration Act funds from the Sport Fish Restoration and Boating Trust Fund. The Wildlife and Sport Fish Restoration Program determines the amount each state receives by using a formula determined by law that considers the area of each state in proportion to total area of all states, the number of paid licenses to fish for sport or recreation, and total populations of each state. The program mandates that states use 15 percent of their total WSFR apportionment on recreational boating access projects.

PROJECTS THAT MAY BE COMPLETED USING BOATING ACCESS FUNDS INCLUDE:

- Acquiring land or an interest in land to create or improve access
- Obtaining water rights
- Excavating and dredging to improve access
- Controlling aquatic vegetation
- Providing navigational aids
- Designing and planning boating access facilities
- Constructing or replacing ramps, piers, parking lots, wash-down stations, fish cleaning stations, and other boating access amenities

The Fish and Wildlife Service has made \$607 million available to states for Boating Access projects that create new destinations by opening up areas previously inaccessible, improve existing access areas, and add features that improve the boating experience.

BOATING INFRASTRUCTURE GRANT PROGRAM

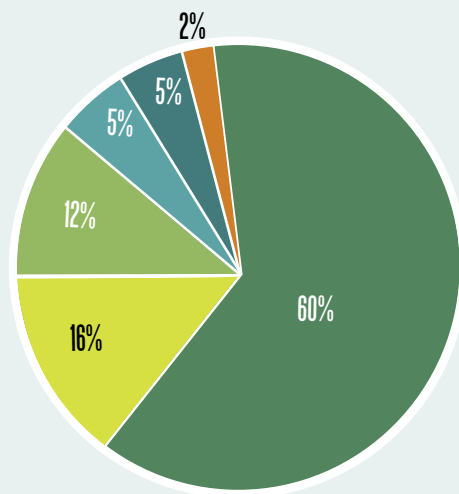
The Fish and Wildlife Service recently announced the funding awards for Boating Infrastructure Grant projects for 2011, bringing the total funds awarded to states for BIG projects to \$140 million. BIG serves to improve access and amenities specific to boats at least 26 feet long staying at a facility for up to 10 days. Boaters traveling distances in larger boats need physical amenities such as larger slips, fueling stations, waste disposal, showers and restrooms. They also desire access to landside businesses to purchase supplies, dine and find entertainment, among other things. The program also recognizes the importance of connections between water and land, so Wildlife and Sport Fish Restoration considers access to communities, landmarks, recreational opportunities and other significant destinations when reviewing potential projects.

The BIG Program has non-competitive and competitive grant components, and states may propose projects at both public and private marinas. In the non-competitive program, states may request a single award up to \$100,000 annually for statewide or individual marina projects. In the competitive programs, states may submit as many applications as they choose for public or private marina projects that are site-specific and tend to be larger in scope and funding. A committee of Fish and Wildlife Service Regional Coordinators

and members of the Sport Fish and Boating Partnership Council review and score applications using criteria found in the program regulations. The committee recommends projects with the highest scores to the Fish and Wildlife Service Director for funding.

There is an emphasis on partnerships when planning BIG projects. States and sub-grantees must match grants with a minimum 25 percent. Projects that include businesses, communities, organizations and members of the public, as well as those that include matching funds more than the minimum 25 percent, will receive higher consideration when scoring applications.

SPORT FISH RESTORATION AND BOATING TRUST FUND REVENUES COLLECTED IN 2010



- Motorboat Gas 60%
- Small Engine Gas 16%
- Fishing Equipment 12%
- Customs/Duties 5%
- Interest 5%
- Rods, Poles Tackle Boxes and Electric Motors 2%

Source: Provided by the USFWS Division Wildlife and Sport Fish Restoration

CLEAN VESSEL ACT GRANT PROGRAM

The Clean Vessel Act Grant Program is the most specific of the three programs and focuses on properly disposing recreational boater septic waste. The most common feature of a CVA project is a pumpout. Pumpouts come in a variety of forms:

Cycle of Success in Wildlife & Sport Fish Restoration Programs



Stationary—Pumpouts mounted to a dock or float and allow boaters to pull up, pump out and move on.

Portable, Land-Based—Pumpouts mounted on wheels that are movable, allowing employees to transport within the marina to a location where needed.

Pumpout Boats—Boats designed with an installed pump and holding tank. The pumpout boat circulates within an embayment or other designated waterway and provides recreational vessels with pumpout service at their boats, on the water.

Floating Restrooms—Floats or barges that have portable toilets, pumpouts or both mounted on them. They must be located away from shore and be accessible only by water to be eligible for CVA grants. Floating restrooms are gaining popularity in remote areas where boaters congregate.

States may also use CVA funds for operation and maintenance of existing pumpout equipment, as well as projects that inform and educate boaters on the availability, use, and benefits of pumpouts. The federally established CVA program symbol alerts boaters to the location of pumpouts and information on pumpout services in their area.

Since 1984, recreational boaters and anglers have contributed more than \$1 billion to the Sport Fish Restoration and Boating Trust Fund for these three programs. The message is clear: The user-pay, user-benefit structure is working. Recreational boaters are helping to fund projects that will sustain the resources they treasure to ensure they are available and suitable for future generations. The next time you buy boat fuel, rods, reels, lures or a sport fishing license, remember that you are an important part of what defines the present and future of boating and fishing in America!

<http://wsfrprograms.fws.gov/>