



**U.S. Department of Transportation
Federal Transit Administration**

**Alternative Transportation in the Parks and Public Lands Program
Project Proposal for Fiscal Year 2007 Funds – Implementation Project**

BASIC PROJECT INFORMATION			
Project Name: Enhancement of Grand Island National Recreation Area existing alternate transportation system – Hiawatha National Forest. Project involves replacement of passenger ferry, tour bus, dock rehabilitation, and construction of terminal facilities.			
Proposed Funding Recipient: Hiawatha National Forest, Altran – Alger County Public Transit			
Public land unit(s) involved: USDA Forest Service Hiawatha National Forest		<u>Location of Project</u> City: Munising County: Alger State: Michigan Congressional District: 1st	
Federal Land Management Agency managing the above unit(s): <input type="checkbox"/> Bureau of Land Management <input type="checkbox"/> Bureau of Reclamation <input type="checkbox"/> Fish and Wildlife Service <input checked="" type="checkbox"/> Forest Service <input type="checkbox"/> National Park Service		Type of Implementation Project: (Planning projects, please use the alternate form) <input checked="" type="checkbox"/> Bus <input checked="" type="checkbox"/> Vehicle replacement <input type="checkbox"/> Tram/Trolley <input checked="" type="checkbox"/> Boat/Ferry/Dock <input type="checkbox"/> Rail <input checked="" type="checkbox"/> Non-motorized (e.g., bicycling/pedestrian trail) <input checked="" type="checkbox"/> Other (e.g., Intermodal facility, ITS) Describe: Construction of ferry waiting area.	
<input type="checkbox"/> Proposal is for a new alternative transportation system where none currently exists. <input type="checkbox"/> Proposal is for an expansion or enhancement of an existing alternative transportation system. <input checked="" type="checkbox"/> Proposal is for rehabilitation of or replacement of vehicles or facilities for an existing alternative transportation system.			
ATPPL Funding Requested during FY 2007 \$575,000		Total Project Capital Cost at Completion (All sources) \$1,180,000	
Were you awarded FY 2006 ATPPL funds? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If answer "Yes," please provide amount awarded: \$			
Do you plan to request additional ATPPL funds in future years? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No (Note: If you wish to compete for future ATPPL fiscal year funding you must reapply). If answer "Yes," please specify ATPPL proposed funding levels for out years below:			
FY 2008 \$205,000	FY 2009 \$400,000	FY 2010 \$0	
FY 2007 Funding Amounts from sources other than ATPPL funds? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If answer "Yes," please specify funding levels per source below:			
State \$	Local \$	Federal (other than ATPPL) \$10,000	Private sources \$15,000

CONTACT PERSON

Name: Richard Anderson

Phone: 906-387-2512 ext. 30

Position: Munising District Recreation Program
ManagerE-mail: raanderson@fs.fed.us

Address: 400 East Munising Avenue. Munising, MI 49862

OTHER PROJECT SPONSORS (in addition to funding recipient)

Hiawatha Interpretive Association , Alger County Public Transit

REQUIREMENTS

If a State, Tribal, or local government entity is proposing the project, the applicant has contacted the manager of the federal land unit(s) and has the consent of the Federal land management agency or agencies affected.

The project is consistent with the metropolitan and statewide planning process.

The project is consistent with agency plans.

If this is an implementation project, all reasonable alternatives, including a non-construction option, were analyzed before proposing this project.

BASIC PROJECT DATA

Number of Visitors (Annual): 5,000

Daily Number of Visitors (Peak season): 50

Average Number of Vehicles per Day at Peak Visitation: 0 (none allowed with ATS in place)

Current Road Level of Service at Peak Visitation N/A

(Please consult guidance where available on determining this variable. You may also use observational accounts or pictures to provide an assessment of this datum for FY 2007 proposals).

What time of the year does your land unit experience Peak Visitation?

 Spring Summer Fall Winter

Current Carrying Capacity of Existing Roads: N/A – With ATS in place vehicles not allowed (vehicles/day)

Current parking shortages during peak visitation: N/A

Current Average Number of Persons who use the alternative transportation system (if one already exists) at Peak Visitation:

50 (average number of visitors/daily at peak)

Current Annual Number of Persons who use the alternative transportation system (if one already exists): 3000/yr (anticipated number of riders or users/annually)

Estimated Annual Number of Persons who will use the alternative transportation system at project completion: 5,000 (anticipated ridership/usage)

Is there an anticipated reduction in auto collisions with large animals with this project?

 Yes No

If "Yes," please provide anticipated reduction: collisions/year

BASIC PROJECT DATA (CONTINUED)

Is there an anticipated increase in porous surface with this project? Yes No

If "Yes," please provide anticipated area of increase: square feet

Is there an anticipated increase in wildlife habitat connectivity? Yes No

If "Yes," how many acres would be connected by the project? acres

Is there an anticipated increase in air clarity measures (e.g., visitors' visual experience) for the land unit as a result of this project? Yes No

If "Yes," please explain: There will be a short term localized increase in air quality due to elimination of smoky exhaust from diesel powered bus.

Is there an anticipated reduction of visual impact of parking and roads on visitor experience?
 Yes No

If "Yes," please explain: Continued use of bus will enhance visitor experience on the island by eliminating tourist passenger vehicles parking and driving on the island.

Is there an anticipated reduction of visual or noise impacts of transportation facilities on visitor experience?
 Yes No

If yes, please explain: Short term and localized reduction of noise impacts due to quieter bus.

Executive Summary

The Grand Island National Recreation Area (GINRA) is a 13,000-acre island in Lake Superior, located one-half mile from Munising, Michigan in Michigan's Upper Peninsula. Congress designated GINRA in 1990 "... to preserve and protect for present and future generations the outstanding resources and values of Grand Island ... for the purposes of providing for the conservation, protection and enhancement of its scenery, recreation, fish and wildlife, vegetation and historical and cultural resources, there is hereby established the Grand Island National Recreation Area ... These resources and values include, but are not limited to, cliffs, caves, beaches, forested appearance, natural biological diversity and features of early settlement." Features of early settlement include historic buildings and archeological resources. GINRA is administered by the Hiawatha National Forest.

GINRA has approximately 5,000 visitors during the summer months. Munising is also the gateway community to Pictured Rocks National Lakeshore which has a visitation of approximately 400,000 per year. Both GINRA and Pictured Rocks are vital to the economic vitality of the travel and tourism industry in the Central Upper Peninsula region. GINRA and Pictured Rocks National Lakeshore are "way points" on the "Great Waters" (www.greatwaters.net) Lake Superior trail which is one of three great lakes trails developed by a five-county coalition of business, government and visitor bureaus calling itself the Eastern Upper Peninsula Nature Tourism Alliance. The Alliance's mission is to utilize the natural assets of the region to attract visitors with the long-term goal of developing a sustainable nature-based tourism market.

The enabling legislation requires the Forest Service to provide reasonable water transportation from the mainland to the island. The desired condition as stated in the GINRA Management Plan is to establish a public transportation system to reduce the use of personal passenger vehicles to protect the island's resources and character. The recently completed GINRA strategic/business plan has goals to manage GINRA as a "niche" site within the context of the central Upper Peninsula tourism market, to provide service improvements through public/private partnerships, continue improvements to infrastructure, and increase visitation to GINRA through cooperative marketing strategies.

The current alternative transportation system has proven to be an effective way for visitors to enjoy the island's resources and attractions while eliminating visitors' passenger vehicles on the island. The system consists of transportation to the island using a small six passenger pontoon boat (weather permitting), elimination of visitors' private vehicle on the island by utilizing a small diesel bus, and trails for bicycling and walking. The existing system has been effective, but due to age, capacity of the ferry and bus, and deterioration of the docking facilities, will be unable to service anticipated demand. Forest Service investments since obtaining the island have focused on constructing a visitor contact station, rehabilitating historic structures, constructing and maintaining roads and trails, developing campsites, and developing scenic overlook areas. All constructed features on the island meet accessibility guidelines.

The proposed upgrade to the alternate transportation system is a multi-year project utilizing ATPPL financial assistance, appropriated funds, and private funding sources. At the completion of the project GINRA will have an efficient fully accessible transportation system that protects the natural, cultural and historic values of the island, which meets the visitation demands of the future.

Phase I of the project would involve replacement of the six passenger pontoon ferry boat with a 40 foot pontoon vessel with capacity to safely transport 40 people with bicycles and equipment; reconstruction of both island and mainland docks and terminal facilities to reduce erosion into Lake Superior while providing a comfortable waiting area as well as access to persons mobility impaired; and replacement of the ageing diesel bus with a fully accessible hybrid diesel/electric bus. Phase II of the project would involve construction of an on island bus maintenance building and on island fueling station. Phase III would involve replacement of an unsafe deteriorated bridge on the non-motorized portion of the system at the north end of the island. Total cost of the project is estimated at \$1,185,000.

Completion of this project will assure the continuation of the alternate transportation system to, and on the island with a system that is safe and environmentally sound, meets future demand, eliminates visitors' private passenger vehicles, provides island access to mobility impaired visitors and protects the natural, cultural and historic values which lead to the creation of GINRA.

Project Description

What activities would be funded by the requested ATTPL financial assistance?

The Grand Island National Recreation Area (GINRA) is a 13,000-acre island in Lake Superior, located one-half mile from Munising, Michigan in Alger County in Michigan's Upper Peninsula. Munising is also the gateway community to Pictured Rocks National Lakeshore which has a visitation of approximately 400,000 per year. Both GINRA and Pictured Rocks are vital to the travel and tourism industry in the Eastern Upper Peninsula.

The main recreational activities on the island include, hiking, mountain biking, backcountry camping, boating, fishing, kayaking and taking an interpretive bus tour to a number of scenic and historic sites on the island.

Grand Island NRA is a signature site on the Hiawatha National Forest – known as the *Great Lakes National Forest*. The Hiawatha is home to *Great Islands, Great Lakeshores, Great Lighthouses and Great Snow.*

A General Management Plan is in place for the island and a five-year strategic/business plan has been completed for GINRA. Six hundred thousand dollars of capital improvements have been invested in GINRA since the island was acquired 1990. These investments have been made to protect resources, to accommodate recreation use and to increase accessibility to recreation sites.

As indicated in the Field Report completed by the Cambridge Group for the FHA and FTA, Grand Island NRA has an existing ATS which is composed of three elements: 1) a ferry service that provides access between the mainland and the NRA 2) non-motorized trails and 3) a bus service on the island. The latter consists of an interpretive tour of the island in addition to transportation for other recreation users

This project will provide upgrades and enhancements to the existing alternate transportation system for the GINRA. The current alternate transportation system consists of waterborne transportation for visitors from the mainland to the island, on island bus transportation to attractions, and a non-motorized bike and hiking trails to island attractions (see attached map). Specific project activities include:

Phase I – FY 07

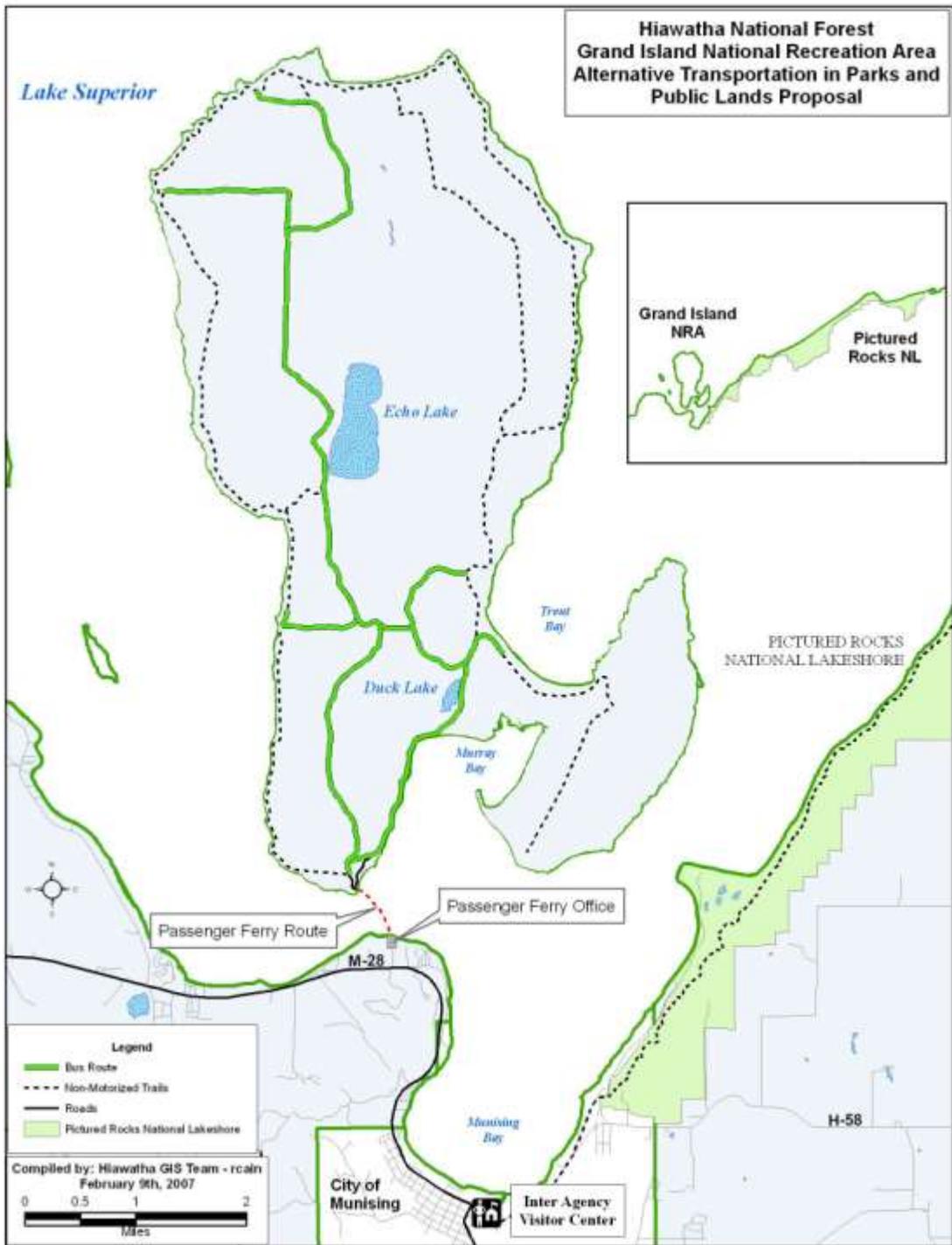
- Replacement of existing 1999 Ford Cutaway diesel on island tour bus with an accessible 20 person electric/diesel hybrid tour bus. The current bus has over 188,000 miles. New bus would fit in with the setting and historic themes of the island.
- Replacement of a 1996, 24 foot 6 person "Seahunt" pontoon boat passenger ferry with an accessible 40 person 40 foot pontoon ferry with capability to transport bicycles and equipment safely to the island.
- Repair the existing, aging barge docks on the mainland and on the island – including repair of the associated sheet pile sea walls. These docks are critical to providing access for the on-island transportation vehicles (tour vehicle) and passengers to the island from the mainland. Unacceptable levels of erosion are also occurring into Lake Superior due to the poor condition of the sea walls.
- Enhance the existing passenger waiting area on the mainland and island to comfortably accommodate passengers waiting to be transported to the island, to start their interpretive tour of the island and to wait for their return trip to the mainland. Upgrade would include construction of accessible deck and benches on the mainland, safety fencing, and completion of the shelter on the island landing.
- Provide interpretive signs at the tour vehicle stops on the island to enhance the tour experience by providing information about the natural and cultural history of GINRA. (Funded through Hiawatha Interpretive Association).

Phase II – FY 08

- Construction of on island maintenance facility and fueling station to support the alternative transportation system on the island.
- Provide interpretive signs at the bus stops on the island to enhance the tour experience by providing information about the natural and cultural history of GINRA. (Funded through Hiawatha Interpretive Association).
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Phase III – FY 09

- Replace deteriorated unsafe trail bridge on non-motorized system.



**Grand Island National Recreation Area
Island Dock and Seawall**



Mainland Ferry Dock and Seawall



Alternative Transportation in the Parks and Public Lands Implementation Evaluation Criteria

(There are separate evaluation factors for planning projects. Use the planning project proposal template for planning projects.)

Criteria	Points	Weight
1. Demonstration of Need		
a. Visitor mobility & experience	(1-5)	25%
b. Environmental condition as result of existing transportation system	(1-5)	
2. Visitor Mobility & Experience Benefits of Project		
a. Reduced traffic congestion	(1-5)	25%
b. Enhanced visitor mobility, accessibility, and safety	(1-5)	
c. Visitor education, recreation, and health benefits	(1-5)	
3. Environmental Benefits of Project		
a. Protection of sensitive natural, cultural, and historical resources	(1-5)	25%
b. Reduced pollution (air, noise, visual)	(1-5)	
4. Operational Efficiency and Financial Sustainability		
a. Effectiveness in meeting management goals	(1-5)	25%
b. Feasibility of proposed budget	(1-5)	
c. Cost effectiveness	(1-5)	
d. Partnering, funding from other sources	(1-5)	

Your responses to these questions must total no more than eight pages.

Implementation Evaluation Factors:

1. Demonstration of Need

- a. Visitor mobility and experience:** Describe the site's current and/or anticipated transportation problem or opportunity for improvement.

The requested funds would upgrade and enhance the existing alternate transportation system for GINRA.

The Grand Island legislation requires the Forest Service to provide water transportation to and from the island. The passenger ferry is the only public access to the island. The current ferry is a 1996 vintage pontoon boat capable of carrying only six passengers with limited space for bicycles and equipment. During the peak summer season the ferry makes eight scheduled round trips daily. The ferry and associated docking facilities are not accessible. During peak season the ferry does not meet current demand and must make additional trips back and forth to the island in addition to the regular schedule due to limited capacity. This condition will be only exacerbated with anticipated increases in demand. The effect is longer waiting times and congestion for visitors at the terminal facilities. The current ferry cannot make the trip to the island in rough seas which strands visitors on the island until conditions improve. A larger vessel would be capable of handling inclement weather conditions providing a safer and more satisfying experience for the visitor.

Currently bus transportation on the island is operated by Altran Public Transit using a 1999 Ford Cutaway 20 passenger diesel bus. The bus was purchased by Altran originally for use on its county wide transit system. With 188,000 miles this bus is at the end of its useful life. The bus makes 2 island tours per day during peak season.

Without continuation of bus transit on the island the GINRA Management Plan would require the agency to allow visitor passenger vehicles on the island. These vehicles would be transported via Forest Service tug and barge which would be costly, highly inefficient, limit the number of visitors accessing the island, and reduce the visitors' experience. Persons without cars and limited mobility would not be able to access the island's attractions. The requested funding would replace the current 1999 vintage bus with an approximately 20 passenger hybrid electric/diesel fully accessible bus. Forest Service partner, Altran, would continue to operate public transportation on the island.

The current transit waiting area on the mainland side consists of two picnic tables, and information kiosk and vault toilet. There is no public shelter during inclement weather. ATPPL funding be used to construct a wooden deck and add seating under a canopy to enhance visitor comfort while waiting.

- b. Environmental condition as a result existing transportation system:**

The existing docks on the mainland and island are over 50 years old and are critical to providing of administrative access as well as providing passenger ferry access to the island for the public. While some maintenance has occurred over the last 16 years the Forest Service has administered the island as funding has permitted, major reconstruction is necessary. Of major concern is failure of existing sheet piling seawall creating erosion into Lake Superior during storm events. (See photos above). On the mainland, this project would involve extending an existing sheet pile seawall inland approximately 50 feet on the mainland to tie in with the shoreline in order to prevent scouring and erosion of the fill behind the seawall resulting from high seas and strong northeast storms. Failure to stabilize this seawall and fill area could jeopardize the existing improvements at the site including day use facilities, kiosk and electrical panels. It will also eliminate erosion into Lake Superior. The 85 foot long

wooden dock is also in need of replacement of 12" x 12" horizontal timbers which stiffen the structure and make it more structurally resistant to shocking blows of rough landings by the frequent ferry and tug and barge trips.

Similar work is needed on the island side. The sheet pile wall is collapsing in part and is in need of replacement in order to protect and stabilize the landing and to eliminate erosion into Lake Superior. The wood barge dock also needs horizontal timbers replaced to stiffen the structure to make it safe for landing with the tug and barge. Reconstruction would mitigate erosion into Lake Superior while providing safe, stable docking facilities for the ferry operation as well as the tug and barge used for administrative access.

2. Visitor Mobility and Experience Benefits

a. Reduced traffic congestion: Describe *how* this project will mitigate the impact of traffic congestion or enhance current visitor travel conditions.

Implementation of this project will assure continuation of the alternate transportation system at GINRA allowing for a ban on visitor passenger vehicles on the island. Without a public transportation system on the island up to 10 passenger vehicles per day would be allowed on the island per the GINRA Management Plan. This would greatly limit visitation to the island, especially for senior citizens and people with limited mobility, as passenger vehicles would have to be transported by the limited service of the Forest Service tug and barge. Enhancement of visitor travel conditions will be accomplished several ways. A larger passenger ferry will increase capacity both for passengers and equipment reducing the number of extra trips beyond the scheduled 8 trips per day during peak season. Waiting and congestion at the terminal facilities on both the island and the mainland will be reduced as the larger vessel will be able to move more people with a reduced number of trips. The larger vessel will also be more reliable during rough seas or inclement weather increasing visitors' comfort during transit.

Replacement of the old bus with a new diesel hybrid vehicle will increase user comfort during island tours with reduced noise and emissions compared with the old vehicle.

b. Enhanced visitor mobility, accessibility, and safety: Describe *how* the implementation of this project will improve or maintain visitor mobility, access and safety.

Without bus transportation on the island visitors without cars and those that have mobility challenges, such as disabled persons or senior citizens, would not be able to enjoy the historic and scenic attractions afforded at GINRA other than at the ferry landing. This would severely limit visitation to the island for a large segment of the public. While all of the improvements made in the past on the mainland and the island meet accessibility standards, the weak link is the accessibility of the passenger ferry. Currently disabled persons must be physically helped on and off the ferry due to lack of accessible ferry loading facilities on both sides. A key component of the project is to improve the loading and waiting facilities to allow easy accessible access to the ferry. Specifically the ATPPL funds would in part be used to construct dock rehabilitation and lifts to allow access to the ferry on both the mainland and the island. The new bus would be fully accessible. These improvement would "close the loop" on accessibility for GINRA.

Visitor safety and convenience would be improved during crossings as a result of a larger vessel especially during inclement weather. Waiting times on both the island and the mainland would be reduced during peak visitation times. A 40 passenger ferry would also

provide more capacity to quickly evacuate visitors from the island in the event of natural disaster or severe weather.

All visitors that visit the island using the ferry would benefit from the proposed improvements. Visitation has steadily increased since the Forest acquired the island. Current visitation is approximately 5,000 per year, with projected steady increases in the future. Increasing visitation in conjunction with the Central Upper Peninsula travel and tourism industry is a key component of the Grand Island Strategic/Business Plan.

c. Visitor education, recreation and health benefits: Describe *how* the project will enhance or maintain visitor experience related to educational benefits, recreational benefits, public health benefits, and social benefits. How many visitors per year will experience these benefits?

Continuation and improvements of the GINRA alternate transportation system will enhance visitor education, recreation and health benefits. With a new larger ferry the route to the island would change from a point to point run from Powell Point (mainland) to Williams Landing (island) to more scenic route along the shoreline interpreting and highlighting the historic district of the island. This would afford visitors the opportunity see more of the island from the water and offer more opportunities to interpret the island historic, cultural and natural features.

A key feature of the public transportation (bus) on the island is interpretation of the islands natural, historic and cultural resources. Without public transportation those educational opportunities would be lost. Island interpretation would continue for those visitors using the island bus system. The third leg of the alternate transportation system, the biking – hiking trails, would benefit public health by continuing a system of trails for visitors to experience the island by biking or hiking to island attractions rather than using the bus. Continuation of the ATS on the island provides social benefits by reducing conflicts between motorized and non-motorized users. Approximately 5,000 visitors per year would benefit, with anticipated increases with implementation of the GINRA Strategy/Business plan.

3. Environmental Benefits

Protection of natural, cultural, and historic resources: Describe *how* this project will improve or maintain the protection of natural, cultural, historic, and/or scenic resources.

Grand Island is a unique place with outstanding natural, cultural/archeological and historic resources as was highlighted in the enabling legislation. The island is rich in Native American archeological sites, historic structures, and rare species. The island features outstanding scenic resources including 300 foot cliffs with views of Lake Superior and Pictured Rocks National Lakeshore and pristine white sand beaches. Continuation of an alternative transportation system (both motorized and non-motorized) is a key component to the protection of these resources and providing a quality visitor experience. The replacement of the bus, ferry, and repairs to the docks and seawalls will continue and improve the protection of these resources at GINRA. The alternative to not replacing the bus would eventually lead to allowing visitors' private vehicles on the island with resulting increase in emissions, potential spread of non-native invasive species, reduced visitor satisfaction, and resource impacts (such as looting of archeological sites, trampling of rare species, etc.) associated with unaccompanied visitation. Bus transportation on the island provides benefits by allowing more people to visit the island, and allowing the agency to "control" where users can visit. This reduces potential impacts from such things as random parking, driving off the roadway in sensitive areas, or using 4 wheel drive vehicles on beach areas. Currently there is no parking or other facilities on the island for visitors' private vehicles.

Reduced pollution: Describe *how* this project would reduce and/or prevent pollution – including air pollution, water pollution, noise pollution, and visual pollution.

Implementation of this project will reduce air, water, noise and visual pollution. Replacement of the bus will allow continuation of an alternate to visitors' passenger vehicles on the island. This in itself will reduce air noise and visual pollution. Benefits of the electric-diesel hybrid buses include up to a 20 percent increase in fuel economy and up to a 90 percent reduction in particulate matter as compared to standard diesel engines. The bus is in continual operation from 6 to 7 hours per day during the peak season. The hybrid buses also have been shown to improve bus performance and passenger comfort by providing a quieter and smoother ride. The bus would be capable of using bio-diesel fuel once available in the Upper Peninsula.

Reconstruction seawall on the mainland will prevent erosion and scouring of the fill behind the seawall caused by high seas and strong northeast storms on Lake Superior. Failure to stabilize this seawall will continue erosion into Lake Superior as well as jeopardize existing improvement at the site. Similar work is needed on the island side. The sheet pile wall is collapsing in part and is in need of replacement in order to protect and stabilize the landing and to eliminate erosion in to Lake Superior.

4. Operational Efficiency and Financial Sustainability

a. Operational Efficiency: Describe how the proposed project is the most effective solution for meeting identified management goals and objectives for this site. Please cite documentation in agency plans and other reports to support your description.

In the enabling legislation GINRA was established to provide for the “conservation, protection, and enhancement of its scenery, recreation, fish and wildlife, vegetation and historical and cultural resources...” The legislation also requires the Forest Service to provide reasonable water transportation from the mainland to the island. The desired condition as stated in the GINRA management plan is to establish a public transportation system to reduce the use of personal passenger vehicles to protect the islands resources and character. The current alternative transportation system has proven to be an effective way of visitors to enjoy the islands resources and attractions. Improvements to the system will continue to protect resources and reduce conflicts between those visitors that prefer non-motorized recreation opportunities as well as satisfy those visitors that want to visit the island but prefer motorized transportation or are physically unable to visit the island attractions by biking or hiking. By providing efficient, safe and comfortable water transportation, as well as providing the option of either touring the island by bus, bike or on foot the furthers the objectives outlined in the enabling legislation and the GINRA Management Plan.

b. Feasibility of Proposed Budget: Fill in the budget template below *or* attach a project budget that *at a minimum contains the items in the budget template* and extends at least 5 years. Include a narrative to elaborate on the financial plan.

	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
Revenue					
ATPPL funding (requested)	\$575,000	\$205,000	\$400,000	0	0
Funds from public land budget	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000
Other federal funds					
State funding					

Local funding	\$15,000	\$15,000	\$15,000		
Passenger Fares and/or transportation fees	\$50,000	\$53,000	\$56,000	\$59,000	\$61,000
All other dedicated sources of funding ^{1,2}	0	0	0		
Total Revenue	\$658,000	\$291,000	\$489,000	\$69,000	\$71,000
Capital Costs					
Purchase of rolling stock (vehicles)	\$125,000	0	0	0	0
Lease of rolling stock (vehicles)	0	0	0	0	0
Construction (e.g., bus shelters, sidewalks, trails, etc.)	0	\$205,000	\$400,000	0	0
Rehabilitation (docks and seawalls)	\$300,000	0		0	0
Other: Ferry	\$150,000	0	0	0	0
Total Capital Costs	\$575,000	\$205,000	\$400,000	0	0
Operating Costs					
Salaries	\$18,000	\$19,000	\$20,000	\$21,000	\$22,000
Routine Maintenance	\$12,000	\$13,000	\$14,000	\$15,000	\$16,000
Insurance	\$7,000	\$8,000	\$9,000	\$10,000	\$11,000
Fuel	\$3,000	\$4,000	\$5,000	\$6,000	\$7,000
Contracted services	\$10,000	\$11,000	\$12,000	\$13,000	\$14,000
Other: Legal, Accounting, Advertising etc	\$9,000	\$10,000	\$11,000	\$12,000	\$13,000
Total Operating Costs	\$59,000	\$65,000	\$71,000	\$77,000	\$83,000
¹ Documentation to support all other dedicated sources of funding (e.g., letters of confirmation of financial contribution, or letters of in-kind contribution) or innovative financing must be provided with this application.					
² For example, funding from partnerships, private commitments, donations, etc.					

Proposed budget narrative: In this narrative, include details such as size and number of vehicles, fuel type, terms of lease, description of facilities to be constructed, types of ITS, etc.

This project proposal involves funding requests for FY2007, FY2008, and FY2009.

Proposed Projects for 2007

- Purchase new on-island ATS bus \$125,000
- Purchase new passenger ferry \$150,000
- Design dock repair, accessible lift , and transit center/intermodel terminal enhancements \$40,000
- Construct dock repair, lift , and transit center enhancements \$260,000

On Island Bus

The current ATS bus is a 1999 diesel powered Ford Cutaway with 188,000 miles on it. It has a wheel chair-lift and seats 14-22 people. The proposal is to replace it with a similar sized electric/diesel hybrid which would be more environmentally friendly and which would better fit in with the setting and historic themes of the island.

Passenger Ferry

The current passenger ferry is a 1996 24-foot Sea Hunt open air pontoon boat with a capacity of six (6) passengers and two crew. During peak season (July and August), the current vessel is inadequate to meet

the demands of passengers, backpacks and mountain bikes, resulting in excessive waiting times. ATPP funding would be used to purchase a new 40-foot, 40-passenger ferry to meet demand. It would be a canopied pontoon style which would accommodate more passengers and their gear than the current vessel. It would also allow the ferry service to expand their service by providing a tour of the southern end of Grand Island as a value-added aspect of the island experience.

Dock Repair, Accessible Lift, Transit Center Enhancement

The docks and sea walls on both the mainland and island sides are in need of repair. The docks are in need of structural repair and the accompanying sheet pile seawalls are failing and are creating erosion into Lake Superior. Failure to complete this dock rehabilitation could jeopardize improvements at these landing locations. In addition, the current passenger ferry is not accessible to people with mobility impairments. This proposal would make a lift available to provide access to the ferry from the docks on the mainland and island sides to people who are not able to negotiate the steps. Lastly, the current transit area on the mainland side consists of two picnic benches, an information kiosk, and a vault toilet. This proposal would enhance this waiting area by including a wooden deck, benches, a partial canopy, and improved signing and exhibitory. The objective is to create an intermodal terminal that befits an entrance to a National Recreation Area.

Proposed Projects for 2008

- Design an on-island maintenance facility/bus garage \$12,000
- Construct maintenance facility/bus garage \$173,000
- Construct on-island fueling station \$20,000

Maintenance Facility/Bus Garage

The current bus is exposed to the elements from June through October on the island. In addition, the available maintenance space currently consists of a 16x12 foot space in the back of a Visitor Contact Station. The proposal would provide for a maintenance facility/bus garage separate from the Visitor Contact Station and would provide in-door parking for the bus (thus increasing its life). It would also provide a building, which would support all of the operation and maintenance function of the ATS system and the associated complementary non-motorized recreational transportation system.

On-island Fueling Station

Currently, fuel for the bus is carried over to the island via the passenger ferry in 5 gallon containers and hand-poured into the ATS bus gas tank. Minor amounts of spillage occur on occasion with potential existing for greater amounts of spills. The proposal is to construct a fueling dock near the maintenance facility where the fuel transfer can be done professionally and efficiently and in an environmentally friendly manner.

Proposed Projects for 2009

- Design North Light Creek Trail Bridge \$40,000
- Construct North Light Creek Trail Bridge \$360,000

A popular use of the GINRA at this time is biking to island attractions. There are approximately 25 miles of non-motorized routes on the island including the 20 mile rim trail, which hugs the island's edge and provides access to long, expansive beaches and spectacular 300 foot tall rocky cliffs. Currently, safe passage on the north end of the island is blocked by an unsafe condemned 100-year-old concrete arch bridge, which is falling into the stream below. ATPP funds would be used to demolish and remove this unsafe structure and replace it with a glue laminated wooden structure to allow complete circumnavigation of the island by hikers and bikers. This will represent a significant enhancement to the complementary non-motorized component of the existing ATS system.

Impact on Operation and Maintenance and Schedule

These proposals in combination will have an extremely favorable impact on all operational aspects of the existing ATS system, and complementary non-motorized recreation transportation systems (hiking and mountain biking).

The expanded size passenger ferry will become more efficient in transporting passengers to the island, including an enhanced feature of providing a water-based tour of the historic structures along the south shore of the island. The more sea-worthy vessel will attract more visitors and will make the operation more profitable. Shorter waiting times will create significant improvements in customer service.

The improved ATS hybrid bus will represent greater fuel efficiency and thus reduced maintenance costs. The in-door parking for the ATS bus in the maintenance facility will prolong the life of the bus, thus reducing operating costs. The environmentally friendly system on the island will reduce spillage potential and will eliminate or dramatically reduce potentially expensive clean up costs.

Repair of the docks will accomplish deferred maintenance, which must be accomplished to protect improvements on the island and maintain landings, and eliminate erosion into Lake Superior.

- c. Cost Effectiveness:** Fill in all information for items 1-4 below in order to calculate the cost per person using the alternative transportation system. FTA will calculate annualized cost per passenger trip and annual fare box recovery – common transit cost effectiveness measures – based on the information that you provide. ***You must provide all information in order to fulfill these required criteria.***

1. Annual cost for vehicle operations and maintenance (including salaries, fuel, maintenance, administrative expenses related to system, and all other operating costs): \$59,000
2. Average annual number of riders: 3,000 /year
3. Transportation fee or fares recovered (average): \$50,000/year
4. Useful life of transportation assets: 10 years

Annual cost per passenger trip: This will be automatically calculated by FTA.

Annual fare box recovery This will be automatically calculated by FTA. %

- d. Partnering, funding from other sources:** Describe any partnerships the project has with federal, state, tribal and local government agencies, gateway communities and the private sector. Please cite agreements or documentation (*including letters of dedicated financial support or confirmation of financial or in-kind contribution*) that show a high level of coordination and partnering activities. If applicable, describe any economic, mobility, or other benefits to the gateway community.

A major federal partner in management of GINRA has been the National Park Service which has assisted the Forest in management of black bear/visitor conflicts on the island.

A major state partner has been the Michigan Department of Natural Resources which has also assisted the Forest in managing black bears on the island.

The local Native American tribe has been a partner in accomplishing archeological digs on the island by participating in Youth Archeology Workshops and by funding interpretive projects.

The Eastern Upper Peninsula Nature Tourism Association (EUPNTA) has created the *Great Waters* brand designed to develop the Eastern part of the Upper Peninsula into a nationally recognized visitor destination. GINRA is a key asset or way point on the Lake Superior trail portion of the *Great Waters* area. EUPNTA is considered a marketing partner in helping GINRA and Pictured Rocks National Lakeshore become a greater contributor to recreation and tourism here in Alger County.

The Grand Island Association, an association of special use permit holders on GINRA, has helped the Forest secure funding for renovation of historic structures on the island that are visited as part of the ATS tour.

The Grand Island Ferry Service is our critical partner in the providing of passenger service to GINRA and in the past has helped fund interpretive signs in the Visitor Contact Station. The ferry Service has also recently made a major investment in the ATS project by constructing a new passenger ferry office to replace the 10 foot by 16 foot storage shed it was operating out of. It has also recently upgraded the quantity and quality of mountain bikes that it rented to visitors.

ALTRAN is the Forest's critical partner in providing the ATS on the island. It has contributed funds in the past to provide interpretive signing in the Visitor Contact Station. It is also willing to solicit grant funding to help in the proposed intermodal transit center enhancements at the waiting areas.

The Hiawatha Interpretive Association (HIA) is a major partner in delivering our interpretive and conservation education program. It has funded numerous projects on GINRA and would be a willing partner in providing additional ATS interpretive signs.

Munising, located in the Central Upper Peninsula, sits as a gateway community to Pictured Rocks National Lakeshore, Hiawatha National Forest, and GINRA. Tourism is the number one industry in Alger County and these ATPPL proposals will directly contribute to accomplishment of the recreation and tourism goals of diversifying the tourism base, keeping the visitor here "one more day" and increasing shoulder season use.