



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

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

BASIC PROJECT INFORMATION			
Project Name (Please provide a 1-2 sentence description of the project): Lake Chelan Dock Infrastructure – Prince Creek Dock Replacement. This proposal replaces a ferry dock that is in need of replacement.			
Proposed Funding Recipient: USDA Forest Service, Wenatchee National Forest, Chelan Ranger District			
Public land unit(s) involved: USDA Forest Service and National Park Service		<u>Location of Project</u> City: Chelan County: Chelan State: Washington Congressional District: 4th	
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 XX Forest Service XX National Park Service		Type of Implementation Project: (Planning projects, please use the alternate form) <input type="checkbox"/> Bus <input type="checkbox"/> Vehicle replacement <input type="checkbox"/> Tram/Trolley XX Boat/Ferry/Dock <input type="checkbox"/> Rail <input type="checkbox"/> Non-motorized (e.g., bicycling/pedestrian trail) <input type="checkbox"/> Other (e.g., Intermodal facility, ITS) Describe:	
<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. XX Proposal is for rehabilitation of or replacement of vehicles or facilities for an existing alternative transportation system.			
ATPPL Funding Requested during FY 2007 \$5,000 for planning and design		<b>Total Project Capital Cost at Completion (All sources)</b> \$130,000 - \$135,000 Estimate	
Were you awarded FY 2006 ATPPL funds? <input type="checkbox"/> Yes XX No If answer "Yes," please provide amount awarded: \$			
Do you plan to request additional ATPPL funds in future years? <b>XX Yes</b> <input type="checkbox"/> No <b>(Note: If you wish to compete for future ATPPL fiscal year funding you must reapply).</b> If answer "Yes," please specify ATPPL proposed funding levels for out years below:			
FY 2008 \$ 60,000	FY 2009 \$	FY 2010 \$	
FY 2007 Funding Amounts from sources other than ATPPL funds? <b>XX Yes</b> <input type="checkbox"/> No If answer "Yes," please specify funding levels per source below:			
State \$	Local \$	Federal (other \$) \$5,000 (Dock Permits)	Private sources \$

**CONTACT PERSON**

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**OTHER PROJECT SPONSORS (in addition to funding recipient)****Verbal support not funding support: National Park Service and Lake Chelan Boat Company****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.

XX 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): 29,000 ferry users, 2,300 users get off or on at this stop

Daily Number of Visitors (Peak season): 30-40 peak day, 50-150 peak week

Average Number of Vehicles per Day at Peak Visitation: None/ This is a ferry stop, with no roads.

Current Road Level of Service at Peak Visitation **This area is only accessible by private boat or the public ferry system.**

(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

XX Summer

 Fall Winter

Current Carrying Capacity of Existing Roads: (vehicles/day) 0/day

Current parking shortages during peak visitation: **Boat moorage and docking**

Current Average Number of Persons who use the alternative transportation system (if one already exists) at Peak Visitation: 150 people/week peak daily total, 35 people average number of visitors/ daily during peak season, approximately 2,300 total yearly departures at Prince Creek.  
(average number of visitors/daily at peak)

Current Annual Number of Persons who use the alternative transportation system (if one already exists): Annually approximately 29,000 visitors use the ferry system. (anticipated number of riders or users/annually)

Estimated Annual Number of Persons who will use the alternative transportation system at project completion: We anticipate a small but steady gradual increase 2-5% per year. (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: 0/yr collisions/year. The ferry boat operators view wildlife they do not run them over, when observed crossing the lake.

### **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:

Is there an anticipated reduction of visual impact of parking and roads on visitor experience?

Yes  No (No roads, no parking)

If "Yes," please explain:

Is there an anticipated reduction of visual or noise impacts of transportation facilities on visitor experience?

Yes  No

If yes, please explain: Their could be if only private boats were used rather than the public ferry system.

## Executive Summary

Please provide an executive summary of your proposal that is no more than one page in length.

The Washington DOT currently authorizes a ferry system on Lake Chelan. The ferry company's home port is in the City of Chelan. The Lake Chelan public transportation needs are suited with a public ferry system, a key facility in this system is called "Fields Point Landing". This facility is jointly operated by the Forest Service and National Park Service, it provides the key port of call for most up lake visitors. It has a parking lot designed for 300+ cars, restrooms, visitor information center, and a large dock facility. **Docking facilities are the next key components in servicing public transportation needs.** Key ports are Lucerne Community landing which serves Lucerne, Holden Village, and provides access into Glacier Peak Wilderness through various trailheads. The port at Stehekin provides National Park Service access as well as the community of Stehekin public access.

### **Public trailheads need public access connections.**

Dock facilities for the ferry boats used on Lake Chelan the Lady II and Lady Express require above average recreation type docking facilities due to their size. They are both very large boats; the Lady II is a 100 ton, 100 foot long vessel with a maximum capacity of 350 people; the Lady Express is a 36 ton boat, 76 foot long vessel with a maximum capacity of 150 people. **We have special docking needs due to the size and capacity of these public transportation carriers. These dock facilities have become more and more difficult to maintain.** While no current emergency repairs are needed at Lucerne, Fields Point, or Stehekin. The dock at Prince Creek has been patched up for a number of years and in need of replacement. The planned replacement dock would be 14' wide x 55-60 concrete floating dock with 2 feet of freeboard, with a large wood bumper and bullrail.

Dock maintenance was an issue when the Forest Service and National Park Service entered into relicensing negotiations with Public Utility District No 1 of Chelan County. A new license has just been issued by the Federal Energy Regulatory Commission but we have not started implementation. We are willing to commit a portion of settlement funds to match the U.S.DOT planning and implementation grants. Currently some of the floatation has come loose and freeboard on the deck is about 10 inches. This means the deck is wet most of time, increases wood rot, and is very slippery. We have some pieces of infrastructure that are solid and do not need to be repaired or replaced. In 1996 a new concrete bulkhead (2' x 10') and steel piling was installed. We have lacked adequate funding to provide a suitable dock. This stop is a very popular location because the Lakeshore hiking trail originates from this campground. This is a very popular early spring trail with as many as 50-100 visitors per week.

## Project Description

**What activities would be funded by the requested ATTPL financial assistance? Please provide a project description that is no more than one page in length. You may attach up to two pages of maps or other illustrations that do not count towards the page limit.**

The existing dock facility at Prince Creek Campground and Trail needs replacement. The concrete bulkhead and steel ramp are all fine and usable.

Prince Creek is a remote camping and trailhead location about 30 miles uplake from the city of Chelan, it is not accessible car and borders the Lake Chelan Sawtooth Wilderness. It does provide a unique and beautiful recreational opportunity for both hiking and camping.

However, the floating dock is becoming unsafe and usable as it sinks with less and less freeboard. ATTPL funds would purchase a new 12 foot x 60 foot dock and some new steel and wood piling. The new dock would have approximately 20 inches of freeboard, (keeping it from getting wet in minor storms with minor wave action). The additional pilings would provide a safer approach and cushion for the larger ferry boats as they dock

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

# Red numbers are the applicants

**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. Please cite documentation in agency plans and other reports to support your description. You should include information on issues such as traffic congestion, traffic delays, parking shortages, difficulty in accessing destinations, safety issues related to traffic, lack of access for persons with disabilities, lower incomes, or without cars, and visitor frustration.

The Lake Chelan public transportation needs are suited with a public ferry system, a key facility in this system is called "Fields Point Landing". This facility is jointly operated by the Forest Service and National Park Service, it provides the key port of call for most up lake visitors. It has a parking lot designed for 300+ cars, restrooms, visitor information center, and a large dock facility. Docking facilities are the next key components in servicing public transportation needs. Key ports are Lucerne Community landing which serves Lucerne, Holden Village, and provides access into Glacier Peak Wilderness through various trailheads. The port at Stehekin provides National Park Service access as well as the community of Stehekin public access.

Dock maintenance was an issue when the Forest Service and National Park Service entered into relicensing negotiations with Public Utility District No 1 of Chelan County. A new license has been issued by the Federal Energy Regulatory Commission yet. We plan to use portions of settlement funds to match U.S.DOT grants. In previous years we have provide large amounts of agency funds to provide the public safe docks these public transportation carriers use. Maintenance at the Lucerne Community Dock was approximately \$30,000 for piling replacement and some added floatation in 2005. The Prince Creek dock is currently almost beyond repair. It is a old cedar log floating dock that has become waterlogged, added steel floatation and a new deck surface was done in 1995-6. Currently some of the floatation has come loose and freeboard on the deck is about 10 inches. This means the deck is wet most of time, increases wood rot, and is very slippery. We have some pieces of infrastructure that are solid and do not need to be repaired or replaced. In 1996 a new concrete bulkhead (2' x 10') and steel piling was installed. We have lacked adequate funding to provide a suitable dock. This stop is a very popular location because the Lakeshore hiking trail originates from this campground. This is a very popular early spring trail with as many as 50-100 visitors per week. The Lucerne Community Dock, currently not in need of major repairs provides access to Holden Village and hiking access to the Glacier Peaks Wilderness and the nationally known Pacific Crest Trail.

- b. Environmental condition as a result existing transportation system:** Describe the site's current or anticipated problem or opportunity for improvement of the environment in this area. Please cite documentation in agency plans and other reports to support your description. You should include information on current or anticipated problems such as air pollution, noise pollution, run-off, water quality, harm to vegetation and wildlife, and other impacts or stressors on natural, cultural and/or historic resources caused by the existing transportation system.

Our proposal preserves the best alternative as road access is impossible, use of the public ferry system provides a low impact on scenic resources, blends with historic steamboat travel, protects wilderness values and limits natural resource impacts to key existing sites. Prince Creek is surrounded by the Sawtooth Wilderness and is 30 miles up Lake Chelan from the city of Chelan. The two hiking trails are the only other means of access to Prince Creek.

## **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. In order to respond to this question, please include (where applicable) a description of how this project will:
- Reduce the average number of daily motorized vehicle trips during peak visitation with project implementation. (This is estimated based on anticipated alternative transportation system usage at completion and the typical number of passengers per vehicle); *and*
  - Decrease or mitigate time lost to traffic delays.

Vehicles are not generally used by the public due to the remote nature of upper Lake Chelan. This proposal is continues to avoid adverse impact of automobiles.

- b. Enhanced visitor mobility, accessibility, and safety:** Describe *how* the implementation of this project will improve or maintain visitor mobility, access and safety. In order to respond to this question, please include (where applicable) a description of:
- Benefits that the project would have in easing visitor travel to destinations and decreasing visitor inconvenience;
  - Improved access for persons with disabilities;
  - Improved access for individuals with lower incomes or without cars;
  - Anticipated impacts on vehicle accident rates or property loss;
  - Anticipated impacts on visitor safety in cases of catastrophic events, such as forest fires; *and*
  - The number of visitors per year that will benefit.

Of the 29,000 visitors known ferry passengers, approximately 1900 hikers and 400 campers would have a more difficult time accessing Prince Creek, due to weather and high winds its estimated that ½ of these visitors could not be

dropped off even with a shore landing. The attraction to this site is spring hiking when the winds are typically higher, but the low elevation snow has melted on the trail, and all the mountains are still snow capped with beauty.

A new dock would provide greater public safety and assure public access.

Other than private boats, flying in with a float plane, packing in with horses, or hiking down and back from Stehekin no other means of common access works. The public ferry system is the best means for accessing the site, without this stop use of the site would drop 70-80 percent.

Persons with Disabilities can be accommodated in the campground which is relatively flat and has two ADA approved toilets; assistance is needed to access the campground from the dock.

This project area is remote and only serviced by the public ferry system, commercial float plans or private boats. The ferry system provides the greatest public opportunities.

- 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?

The project will enhance existing recreational opportunities in hiking the Lakeshore Trail or camping at the campground. It will have societal health benefits that come from public recreation and outdoor activities. Approximately 2,800 visitors (ferry estimates and private boaters) to the site would benefit from the project.

### **3. Environmental Benefits**

- a. 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. Please provide as much information as possible about *anticipated outcomes of the project*, such as:
- Ensuring that visitation does not exceed an area's ability to handle increased levels of visitation or the "carrying capacity" of the land unit;
  - Maintaining ecosystem function, ecosystem restoration, disturbed land restoration, or re-vegetation efforts;
  - Improving habitat connectivity;
  - Preserving an archeological resources, historical resources, viewshed or watershed; *and*
  - Reducing auto-large animal collision rates or other protection benefits where applicable.

The Prince Creek Dock replacement will allow continued use of this area, current use is below the existing site capacity, should grow and use rise to

above existing site development. There are additional flat lands on the other side of the Prince Creek alluvial fan that could be developed as over-flow or fully developed alternative sites. All recreation development actions consider and protect ecological processes and functions; and archeological/heritage resources.

- b. Reduced pollution:** Describe *how* this project would reduce and/or prevent pollution – including air pollution, water pollution, noise pollution, and visual pollution. In order to respond to this question, please include (where applicable):
- Estimated reduction in *average vehicle miles traveled at peak visitation* (a measure that is an estimate of a reduction in pollutant emissions as a result of the proposed project); and
  - Estimated number of riders *switching from auto to transit or to non-motorized transportation (including bike, pedestrian, and/or waterborne craft)* as a result of the project (a measure of estimated reduction in fuel consumption for site patrons and improved energy efficiency aspects of transportation, including non-motorized transportation).

The proposal continues to encourage ferry transportation, by having connected features to this existing travel route. The ferry system provides the most economical and environmentally friendly means of transporting the general public uplake. This proposal would help the 2,800 waterborne visitors.

#### **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.

The proposed project helps accomplish a suitable docking site that will complement the existing campground. We have completed other key components of the dock with a new bulkhead and steel piling (1995). We have upgrade restroom facilities with a state grant from the Interagency Committee for Outdoors (IAC) in 2001 due to the significance of the Lakeshore Trail and the early spring hiking opportunities it provides. It meets current Forest Plan direction in providing recreational opportunities in a very unique setting. Trailheads need access by the general public. The Forest Recreation Master planning effort is just beginning, it is highly doubtful one of largest, pristine and beautiful lakeshore campgrounds would be proposed for any kind of reduction or elimination.

- 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
<b>Revenue</b>					
ATTPL funding (requested)	<b>\$5,000 planning and design</b>	<b>\$60,000 construction</b>			
Funds from public land budget					
Other federal funds	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000
State funding					
Local funding (License Settlement)		\$60,000 (50% match)			
Passenger Fares and/or transportation fees	\$4,000	\$1,000	\$1,000	\$1,000	\$1,000
All other dedicated sources of funding <sup>1,2</sup>		\$3,000	\$3,000	\$3,000	\$3,000
<i>Total Revenue</i>	\$10,000	\$125,000	\$5,000	\$5,000	\$5,000
<b>Capital Costs</b>					
Purchase of rolling stock (vehicles)					
Lease of rolling stock (vehicles)					
Construction (e.g., bus shelters, sidewalks, trails, etc.)		\$125,000			
Rehabilitation					
Other: _Eng /Contracting Salary_____	\$10,000.				
<i>Total Capital Costs</i>	\$10,000	\$125,000			
<b>Operating Costs</b>					
Salaries					
Routine Maintenance	\$1,000	\$2,000	\$2,000	\$2,000	\$2,000
Insurance					
Fuel					
Contracted services		\$3,000	\$3,000	\$3,000	\$3,000
Other: _____					
<i>Total Operating Costs</i>	\$1,000	\$5,000	\$5,000	\$5,000	\$5,000
<sup>1</sup> 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.					
<sup>2</sup> 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. The narrative should also describe the maintenance plan, include information on how the project will impact total operating and maintenance costs and schedule at the site, as well as information on the project's impact on the unit's ability to maintain other assets. Finally, for vehicle replacement projects, please list the age, mileage, and vehicle type of each vehicle that you are requesting funding to replace.

We plan to use part of settlement dock maintenance funds to help with the construction and maintenance along with limited dock fee dollars.

- 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): \$2-4,000.00 for Prince Creek Dock
  2. Average annual number of users: 2,800 /year
  3. Transportation fee or fares recovered (average): \$10,000/year this from dock permits for the entire Lake
  4. Useful life of transportation assets: 20-35 years (est. extended life of a well maintained dock)
- 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.

The Prince Creek dock and campground has had previous partnerships with the Washington State Interagency Committee for Outdoor Recreation (IAC). Revenues from the jointly operated National Park Service (NPS) and Forest Service dock fee program, and other joint partnerships with NPS. The Federal Energy Regulatory Commission (FERC) just recently granted Utility District No. 1 of Chelan County a new license (November 6, 2006) which will provide additional shared funding opportunities in the very near future. (Financial agreements and Federal Energy compliance plans are being developed in FY07, with some anticipation that actions planned for late in fiscal and calendar year 07 will happen.)



Prince Creek Dock 12/2006 note only about 6 inches of freeboard or portion out of water.