



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

**Paul S. Sarbanes Transit in Parks Program (Transit in the Parks Program)  
Planning Project - Proposal for Fiscal Year 2011 Funds**

BASIC PROJECT INFORMATION			
Project Name (Please provide a 1-2 sentence description of the project): Planning for an Alternative Transportation Facility between Stanley, Idaho, and the Redfish Lake Recreation Complex			
Proposed Funding Recipient: Sawtooth National Forest			
Public land unit(s) involved: Sawtooth National Recreation Area, Sawtooth National Forest		<u>Location of Project</u> City: Stanley County: Custer State: Idaho Congressional District: 2	
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 Project: (Implementation projects, please use the alternate form) <input checked="" type="checkbox"/> Planning	
<input checked="" type="checkbox"/> Proposal is to plan for a possible new alternative transportation system where none currently exists. <input type="checkbox"/> Proposal is to plan for a possible enhancement of an existing alternative transportation system.			
Transit in Parks Program Funding Requested during FY 2011 \$150,000		<b>Total</b> Cost of Planning Project at Completion (All sources) \$250,000	
Were you awarded Transit in Parks Program funds for this project in the past? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If answer "Yes," please provide amount awarded: \$			
Do you plan to request additional Transit in Parks Program funds in future years? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <b>(Note: If you wish to compete for future Transit in Parks Program fiscal year funds you must reapply).</b>			
If answer "Yes," please specify Transit in Parks Program proposed funding levels for out years below:			
FY 2012 \$	FY 2013 \$50,000	FY 2014 \$	
<b>FY 2011</b> 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 \$	Federal (other than Transit in Parks Program) \$15,000	Private sources \$1,000

**CONTACT PERSON**

Name: Sarah Lau

Phone: (208) 737-3213

Position: Recreation, Heritage, Engineering, Lands and Minerals Staff Officer

E-mail: slau@fs.fed.us

Address: Sawtooth National Forest, 2647 Kimberly Road E, Twin Falls, ID 83301

**OTHER PROJECT SPONSORS (in addition to funding recipient)****The Sawtooth Society, Redfish Lake Lodge, Stanley – Sawtooth Chamber of Commerce****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.

The planning project will analyze all reasonable alternatives, including a non-construction option.

**BASIC PROJECT DATA**

Number of Visitors (Annual): 650,000 to Sawtooth NRA; 40,000 to Redfish Lake Complex

Daily Number of Visitors (Peak season): 2,200 at Redfish

Average Number of Vehicles per Day at Peak Visitation: 730

Current Road Level of Service at Peak Visitation: B

(Please consult guidance where available on determining this variable. You may use observational accounts or pictures to provide an assessment of this datum for FY 2011 proposals).

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

 Spring Summer Fall Winter

Current Carrying Capacity of Existing Roads: 12,000 (vehicles/day)

What percent of that capacity is the site operating at during peak periods? 10 %

Current parking shortages during peak visitation: 100 vehicles

Current Number of Persons who use the alternative transportation system (if one already exists) at peak visitation:

N/A (average number of visitors/daily at peak)

Estimated Annual Number of Persons who will use the alternative transportation system at project completion: 10,000 (anticipated number of riders or users/annually)

Average number of auto collisions with wildlife in the area? Unknown collisions/year

## Executive Summary

**Please provide an executive summary of your proposal that is no more than one page in length. This should introduce the public land unit and/or applicant, summarize the need for an alternative transportation planning grant, and define the scope of the proposed study.**

The Sawtooth NRA is located in central Idaho, approximately a 160-mile drive from Boise and a 300-mile drive from Salt Lake City, Utah. It covers portions of central Idaho's Boise, Custer, Elmore, and Blaine Counties. The Sawtooth NRA is part of the Sawtooth National Forest, and consists of 756,000 acres of beautiful mountain scenery – including azure lakes, jagged peaks, verdant conifer and aspen forests, and open rangeland. The Sawtooth NRA contains four major mountain ranges, the headwaters of five major rivers, 967 miles of streams, and more than 1,100 lakes. It is a destination for viewing natural scenery and wildlife, camping, hiking, biking, cross-country skiing, horseback riding, hunting, and fishing.

The area is steeped in history, including extensive 19<sup>th</sup> century mining operations and Native American settlement dating back 12,000 years. More than 217,000 acres of the Sawtooth NRA comprise the federally-designated Sawtooth Wilderness Area, including 40 peaks of more than 10,000 feet, 300 lakes, and 250 miles of trails. More than 25,000 acres of private land on the Sawtooth NRA continue to be used for year-round residences, recreational homes, and cattle ranches.

The Sawtooth NRA is accessed by three Scenic Byways: the Ponderosa Pine Scenic Byway (SH-21), the Sawtooth Scenic Byway (SH-75), and the Salmon River Scenic Byway (SH-75). All three byways converge in the town of Stanley. Stanley is a bustling town in the summer, and has a permanent population of less than 100 in the winter. Businesses in Stanley are primarily dependent on serving visitors to the Sawtooth NRA and Salmon-Challis National Forest. As noted in the University of Idaho's 1999-2000 Idaho Resident and Nonresident Motor Vehicle Travel Survey, Stanley is a significant destination in central Idaho in the summer, and nearly 80 percent of non-resident visitors are repeat visitors.

Many of these visitors enjoy the Redfish Lake Complex while they visit the Sawtooth NRA. The Complex becomes the largest community in Custer County during weekends in the summer.

The focus of the alternative transportation planning grant will be to determine how best to keep people and recreation as the focus of the Redfish Lake Complex and how to strengthen the connection between the Complex and Stanley. We'd like people to come to the Complex, park their car, and be able to enjoy the area and get to other points of interest via bicycle or walking on a dedicated non-motorized route. It's possible to do that now, but it's not particularly safe or convenient, because cyclists and pedestrians have to use the busy 2-lane paved access roads to travel from one site to another. If they are traveling between Stanley and Redfish Lake, they must use SH-75 for most of their approximately 6-mile trip.

The alternative transportation study will do the following:

- Determining the capacity of the area to understand how increasing access for people but not vehicles will work.
- Determining whether the proposed route would be considered more of a "recreational trail" or a "transportation route".
- Working with the City of Stanley to incorporate the route into their economic development vision, planning, and activities.
- Incorporating the route into the revised Corridor Management Plan for the Sawtooth Scenic Byway.

## Project Description

**Please provide a detailed description of the activities that would be funded with a Transit in Parks planning grant that is one-to-two pages in length. This description should outline the scope, methodology and timeline of the proposed study. You may refer to maps or other illustrations attached in an appendix.**

The Sawtooth NRA, part of the Sawtooth National Forest, was created by Congress in 1972 “to assure the preservation and protection of the natural, scenic, historic, pastoral, and fish and wildlife values and to provide for the enhancement of recreational values.” The 2003 Sawtooth National Forest Land and Resource Management plan demonstrates the Forest’s interest in providing visitors with transportation options that match the Forest’s other goals. The plan commits to providing and maintaining “a safe, efficient forest transportation system that meets resource management and access needs, while mitigating degrading resource effects” and coordinating “transportation systems, management, and decommissioning with other federal, state and county agencies, tribal governments, permittees, contractors, cost-share cooperators, and the public to develop a shared transportation system serving the needs of all parties to the extent possible.” The plan also commits to managing motorized and non-motorized travel and travel-related facilities so as to:

- a. Provide for public safety,
- b. Meet resource objectives and access needs,
- c. Mitigate road and trail damage, and
- d. Minimize maintenance costs and user conflicts.

The plan also commits to collaborating with other government agencies, recreation partners, volunteer organizations, and the recreation and tourism industry in recreation planning and delivery efforts to:

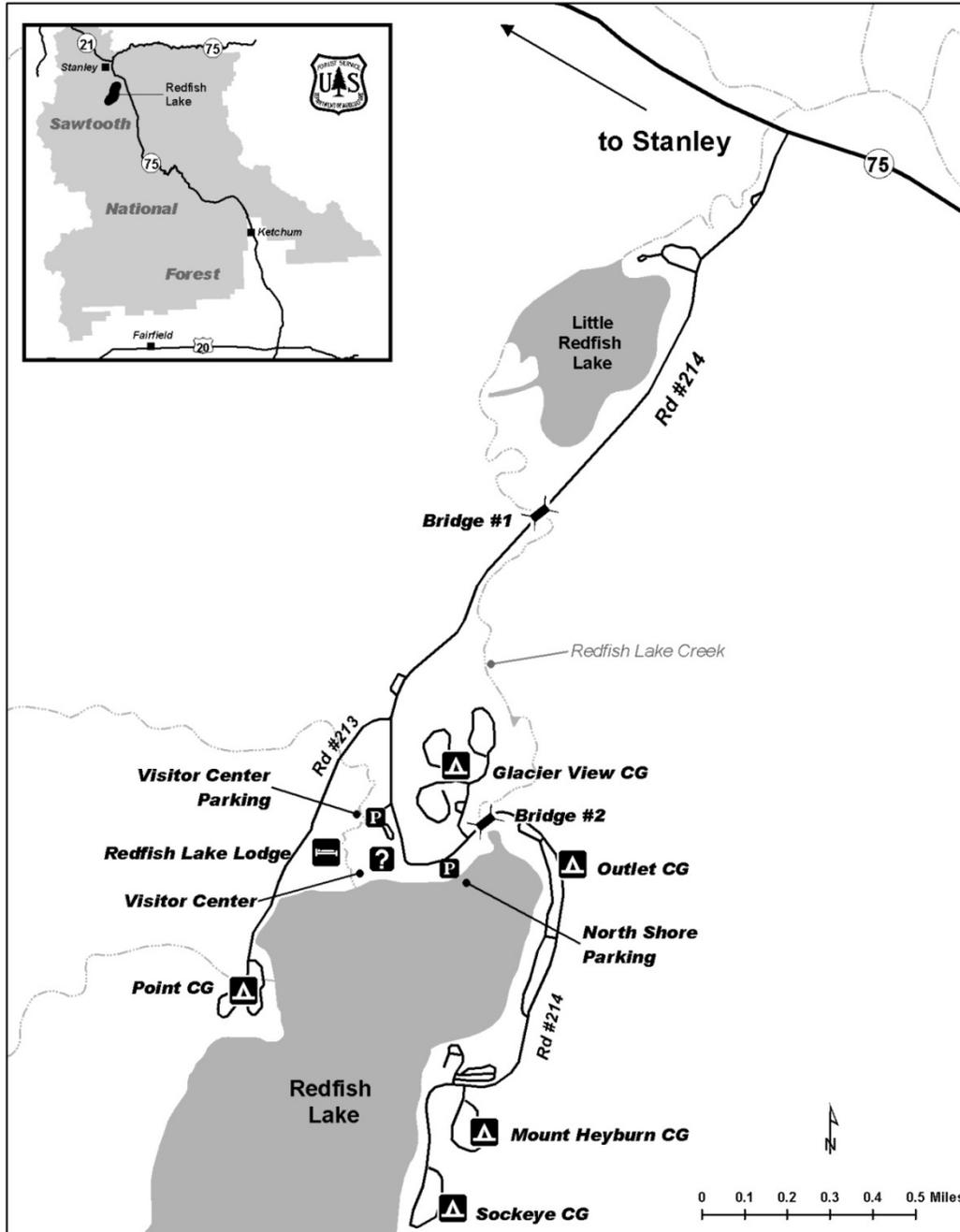
- a. Provide support to local economies,
- b. Promote management efficiency, and
- c. Improve recreation opportunities and experiences available to the public.

These goals are in line with the goals of the Transit in the Parks Program, which focuses on improving visitor experience, reducing congestion and pollution, and protecting natural, cultural, and historic resources.

In line with the goals stated above, this alternative transportation study will do the following:

- 1) Determine the capacity of the area to understand how increasing access for people but not vehicles will work.
- 2) Determine whether the proposed route would be considered more of a “recreational trail” or a “transportation route”. This will be determined by:
  - a) Observing the use patterns of Redfish Lake Complex Visitors and by conducting visitor surveys about their use of the proposed route.
  - b) Surveying visitors to Stanley and to the Redfish Lake Complex to find out if and how often they travel between the 2 destinations and how construction of a non-motorized route between Stanley and the Redfish Lake Complex would change that.
- 3) Work with the City of Stanley and the Stanley Chamber of Commerce to incorporate the route into their economic development vision, planning, and activities.
  - a) Proposed locations for intermodal transfer lots would be identified.
  - b) The need for additional non-motorized routes within Stanley and between Stanley and Lower Stanley would be analyzed.
- 4) Incorporate the route into the revised Corridor Management Plan for the Sawtooth Scenic Byway.
  - a) This will provide an opportunity for the stakeholders who provided input for the Corridor Management Plan to assess accomplishments so far and refresh the goals and action items in the plan.

Stakeholders and partners in the alternative transportation study will include the City of Stanley, the Stanley Chamber of Commerce, Custer County, the Idaho Transportation Department, the Idaho Department of Parks and Recreation, and the Sawtooth Society, and Redfish Lake Lodge.



## Transit in Parks Program Planning Evaluation Criteria

This form is for planning projects only. Please use the implementation project proposal template for capital projects. For additional space, please delete this table and the detailed instructions from your response.

Criteria	Points	Weight
1. Demonstration of Need		50%
a. Visitor mobility & experience	(1-5)	
b. Environmental condition as result of existing transportation system	(1-5)	
2. Methodology for Assessing: Visitor Mobility & Experience Benefits of Project		15%
a. Reduced traffic congestion	(1-5)	
b. Enhanced visitor mobility, accessibility, and safety	(1-5)	
c. Improved visitor education, recreation, and health benefits	(1-5)	
3. Methodology for Assessing: Environmental Benefits of Project		15%
a. Protection of sensitive natural, cultural, and historical resources	(1-5)	
b. Reduced pollution	(1-5)	
4. Methodology for Assessing: Operational Efficiency and Financial Sustainability of Alternatives		20%
a. Effectiveness in meeting management goals	(1-5)	
b. Financial plan and cost effectiveness	(1-5)	
c. Cost effectiveness	(1-5)	
d. Partnerships and funding from other sources	(1-5)	

### Planning Justification

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

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

The Redfish Lake Recreation Complex is the most popular single destination within the Sawtooth National Recreation Area. During peak use in the summer, it is the largest community in Custer County, Idaho. While vehicular traffic roadway congestion is not a problem, parking lots for day use are often filled to overflowing on weekends. Included in the complex are 5 campgrounds, 1 boatramp, 1 lodge (operated by permittee), and 3 day-use facilities serving 2,200 people at one time. All of these facilities are located in relatively close proximity to each other, yet there are limited transportation facilities other than the 2 main roads for pedestrians and cyclists to use to access the various recreation sites. Pedestrian and bicycle traffic is heavy along roads and trails throughout the summer months, with the majority of use occurring between the lodge and Outlet campground. Navigating this distance can be challenging since there are no directional signs, a variety of surface types ranging from native to paved, and at times redundant trails crisscross the route. More importantly, visitor safety is a primary concern given that a section of this trail is the road traveled by full sized vehicles. An alternative transportation facility designed specifically for pedestrians and bicycles to travel between sites in the complex would increase the safety of

the existing roads by separating motorized and non-motorized uses, decrease congestion at day-use parking sites, and reduce gas emissions from short trips in between sites.

An alternative transportation route between the City of Stanley and the Redfish Lake Complex has also been identified as a desire of the community. Redfish Lake is already a popular day-use destination for travelers staying in Stanley, but having a non-vehicular access route to the complex would add options for those travelers. A business opportunity would be added to the town for a bicycle rental facility, and possibly an outfitter and guide. It would also provide a transportation route for those living in Stanley who work at the Redfish Lake Complex and vice versa for those living and working at the Redfish Complex who go to Stanley for services.

Planning needs for an alternative transportation facility and/or the facility itself have been identified in a couple of reports.

1. Redfish Lake Road Transportation, Bridge and Utility Engineering Report completed by DJ&A, P.C., February 2010. This report was completed to provide information on transportation systems in the Redfish Complex in preparation for doing NEPA on replacing vehicular bridges and reconstructing Redfish Lake Road. Although the focus of the study was not alternative transportation, one of the needs identified in the report was to "Improve the functionality of the trail system by providing exclusive facilities where possible, and connecting existing facilities according to the likely use pattern and demand. This report provided information that will be useful in future planning.
2. Transportation Observations, Considerations, and Recommendations for Sawtooth National Recreation Area completed by Interagency Transportation Assistance Group (TAG) August 2008. Specific recommendations by the TAG included strengthening the proposal for a non-motorized transportation route between the City of Stanley and Redfish Lake for the purposes of improving safety, access and economic development by..

- 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 or resource protection. 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, scenic, cultural and/or historic resources caused by the existing transportation system. Please cite documentation in agency plans, studies, reports and other documentation that will help to support your description.

Redfish Lake has been a desirable destination for many years. Along the north shore of Redfish Lake the principle transportation routes have changed several times though the years. The former routes have typically been left and adopted for other uses, though rarely deliberately. Instead scraps of former roadways remain, now serving as informal walkways to indeterminate endpoints or junctions. These abandoned road/trail surfaces, with their fills, bridges, and other infrastructure, also occupy Riparian Conservation Areas (RCAs) within the action area.

All four fish species that are Federally listed for protection under the Endangered Species Act within the upper Salmon River, are associated with Redfish Lake Creek: Snake River sockeye and Chinook salmon, Snake River steelhead, and Columbia River bull trout. Westslope cutthroat trout, a Forest Service sensitive species, as well as non-native eastern brook trout, are also confirmed within the drainage. The ESA status of the species of special concern are listed in Table 1.

*Table 1: Endangered Species status of species of special concern*

Common Name	Species	Federal Register Listing	Current Listed Status	Federal Register Critical Habitat Listing
Snake River sockeye salmon	<i>Oncorhynchus nerka</i>	56 FR 58619, Nov. 20, 1991, June 28, 2005	endangered	58 FR 68543, Dec 28, 1993
Snake River sp/su chinook salmon	<i>Oncorhynchus tshawytscha</i>	57 FR 14653, Apr 22, 1992, June 28, 2005	threatened	58 FR 68543, Dec 28, 1993 64 FR 57399, Oct. 25, 1999
Snake River steelhead	<i>Oncorhynchus mykiss</i>	62 FR 43937, Aug 18, 1997, Jan 5, 2006	threatened	70 FR 52630, Sep 2, 2005
Columbia River bull trout	<i>Salvelinus confluentus</i>	63 FR 31674 June 10, 1998	threatened	75 FR 2270, Jan 14, 2010 (proposed)
westslope cutthroat trout	<i>Oncorhynchus clarki lewisi</i>	65 FR 20120 Apr 14, 2000	not warranted	n/a

Riparian Conservation Areas (RCAs) would experience few temporary effects as a result of establishing one primary non-motorized route in the Redfish Lake Complex and would experience long term benefits. The footprint of trail surfaces within RCAs, including their cuts and fills, would be reduced by removing any old fills not being used for the facility. These reductions would be concentrated in the Northshore area. Benefits would be realized over the long-term, as former habitats of complex understory and overstory vegetation reestablish. Floodplains would also be fully accessible and fully functional with time. A deliberately designed and established trail system would serve to formally focus shoreline pedestrian travel and reduce some of the intensive dispersed damage that occurs currently. While full natural shoreline functionality will never be possible within such a popular area, the proposed action would provide the means to improve conditions and arrest the chronic slow degradation currently occurring.

Currently roads, parking lots, and old road templates take up a significant portion of the landscape in the North Shore Area of the Redfish Lake Complex. A common goal of both this proposal and the Redfish Lake Road and Bridge Reconstruction project is to remove these vehicular facilities from the heart of the Redfish Lake Complex and allow this area to be used and enjoyed by people. In addition, the design of the transportation system will encourage people to get out of their cars to enjoy the area.

Intuitively, we know that providing a non-motorized route within the Redfish Lake Complex and between Stanley and the Redfish Lake Complex will reduce the emission of greenhouse gases and reduce noise pollution. This proposed planning study would identify and measure indicators for these items.

### Scope of Work and Methodology

*The planning study's scope of work and methodology must assess and gather information relevant to the topics below in a thorough and professional manner. The planning project must have a basic scope of work and methodology to support the proposal, although it may be further refined later.*

#### 2. **Methodology for Assessing - Visitor Mobility & Experience**

Please describe how the planning project's scope and methodology will assess visitor mobility & experience factors related to an alternative transportation project in the following areas:

- a. **Traffic congestion:** This includes the assessment of the potential to reduce motor vehicle trips during peak visitation, time lost to traffic delays, visitor frustration, and the current or future capacity of the entire transportation system.

The planning project would evaluate current visitation and project how many internal Redfish Lake Complex trips would likely be eliminated if a non-motorized route was in place. It would evaluate day use in the complex and determine how much of the congestion at day use sites is caused by traffic internal to the complex and project how that would be changed by a non-motorized route. It would also evaluate whether facilities are adequate to accommodate the projected number of visitors using a non-motorized route from Stanley to access Redfish Lake.

Existing traffic count data is adequate to determine general use levels of the complex, but we will collect additional data to determine the most common traffic patterns for visitors.

- b. **Visitor mobility, accessibility, and safety:** This includes the assessment of intermodal connectivity, public access to resources, access for those with disabilities and low incomes, traffic safety, pedestrian/cycling safety, and safety in the case of catastrophic events (i.e., natural disasters or security threats).

The planning project would evaluate how current transportation facilities are being used by pedestrians and cyclists for access between Stanley and the Redfish Lake Complex as well within the Redfish Lake Complex. It would determine whether a separate non-motorized route is needed in order to provide safe access for pedestrians and cyclists. In addition, it would determine the need for an internal Redfish Complex shuttle service and/or a shuttle service between Stanley and Redfish Lake.

There is a known desire for a dedicated non-motorized route between Stanley and Redfish Lake. This project will use various methods such as meetings and surveys to project how many users would use this route and what the effects would be to Stanley and the Redfish Lake Complex, as well as to the identified route. The study would determine whether there is adequate parking in Stanley and whether it is located appropriately to access a non-motorized route.

One area of particular interest for the proposed route will be the interaction between route users and domestic cattle. Although the specific route has not been identified, it must pass through existing grazing allotments between Redfish Lake and Stanley.

The need for and location for additional intermodal access points will be evaluated.

- c. **Visitor education, recreation, and health benefits:** This includes the assessment of potential improvements to visitor access to recreation, visitor education, and health benefits, such as active transportation and recreation.

Visitor education is available in Stanley at the Stanley Chamber of Commerce and at the Stanley Museum. There is a Visitor's Center at Redfish Lake, and visitor education is also provided at the Stanley Ranger Station. All of these locations for education could be tied together by a non-motorized route. The need for interpretation at locations along the route will be evaluated.

The health benefits of a non-motorized route will be estimated as well as the environmental benefits of reducing the number of motorized trips between Stanley and Redfish Lake.

The proposed route will travel through private land, which provides a great opportunity to educate users on the unique status of private land within the Sawtooth NRA.

### **3. Methodology for Assessing - Environmental Benefits of Project**

Please address how the planning project's scope and methodology will assess environmental factors related to an alternative transportation project in the following areas:

- a. Protection of sensitive natural, cultural, and historical resources:** This criterion includes energy conservation, energy efficiency, ecosystem sustainability, preservation of archeological and/or historical resources, viewshed and watershed preservation, reduction in auto-wildlife collision rates, improved habitat connectivity, ensuring that visitation does not exceed an area's ability to handle increased levels of visitation or the "carrying capacity" of the land unit, and other protection benefits where applicable.

A proposed non-motorized route will be assessed for its compliance with the Sawtooth National Forest Land and Resource Management Plan. In addition, the proposal will be evaluated for compliance with Public Law 92-400, the establishing legislation for the Sawtooth NRA. An Environmental Assessment will be prepared to evaluate the environmental effects of a No Action alternative and a Non-Motorized Route Implementation alternative. Scoping will determine the issues that need to be evaluated, but at a minimum the effect to wildlife, fisheries, historic and pre-historic resources, recreation, and visual resources will be evaluated. If an action alternative is selected, consultation with NOAA Fisheries and the U.S. Fish and Wildlife Service for any effect to species listed under the Endangered Species Act will be conducted.

The effect that constructing a dedicated non-motorized route will have on current unplanned pedestrian and bicycle trails in the Redfish Lake Complex will be evaluated.

- b. Reduced pollution:** This criterion includes air pollution, water pollution, noise pollution, and visual pollution.

Pollution would be reduced by use of a non-motorized route within the Redfish Lake Complex and between Redfish Lake and Stanley. Projections for use of the non-motorized route will be made and the associated reduction in air pollution and noise pollution will be evaluated. Effects to water and visual resources analyzed will include projected reduction in water and visual pollution.

### **4. Methodology for Assessing - Operational Efficiency and Financial Sustainability**

Please address how the planning project's scope and methodology will assess the operational efficiency and the financial sustainability of an alternative transportation project in the following areas:

- a. Operational efficiency:** This includes considerations of how a potential alternative system may or may not meet identified management goals and objectives for this site, including the evaluation of multiple alternatives.

The Sawtooth Land and Resource Management Plan includes operational goals as well as environmental goals. Long-term operational and maintenance cost of a non-motorized trail will be estimated. Forest Service funding trends for operation and maintenance will also be

determined, and the study will project the long-term ability of the Forest Service to operate a non-motorized facility.

Many parties are interested in establishment of a non-motorized route between Stanley and Redfish Lake. Some of these entities will have the ability to partner with the Forest Service for long-term operation and maintenance of a facility. These sources will be identified and assessed for their ability and likelihood to provide operation and maintenance of a non-motorized route into the future.

- b. Financial feasibility:** This includes the development of financial plans for multiple alternative transportation project alternatives and the budget for the proposed planning study.

We are in the process of completing the final part of a similar planning process to replace the vehicular bridges leading to Redfish Lake. Applicable parts of documents and findings from that process will be applied to the Alternative Transportation Study. We have accurate and up-to-date costs for that process, and estimate the cost of this proposed study to be similar.

A cost estimate for all alternatives will be determined and evaluated against likely funding levels to determine the feasibility of each alternative. Funding sources will be identified and evaluated for their ability to fund construction and long-term operation and maintenance of the facility. Many partners are willing to help fund initial construction, but funding long-term operation and maintenance is a challenge, so emphasis will be placed on this aspect of the project.

- c. Cost effectiveness:** This includes the development of a cost effectiveness analysis for multiple project alternatives.

Choosing by Advantages will be used to determine the overall cost effectiveness of each alternative. This is a method that evaluates how well an alternative meets the stated purpose and need of the project. Cost is a factor, but it isn't the only factor. The alternative that provides the greatest advantage for the dollar is determined to be the most cost effective.

- d. Partnerships and funding from other sources:** Planning projects that would be carried out or funded in partnership with other entities are encouraged. Documentation (e.g., partnership agreements, letters of partnership support, letters of confirmation of financial contribution, letters of in-kind contributions, etc.) that supports and verifies involvement of partners and level of partnership *must* accompany the proposal.

Our partners will be supporting the alternative transportation proposal primarily with in-kind support. Those partners include the Sawtooth Society, Redfish Lake Lodge, and the Stanley-Sawtooth Chamber of Commerce. Letters of support from these partners are attached to this application.



May 6, 2011

**To: Federal Transit Administration (FTA) grant selection committee for the Paul S. Sarbanes  
Transit in the Parks (TRIP) Program**  
**RE: Stanley to Redfish Trail Support**

Dear Grant Selection Committee:

The Stanley to Redfish Trail is the most significant and important proposal I have seen in my 13 years of managing the Redfish Lake Lodge. It is momentous because it has tremendous economic, recreational, and safety implications.

Thousands of guests visit the Redfish Lake area each year. These visitors are staying at the Lodge, the campgrounds, or just visiting for the day. At present, these guests must travel a State Highway with narrow shoulders and limited visibility if they wish to go to Stanley by bike, horseback, or foot. The proposed trail would allow recreationists to experience the beauty of this spectacular setting in safety.

The potential positive economic impact is almost inconceivable. Just imagine a family staying in the campgrounds at Redfish Lake. They could hop on their bikes and, in complete safety, ride the 6 miles to Stanley for lunch and some shopping in town. Conversely, a guest staying in Stanley could ride or walk the 6 miles to Redfish and enjoy the interpretive experience at the Redfish Visitor's Center and then enjoy an ice cream cone from the Redfish Lake Lodge outdoor food and beverage gazebo.

This trail would provide a much needed economic and recreational connection between the two most visited and attractive sites in the Sawtooth National Recreation Area. This trail has my highest endorsement and support.

I appreciate your time and careful consideration of the grant proposal. This grant would positively impact the SNRA for generations to come.

Sincerely,

Jeff Clegg, General Manager  
Redfish Lake Lodge  
208-774-3536  
jeff@redfishlake.com



SAWTOOTH SOCIETY®

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STAFF

Gary O'Malley  
Executive Director

May 6, 2011

To: Federal Transit Administration

Re: Paul S. Sarbanes Transit in the Parks Program Selection Committee

The Sawtooth Society, formed in 1997, is a nonprofit and nonpartisan organization and is the only one dedicated exclusively to: serving as an advocate for the Sawtooth National Recreation Area (SNRA), preserving open space in the SNRA and enhancing its recreation facilities and services. To-date the Sawtooth Society has funded over 120 recreational-related projects throughout the SNRA.

I am writing to express our strong support for the planned Stanley to Redfish Lake trail located near Stanley in the Sawtooth National Recreation Area. Further we would like to fully endorse the request to seek and use Sarbanes Transit in the Parks Program funds for the requisite planning and environmental work prior to its construction.

While there is broad support within the community for this trail, federal agency funding is limited and currently unavailable to consummate the planning necessary prior to initiating construction. We believe this trail is an extremely high priority and your help will ensure it will be built. This trail, quite simply, has become the dream of many in Central Idaho.

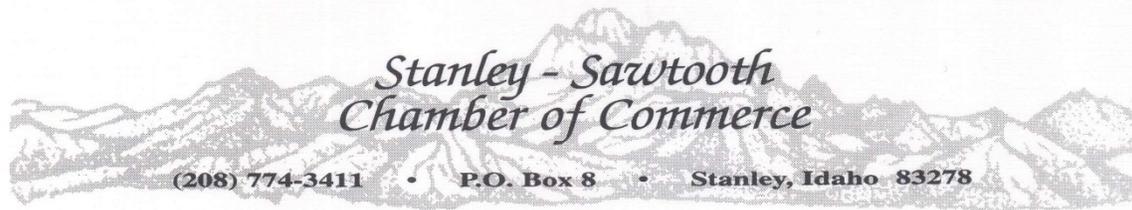
Many benefits will accrue from the completion of this trail including the direct linkage of two of the most popular destinations in Idaho – Stanley and Redfish Lake. Even though there are many hundreds of miles of trails in the surrounding mountains, there are no trails directly accessible from the town of Stanley and the recreational experience of the many thousands of visitors each year will be directly enhanced.

It is also my understanding that early planning for this trail calls for it to be fully accessible for those with physical challenges. What a wonderful way to open up the splendor of the Sawtooth Mountains for all to enjoy!

Should you have any questions or desire to further understand the Sawtooth Society's position and perspective on this issue please do not hesitate to contact me. Thank you for your attention on this matter.

Sincerely,

Gary O'Malley  
Executive Director, Sawtooth Society



May 5, 2011

Federal Transit Administration  
Grant Selection Committee  
For the Paul S. Sarbanes Transit  
In the Parks (TRIP) Program

Re: Sawtooth NRA Redfish to Stanley Trail

TO WHOM IT MAY CONCERN:

The Stanley-Sawtooth Chamber of Commerce would like to acknowledge our support of the Sawtooth NRA in obtaining the grant for the planning (NEPA) of the Redfish to Stanley trail.

This trail has been a vision of the community for some time, as we are a recreational area, where local and visitor activities include fishing, rafting, floating, kayaking, swimming, water skiing, sail boarding, hiking, horseback riding, bicycling, camping, mountain climbing, snowmobiling, cross country skiing, snowshoeing, etc. The trail will also benefit those who enjoy more leisurely interests, such as photography, fall colors, and bird watching.

To have a non-motorized trail from Redfish to Stanley will not only add to the many experiences our area has to offer, but, in turn, should increase our economic growth, decrease our fossil fuel emissions, and continue to benefit the relationship of the community and the U.S. Forest Service.

The Stanley-Sawtooth Chamber of Commerce will be glad to supply any further information you may need in considering the Sawtooth NRA for this grant.

Sincerely,

STANLEY-SAWTOOTH CHAMBER OF COMMERCE

  
Ellen Roche Libertine  
Chamber Coordinator

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