



**Lake Chelan – Prince Creek Dock
USDA Forest Service**

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

**Paul S. Sarbanes Transit in Parks Program (Transit in the Parks Program)
Project Proposal for Fiscal Year 2009 Funds – Implementation 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 implements a previous funded planning project (FY 07).			
Proposed Funding Recipient: : USDA Forest Service, Wenatchee National Forest, Chelan Ranger District			
Public land unit(s) involved: USDA Forest Service (This Dock) The Ferry system provides public transportation to both National Forest System and National Park Service lands.		<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 <input checked="" type="checkbox"/> Forest Service <input type="checkbox"/> National Park Service <input type="checkbox"/> Other (e.g. Federal Trust) Describe:		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 <input checked="" type="checkbox"/> 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. <input checked="" type="checkbox"/> Proposal is for rehabilitation of or replacement of vehicles or facilities for an existing alternative transportation system.			
Transit in Parks Program Funding Requested during FY 2009 \$ 100,000.		Total Project Capital Cost at Completion (All sources) \$180,000.	
Were you awarded Transit in Parks Program funds for this project in the past? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If answer "Yes," please provide amount awarded: \$5,000 for design work 2007			
Do you plan to request additional Transit in Parks Program funds in future years? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No (Note: If you wish to compete for future Transit in Parks Program fiscal year funding you must reapply). If answer "Yes," please specify Transit in Parks Program proposed funding levels for out years below:			
FY 2010 \$100,000 estimate	FY 2011	FY 2012	
FY 2009 Funding Amounts from sources other than Transit in Parks Program funds? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If answer "Yes," please specify funding levels per source below:			
State \$	Local \$60,000. Chelan PUD	Federal (other than Transit in Parks Program)	Private sources \$5,000 Boat Company G/T Agreement

		\$15,000 Dock Fee dollars	
CONTACT PERSON			
Name: Joe Kastenholz or Robert J. Sheehan		Phone: 509-682-4960	
Position: Resource Assistant/ District Ranger		E-mail: jkastenholz@fs.fed.us or rsheehan@fs.fed.us	
Address: 428 West Woodin Avenue, Chelan, WA 98816			

OTHER PROJECT SPONSORS (in addition to funding recipient)
Support Letters from the National Park Service, Port of Chelan County, City of Chelan/Mayor, Lake Chelan Chamber of Commerce, Lake Chelan Boat Company and Lake Chelan Boating Club.

REQUIREMENTS
<input type="checkbox"/> 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. <input type="checkbox"/> The project is consistent with the metropolitan and statewide planning process. <input checked="" type="checkbox"/> The project is consistent with agency plans. <input checked="" type="checkbox"/> If this is an implementation project, all reasonable alternatives, including a non-construction option, were analyzed before proposing this project.

BASIC PROJECT DATA		
<table border="1"> <tr> <td>Number of Visitors (Annual): 29,000 ferry users, 2,300 users get on or off at this stop.</td> <td>Daily Number of Visitors (Peak season): 30-40 peak day, 50-150 peak week</td> </tr> </table>	Number of Visitors (Annual): 29,000 ferry users, 2,300 users get on or off at this stop.	Daily Number of Visitors (Peak season): 30-40 peak day, 50-150 peak week
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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 2009 proposals).		
What time of the year does your land unit experience Peak Visitation? <input type="checkbox"/> Spring <input checked="" type="checkbox"/> Summer <input type="checkbox"/> Fall <input type="checkbox"/> Winter		
Current Carrying Capacity of Existing Roads: Zero / N/A (vehicles/day)		
Current parking shortages during peak visitation: N/A, Moorage of boats is occasionally a problem.		
Current Average Number of Persons who use the alternative transportation system (if one already exists) at Peak Visitation: 150 people/ week with an average of 35 people/ day peak (Spring –Early Summer) (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 hope to not only keep the 2,300 who would not be able to get off without the project but hope to have a gradual increase of 2-4% per year. (anticipated ridership/usage)

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

Yes No (Not Applicable)

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:

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

Yes No

If "Yes," please explain:

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

Yes No Ambient noise levels would remain the same with the project. However if we did not have the dock, the existing campgrounds and trailhead would still attract visitors, but at much lower numbers.

If yes, please explain:

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, Field's Point, or Stehekin, the dock at Prince Creek has been patched up for a number of years and is in need of replacement. The preliminary planned replacement dock would be 17' wide x 67' concrete/or HDPE tube floating split level dock with 36 inches of freeboard, with a large wood bumper and bullrail, ferry side and 21 inches of freeboard on the public dock side. (See attached Conceptual view "Prince Creek Dock Layout", developed by Forest Structural Engineer Dana Bardsley, with boat company representatives, district, and other marine engineers.)

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, and collection agreements are now in place for partner matches. We do plan on using portions of settlement funds to match U.S.DOT grants. Currently, some of the floatation has come loose and freeboard on the deck is about 8-9 inches. This means the deck is wet most of time, which increases wood rot and makes the surface 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 early spring trail gets as many as 50-100 visitors per week.

Project Description

What activities would be funded by the requested Transit in Parks Program 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 Trailhead needs replacement. The concrete bulkhead and steel ramp are all fine and useable.

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

The floating dock is becoming a safety risk becoming more difficult and unstable as it sinks with less and less freeboard. Ferry docking is becoming more and more hazardous as the dock sinks. ATTPL funds would help purchase a new 17 foot x 67 foot dock and some new steel and wood piling. The new dock would have approximately 36 inches of freeboard, (keeping it from getting wet in minor storms with minor wave action). The additional pilings which may be needed would provide a safer approach and cushion for the larger ferry boat as it docks.

Transit in Parks Program 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		25%
a. Visitor mobility & experience	(1-5)	
b. Environmental condition as result of existing transportation system	(1-5)	
2. Visitor Mobility & Experience Benefits of Project		25%
a. Reduced traffic congestion	(1-5)	
b. Enhanced visitor mobility, accessibility, and safety	(1-5)	
c. Visitor education, recreation, and health benefits	(1-5)	
3. Environmental Benefits of Project		25%
a. Protection of sensitive natural, cultural, and historical resources	(1-5)	
b. Reduced pollution (air, noise, visual)	(1-5)	
4. Operational Efficiency and Financial Sustainability		25%
a. Effectiveness in meeting management goals	(1-5)	
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. 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 served by 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. The license has been issued by the Federal Energy Regulatory Commission, and collection agreements are in place long-term maintenance. We plan to use portions of settlement funds to match U.S.DOT grants. In previous years we have provided large amounts of agency funds to provide the public safe docks that the public transportation ferry uses.

The Prince Creek dock is currently almost beyond repair. It is an 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 8-9 inches. This means the deck is wet most of time, which increases wood rot, and makes the surface 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 early spring trail gets as many as 50-100 visitors per week. We risk losing a very important part of providing for public access if we lose this dock. Smaller private boats would continue to occasionally use the area and the site, but at greatly reduced levels.

b. Environmental condition as a result of the 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.

Automobiles are not an issue due to the lack of any roads and remote nature of upper Lake Chelan. This proposal continues to avoid adverse impact of automobiles. The site only has water access via the proposed dock.

- 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 annual ferry passengers, approximately 1900 hikers and 400 campers would have a more difficult time accessing Prince Creek. Due to weather and high winds, it is 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 incredible 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. It is hoped that the new dock will increase use to meet the current level of 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 access to this site.

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 upgraded 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 Analysis planning effort was just completed and, the Forest Service fully intends to keep and maintain this beautiful lakeshore campground and trailhead. Financial sustainability is also assured not only by the agencies financial resources, but by special funds from the relicensing negotiations with Public Utility District No 1 of Chelan County and subsequent Federal Energy License Requirements.

- 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 2009	FY 2010	FY 2011	FY 2012
Revenue				
Transit in Parks Program funding (requested)		\$100,000 implementation contract		
Funds from public land budget				
Other federal funds				
State funding				
Local funding 1		\$60,000 CIP dock fund CPUD		
Passenger Fares and/or transportation fees 1		\$5,000 G/T agreement with Boat Company		
All other dedicated sources of funding		\$15,000 dock fee fund		
<i>Total Revenue</i>		\$180,000.		
Capital Costs				
Purchase of rolling stock (vehicles)				
Lease of rolling stock (vehicles)				
Construction (e.g., bus shelters, sidewalks, trails, etc.)		\$160,000. construction estimate		
Rehabilitation				
Other: <u>Contract Contingency</u>		\$20,000.		
<i>Total Capital Costs</i>		\$180,000.		
Operating Costs				
Salaries				
Routine Maintenance	\$2,500	\$2,500	\$2,500	\$2,500
Insurance				
Fuel				
Contracted services				
Other: _____				
<i>Total Operating Costs</i>	\$2,500	\$2,500	\$2,500	\$2,500

1) Master Agreements are in place, Collection agreements are annually done with accomplishments planned for one year, but agreements are written with a two year window of operation. These would be written and sign before the December ATPPL decisions.

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 maintenance along with limited dock fee and appropriated 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): \$2,000- \$4,000 for Prince Creek Dock
2. Average annual number of riders: 2,800 users /year
3. Transportation fee or fares recovered (average): \$10,000/year This is the total from all boat dock passes, of which 20% goes to the National Park Service
4. Useful life of transportation assets: 20-35 years. We have hope for more as a well maintained facility.

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 have contributed some funds. 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. We have master agreements and collection agreements in place with Utility District No. 1 of Chelan County. It is our intent to complete a collection agreement with the Lake Chelan Boat Company this summer/fall to earmark permit fees from 2009 toward this project. This project is widely supported, We have included letters of support from our key partners, our sister agency the **National Park Service**, local community and county support from **City of Chelan** mayor and **Chamber of Commerce**, the **Port of Chelan County**, the public ferry operator **Lake Chelan Boat Company**, and from the local user group **Lake Chelan Boating Club**. We are currently using our FY07

U.S. DOT ATTPL grant to refine our conceptual plan into a site specific engineering set of plans, and be ready for contracting and award in December 2009 or sooner.

Please refer to the attached: An engineering conceptual diagram, "PRINCE_CK_DOCK Layout 1(1) pdf" file and (6) support letters.