



STATE OF WASHINGTON

OFFICE OF THE INTERAGENCY COMMITTEE
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November 3, 2005

TO: IAC Members and Designees

FROM: Laura E. Johnson, Director 

PREPARED BY: Greg Lovelady, Manager, Applied Planning Section
Scott Chapman, Outdoor Grants Manager

SUBJECT: NOVA Program Funding
Nonmotorized Projects (NM) Notebook Item #6c

Summary. Nineteen nonmotorized projects requesting \$1,196,861 out of an available pool of \$587,910 ^[1] in Nonhighway and Off-Road Vehicle Activities Program (NOVA) motor vehicle fuel tax funds are presented for consideration. The NOVA Advisory Committee and staff recommend 11 of these projects for funding.

To assist in review, the following attachments are provided:

- Attachment 1 – Draft adoption resolution.
- Table 1 – Project listing in the order recommended for funding
- Attachment 2 – Evaluation criteria summary.
- Attachment 3 – Question-by-question summary of average evaluation scores.
- Attachment 4 – State map showing project locations, and
- Summaries of each project submitted, in recommended funding order.

Program Background. This is IAC's second NHR grants cycle since March 2004 when SHB 2489 became law, thus mandating several major program changes, including new fund distribution percentages and broadening eligible activities.

Projects in the NM category provide opportunities for recreationists that enjoy nonmotorized trail activities, including: equestrians, hikers, mountain bicyclists, and cross-country skiers.

The program is guided by RCW 46.09, WAC 286-26, the *NOVA Plan: 2005-2011*, and Policy Manual #14, *NOVA Program: Nonhighway Road, Nonmotorized, and Off-Road Vehicle Policies and Project Selection*. The Manual describes:

^[1] Does not include "competitive dollars" (NOVA Policy Manual #14, page 8).



- Eligible Applicants [Tribes, federal, state, and local governments]
- Project Types [Land acquisition, development and/or renovation projects, maintenance and operation of facilities, and planning activities].
- Project Elements [Trails, trailheads, and structures like sanitary facilities and utilities that support nonmotorized trail recreation]
- Fund Assistance [There is a \$100,000 fund limit for capital/planning projects; M&O projects are limited to \$100,000 for a two-year grant or \$50,000 for a one-year grant; no matching share is required; evaluation criteria encourages matching contributions by awarding additional points to projects with matching resources].

Grants Process Timeline.

February 2005. Staff met with NOVA advisory committee members, in part, to discuss the upcoming grants cycle and review possible changes to IAC's NOVA policy manual. In addition, staff conducted a well advertised series of workshops to help potential applicants understand the funding process, how to complete applications, and participate in project evaluations. IAC's grant program brochure, policy manuals, and related materials were provided on CD-ROM to interested parties.

May 2005. By the May 2 deadline, 19 applications had arrived. In July, the Evaluation Team read through the applications and provided advice to project applicants.

September-October 2005. In September, information on each project (project narratives, costs estimates) was sent to the 15-member evaluation team for review in preparation for scoring. During the first week in October, the evaluation team dedicated four very full days to listening to NOVA applicants respond to the program's evaluation instrument, asking questions, and scoring each project.

The ten criteria (Attachment 2) are designed to assist in supporting statewide needs and focus on:

- Need for the project
- Benefits of the project
- Technical merits of the project, and
- Degree to which the project meets the policies in the *NOVA Plan*.

After all members had returned their scores to staff for compilation, the Team met again to develop funding recommendations.

Project Recommendations. At its October meeting, the NOVA Advisory Committee recommended adoption of the ranked listing of projects reflected in Table 1. This year's

NM Evaluation Team members, in accord with the representation mandates in RCW 46.09.280, were:

- Arlene Brooks (Auburn)
- Robert Brooke (Spanaway)
- Paul Dahmer (Olympia)
- Richard Elkins (Mercer Island)
- Jonathan Guzzo (Seattle)
- Dwayne Ratliff (Olympia)
- Ken Irwin (Yakima)
- Theresa Julius (Aberdeen)
- Jeff Lambert (Spokane)
- Pene Speaks (Olympia)
- John Spring (Mercer Island)
- Vladimir Steblina (Wenatchee)
- Maartin van Dantzich (Seattle).

Funding. Chapter 46.09 RCW directs that IAC administered NOVA recreation funds must be divided among nonhighway road, nonmotorized, and ORV recreation. Each of these three categories must receive "...not less than 30 percent..." of the fuel tax dollars. The remaining 10 percent of these funds are called "competitive dollars".

By IAC policy ^[2], competitive dollars are first used to bring to full funding to any project partially funded with the 30 percent funds. Remaining funds are applied to projects that directly benefit the most NOVA recreationists, using information provided in the application. Following these guidelines, and as shown in Table 1, funding is recommended for 12 projects: those ranked 1-10 (with 30 percent dollars), and those ranked 10, 11, and 13 (with competitive dollars; 11 is partially funded with both 30 percent dollars and "competitive dollars"). Note the project ranked 12 becomes an "alternate" (not funded at this time) because project 13 serves more NOVA recreationists.

Table A summarizes requests and funds available for distribution to fiscal year (FY) 2006 projects.

Table A ~ NM Funding, November 2005 (FY 2006)		
Source	Explanation	Amount
Requests	19 projects, IAC NOVA funds	\$1,196,861
Carryover	"Returned" funds from prior years	22,064
Fuel Tax	Statutory minimum 30% NM	565,846
Fuel Tax	Competitive funds, for projects ranked 11, 13	106,529
Total	Recommended funding, 11/15/2005	\$694,439
Unfunded	Unfunded balance	\$-502,422

Conclusions. To assist the Board in considering funding these projects, Resolution #2005-33 (Attachment 1) is provided. Staff recommends approval of funding for the projects listed in "Table 1 - NOVA – Nonhighway Road Projects, Funding Recommendations, State Fiscal Year 2006."

- Each project meets program legal and procedural requirements,
- Each project was evaluated and ranked using the IAC Board approved criteria,
- Sufficient funds are available to support the recommended projects.

^[2] NOVA Manual 14, page 10.

RESOLUTION #2005-33
Nonhighway and Off-Road Vehicle Activities Program
Nonmotorized Category Funding
Fiscal Year 2006

WHEREAS, through the early months of 2005, until the May 2 application deadline, the staff of the Interagency Committee for Outdoor Recreation (IAC) provided publications, website updates, public workshops, and other outreach opportunities to communicate to interested parties the benefits and application procedures for the Nonhighway and Off-Road Vehicle Activities Program (NOVA); and

WHEREAS, in answer to these efforts, 19 Nonmotorized (NM) projects were submitted to IAC for funding consideration and subsequently evaluated by the statutorily mandated advisory/evaluation committee using IAC-approved criteria; and

WHEREAS, all projects meet the program requirements stipulated in statute, administrative rule, and policy; and

NOW, THEREFORE BE IT RESOLVED, that IAC hereby approves the ranked listing in "*Table 1 – NOVA – Nonmotorized Projects, Funding Recommendations, State Fiscal Year 2006*"; and

BE IT FURTHER RESOLVED, that IAC's Director is authorized to execute the necessary project agreements to facilitate prompt project implementation.

Resolution moved by: _____

Resolution seconded by: _____

Adopted/Defeated/Deferred (underline one)

Date: November 15, 2005



Preliminary Evaluation Ranked List

and Advisory Committee Funding Recommendation

Table 1 - Nonhighway & Off-Road Vehicle Activities - Nonmotorized Category, State Fiscal Year 2006

Rank	Score	Number	Project Name	Project Sponsor	IAC Amt	Sponsor Amt	Total Amt	Funding Recommend	Cum. Amount
1 of 19	52.769	05-1249M	Skykomish RD Trail Maintenance	USFS MBNF Skykomish RD	\$100,000	\$126,070	\$226,070	\$100,000	\$100,000
2 of 19	52.539	05-1134D	Taylor Mt. Forest - Carey Creek Bridge	King County of	\$40,000	\$41,000	\$81,000	\$40,000	\$140,000
3 of 19	51.077	05-1142D	West Tiger #3 Trail Reconstruction	Natural Resources Dept of	\$100,000	\$80,000	\$180,000	\$100,000	\$240,000
4 of 19	50.769	05-1285N	Trail Master Plan	USFS WNF Wenatchee River RD	\$14,030	\$14,450	\$28,480	\$14,030	\$254,030
5 of 19	49.462	05-1059D	Little Wenatchee Area Trailheads Phase 1	USFS WNF Wenatchee River RD	\$56,000		\$56,000	\$56,000	\$310,030
6 of 19	48.769	05-1317D	Green Mountain Lookout Reconstruction	USFS MBNF Darrington RD	\$54,000	\$54,000	\$108,000	\$54,000	\$364,030
7 of 19	47.231	05-1296M	Wilderness Stewardship	USFS WNF Wenatchee River RD	\$59,327	\$61,410	\$120,737	\$59,327	\$423,357
8 of 19	44.923	05-1155N	Dry Creek Bridge & Trail Planning	Port Angeles City of	\$73,000	\$20,000	\$93,000	\$73,000	\$496,357
9 of 19	44.462	05-1114N	Entiat Valley Horse Camp Plan	USFS WNF Entiat RD	\$27,820		\$27,820	\$27,820	\$524,177
10 of 19	44.385	05-1131M	King District Trail Maintenance Equipment	Natural Resources Dept of	\$36,100	\$17,400	\$53,500	\$36,100	\$560,277
11 of 19	44.000	05-1073M	Heavy trail Maintenance	USFS OKNF Methow RD	\$62,784		\$62,784	\$62,784	\$623,061
12 of 19	43.000	05-1132N	Non-motorized trail reroute analysis	USFS WNF Cle Elum RD	\$28,710		\$28,710	Alternate	
13 of 19	41.385	05-1124N	Centennial Trail NW Extension - Planning	State Parks	\$90,000		\$90,000	\$71,378	\$694,439
14 of 19	41.308	05-1139N	Mid-fork Valley Public Use Plan	Natural Resources Dept of	\$100,000	\$46,520	\$146,520	Alternate	
15 of 19	40.615	05-1214N	Bluff Mtn (Chinook) Trail Extension Plan	USFS Gifford Pinchot NF	\$61,090	\$4,500	\$65,590	Alternate	
16 of 19	39.923	05-1128N	Hoko River - Trail Planning	State Parks	\$84,000	\$40,000	\$124,000	Alternate	
17 of 19	35.308	05-1110N	John Wayne Pioneer Trail Tunnel Planning	State Parks	\$100,000	\$186,900	\$286,900	Alternate	
18 of 19	35.231	05-1212N	Paradise Valley Conservation Area Plan	Snohomish County Parks Dept	\$10,000	\$13,500	\$23,500	Alternate	
19 of 19	26.077	05-1167N	JWPT I-90 Bridge Crossing - Planning	State Parks	\$100,000		\$100,000	Alternate	
					\$1,196,861	\$705,750	\$1,902,611		

Attachment 2

**Nonhighway and Off-Road Vehicle Activities Program
Evaluation Criteria
Nonmotorized Category**

Nonmotorized grants provide quality opportunities for equestrians, hikers, mountain bicyclists, and other trail recreationists – opportunities that satisfy user needs, are environmentally responsible, and minimize conflict among user groups. See IAC NOVA Policy Manual 14 for more information.

NOVA – Nonmotorized (NM) Criteria Summary					
Scored by:	#	Title	Type	Mult/Max	NOVA Plan Policy
Team	1	Need	All	3/15	A-1, C-7
Team	2	Need Fulfillment	All	3/15	A-1, C-7
Team	3a	Site Suitability	A	2/10	C-5
Team	3b	Project Design	D	2/10	C-5, C-4
Team	3c	Maintenance	M	2/10	C-7
Team	3d	Planning	N	2/10	A-3, C-6
Team	4	Readiness to Proceed	All	-/5	C-8
Team	5	Predominantly Natural	All	-/5	C-13
Team	6	Project Support	All	2/10	A-1, C3
Team	7	Cost-Benefit	All	-/5	C-11
IAC staff	8	Matching Shares	All	-/5	C-3, C-4
IAC staff	9	Population Proximity	All	2	C-2
IAC staff	10	GMA Preference	All	0	RCW 43.17.250
TOTAL POINTS POSSIBLE				72	

KEY:

- Team = Criteria scored by Advisory Committee/evaluation team
- IAC staff = Criteria scored by IAC staff
- All = Includes Acquisition, Development, Maintenance, or Planning
- A = Acquisition proposals
- D = Development proposals
- M = Maintenance proposals
- N = Planning proposals (architect. and engineering, master plans, feasibility studies, etc.)
- Mult/Max = Multiplier and maximum points possible for this criterion
- Policy = See IAC's NOVA Plan (2005)



Preliminary Evaluation Summary

2005 NOVA - Nonmotorized Projects

Rank	Name/Sponsor	1	2	3	4	5	6	7	8	9	10	Total
		Need	Need Fulfillment	ADMP	Readiness to Proceed	Predominately Natural	Project Support	Cost-Benefit	Matching Shares	Population Proximity	GMA	
1	Skykomish RD Tr/I	10.615	10.154	7.077	3.846	4.462	7.231	3.385	5.000	1.000	0.000	52.769
2	Taylor Mt. Fore/Kin	10.846	10.846	6.923	3.538	3.308	7.846	3.231	5.000	2.000	-1.000	52.539
3	West Tiger #3 Tr/Nt	11.308	9.923	6.923	3.923	3.154	6.615	3.231	4.000	2.000	0.000	51.077
4	Trail Master Pl/USI	9.923	10.154	6.769	3.846	3.308	7.385	3.385	5.000	1.000	0.000	50.769
5	Little Wenatcher/US	11.077	12.000	8.154	4.308	4.231	6.154	3.538	0.000	0.000	0.000	49.461
6	Green Mountain /U	8.308	9.692	6.154	3.692	4.692	8.154	3.077	4.000	1.000	0.000	48.769
7	Wilderness Stew/U	8.308	9.692	5.385	3.923	4.154	6.923	2.846	5.000	1.000	0.000	47.231
8	Dry Creek Bridg/Pc	10.385	10.385	6.615	2.923	2.615	6.923	3.077	2.000	0.000	0.000	44.923
9	Entiat Valley H/USI	10.385	10.846	6.308	3.385	4.077	6.154	3.308	0.000	0.000	0.000	44.461
10	King District Tr/Nat	9.000	10.385	5.846	3.923	2.769	5.385	3.077	3.000	1.000	0.000	44.385
11	Heavy trail Mail/USI	9.692	10.154	6.769	3.769	4.615	5.846	3.154	0.000	0.000	0.000	44.000
12	Non-motorized V/U	9.462	10.385	6.154	3.462	4.231	6.000	3.308	0.000	0.000	0.000	43.000
13	Centennial Trail/St	9.231	8.769	6.462	3.385	2.769	7.077	2.692	0.000	1.000	0.000	41.385
14	Mid-fork Valley/Nat	7.154	8.077	6.462	3.154	3.154	5.692	2.615	3.000	2.000	0.000	41.308
15	Bluff Mtn (Chin/US	7.385	8.308	6.308	2.923	4.154	7.385	3.154	0.000	1.000	0.000	40.615
16	Hoko River - Tr/St	7.385	8.308	6.308	3.462	2.615	6.462	2.385	3.000	0.000	0.000	39.923
17	John Wayne Pion/I	6.923	5.769	4.462	2.615	2.000	5.692	1.846	5.000	1.000	0.000	35.308
18	Paradise Valley/Sn	7.154	4.846	3.385	2.923	2.462	5.077	2.385	5.000	2.000	0.000	35.231
19	JWPT I-90 Bnd/St	6.000	5.308	4.000	2.538	2.154	4.462	1.615	0.000	0.000	0.000	26.077

Evaluation Team Scores Questions: 1 - 7

IAC Staff Scores Questions: 8 - 10

10/18/2005

NOVA Program
Nonmotorized Project Summaries
Ranked Order
Fiscal Year 2006



**Nonhighway and Off-road Vehicle Activities (NOVA)
State Fiscal Year 2006 Nonmotorized Projects**

(In Evaluation Ranked Order)

USFS MBNF Skykomish RD	\$100,000	\$126,070	\$226,070
Skykomish RD Trail Maintenance			

This project will fund trail crews, youth corps, contractors, and coordination of volunteer groups in maintenance of 144 miles of trails on the Skykomish Ranger District, Mt. Baker-Snoqualmie National Forest. These trails include primarily hiker and stock trails, although 4.6 miles of trail open to motorcycles and mountain bikes will also be maintained. Work includes log out, brushing, drainage, structure/bridge repair, slide repair, boulder removal, and tread work to provide improved trail conditions and a significant reduction of the maintenance backlog.

Safety hazards will be repaired, and resource damage from widening trails and soil erosion will be prevented. The capital investment in the trails system will be preserved, since trail problems will be repaired before they become much worse. In addition, the trail system will be more aesthetic and better meet the needs of trail users.

The trail system traverses the Alpine Lakes and Henry M. Jackson Wilderness Areas and adjacent backcountry areas such as Mt. Index Scenic Area and includes the Pacific Crest National Scenic Trail and the barrier free Iron Goat Trail within the Stevens Pass Historic District. The system receives over 50,000 visitors per year and features old growth forests, subalpine lakes and meadows, mountain views, and wild creeks and rivers. The system is within 1-1/2 hour drive from the Seattle area via Hwy. 2. (05-1249M-FY06)

King County of	\$40,000	\$41,000	\$81,000
Taylor Mt. Forest - Carey Creek Bridge			

The scope of this project is to build a bridge across Carey Creek and construct a shared-use trail (Mt. Beaver) at Taylor Mountain Forest. The existing 20 miles of trails at Taylor Mt. are not built to accepted county or state trail standards and need complete renovation. This proposal requests materials to build a bridge and 3,000 feet of new trail. The purpose is to complete the Carey Creek Loop Trail, which is 5.6 miles long. This project will allow equestrians, hikers and mountain bikers to travel across a significant salmon stream that needs protection. Taylor Mt. is a popular and important area for horseback riding.

The King County DNR & Parks, WA DNR and the Cedar River Watershed recently completed the Taylor Mt. Public Use Plan, which was funded by an IAC-NOVA grant. This plan addresses public use, trail conditions, damage to natural resources, needed trail improvements, and trail circulation issues. A trail committee of land managers and user groups (equestrian, hikers, and mountain bikers) helped develop the set of recommendations and policies for public use in the area. The plan is to create a highly valued trail system that can support the level of recreation that occurs on Tiger Mt., over 100,000 users a year. In the plan recommendations, the Carey Creek bridge and trail are listed as key to phase I implementation. The project helps develop a well established trail system at Taylor Mt. Forest and increases trail opportunities in the "Issaquah Alps" area. (05-1134D-FY06)

Natural Resources Dept of West Tiger #3 Trail Reconstruction	\$100,000	\$80,000	\$180,000
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The scope of this project includes the rehabilitation of the 3-mile long West Tiger #3 trail, located within the West Tiger Mt. Natural Resources Conservation Area (NRCA), Tiger Mountain State Forest. The trail route extends from the High Point Trailhead, Exit #20 on I-90, up to the West Tiger #3 summit. The West Tiger #3 Trail, along with the Mt. Si Trail, is one of the most popular or used trails within the state. It's popularity is due to several reasons: easy access for people living in the Puget Sound metropolitan area (approx. 20 miles east on I-90 from the Seattle area); as a conditioning hike, a hiker gains about 2,000 ft. in elevation in the 3 mile length; and on a clear day the summit provides views south to Mt. Rainier; west to Seattle and beyond to the Olympic Mt. Range; and north-east to the Snoqualmie Valley and Cascade Range.

Because of this heavy use, hikers are creating a "braided" trail in places as well as increasing the trail width where they want to miss obstacles such as muddy areas and puddles. The proposed reconstruction includes the complete rehabilitation, plus trail reroutes, of the 3-mile trail. The project also includes the restoration of the summit meadow where unrestricted public use has led to resource degradation of the meadow. (05-1142D-FY06)

USFS WNF Wenatchee River RD Trail Master Plan	\$14,030	\$14,450	\$28,480
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This project is to complete a Trails Master Plan for the lower half of the Wenatchee River Valley. Various user groups have approached the Forest Service proposing new trails. Currently there are only about 75 miles of non-wilderness system trail on National Forest in the lower valley, a system which has not kept pace with urban growth and the swelling ranks of users. A much larger network of non-system trails and routes has evolved over time in this same area.

The non-system trails present management challenges related to design, maintenance, public safety, liability, and resource management objectives. The outcome of the Trails Master Plan will an initial feasibility study to determine which proposed trails could move on to site specific planning and NEPA. The feasibility study would identify potential trail alignments, identify access issues, determine whether routes could be accomplished with current management direction and policies, determine potential future trail user types, and determine implementation priorities. Local trail constituents including mountain bikers, hikers, motorcyclists, and horse users would partner in the process by assisting with scouting potential trails, proposing implementation priorities, assisting with paperwork and public meetings, and constituency building. Based on priorities, future funding would then be sought for site-specific NEPA and planning. (05-1285N-FY06)

USFS WNF Wenatchee River RD Little Wenatchee Area Trailheads Phase 1	\$56,000	\$0	\$56,000
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The IAC recently funded the environmental analysis for relocating 3 trailheads in the Little Wenatchee drainage. This project is Phase I and will relocate the Little Wenatchee TH. Phase II will eventually relocate the Top Lake and Heather Lake THs.

The existing Little Wenatchee TH is located at the end of the Little Wenatchee Rd and provides access to the Little Wenatchee, Cady Crk, Cady Ridge, and Poe Mtn Trails. At the existing trailhead, parking spaces are ill-defined and located on uneven ground. Four or five

parked vehicles can congest the available parking space to where it becomes very difficult for a vehicle pulling a stock trailer to turn around once having entered the trailhead area. This trailhead will be relocated to an area 400 feet southeast of the existing location. The portion of the Little Wenatchee Rd, located between the new site and the existing Little Wenatchee TH, will be converted to a trail. The existing trailhead will be sub-soiled to encourage natural re-vegetation of the old site.

The new Little Wenatchee TH will be a one-way loop road design with parking for vehicles pulling trailers provided along the outside shoulder of the trailhead loop. Parking for single vehicles will be provided by a lot located on the inside of the trailhead. About 300 feet of the trailhead loop road will be located on an existing portion of the Little Wenatchee Rd. There will be a new SST type sealed vault toilet placed at the new trailhead. Also, about 300 feet of the existing Cady Crk Trail will be rerouted. (05-1059D-FY06)

USFS MBNF Darrington RD	\$54,000	\$54,000	\$108,000
Green Mountain Lookout Reconstruction			

This project will restore a historic fire lookout for hiker access with the Glacier Peak Wilderness.

Green Mountain Lookout, located within the Suiattle River drainage 25 miles northeast of Darrington, was constructed in 1933 by the CCC's. It was listed on the National Register of Historic Places in 1986. Approximately 3000 visitors visit Green Mountain between May and October to see wildflowers, camp, dayhike/ride, hunt and pick berries. Until 1994, Wilderness Rangers had used the lookout to educate/inform visitors about the fragile alpine vegetation, lookout history and wilderness LNT. The lookout was condemned in 1994 after a structural assessment revealed serious deficiencies in the substructure, catwalk and railing. Passport In Time (PIT) volunteers contributed 2195 hours renovating the lookout. Heavy snow load shifted the building in 2001/2002 requiring the lookout be dismantled and stored at the district. Remaining funds from other grants are being used towards redesign of the substructure. IAC funding is needed over a 2 year period to install a new substructure and reinstall the building. Once restored the lookout will be accessible to hikers. A volunteer site steward will be on hand to interpret the history of the lookout, its equipment (firefinder, phone system, etc.), educate visitors regarding LNT in fragile alpine terrain as well as the surrounding wilderness. This was a 2004 proposal that was not funded. (05-1317D-FY06)

USFS WNF Wenatchee River RD	\$59,327	\$61,410	\$120,737
Wilderness Stewardship			

This grant would fund a Wilderness Stewardship Project to reduce wilderness impacts and control noxious weeds on the Wenatchee River RD and Cle Elum RD of the Okanogan and Wenatchee National Forests. Put together, both districts have custodial care of approximately 410,000 acres of wilderness in the Alpine Lakes, Glacier Peak, and Henry M. Jackson Wildernesses. Many campsites and destination areas have impacts to soil and vegetation that are a visual eye-sore and do not comply with forest plan standards. In addition, the steep slippery trails make public travel difficult. Many of these impacts were caused by historical use patterns where public practices have evolved to be less damaging. Investing time and money into reducing or stabilizing these impacts would be a worthwhile and long-term investment. Work will include volunteer projects such as stabilizing and/or closing steep social trails and campsites, planting native vegetation into closed sites, maintaining a cairn system through the Enchantments, and decommissioning a portion of

the old Cascade Crest Trail. Project locations include places like Cathedral Ridge, French Creek Camp, Minotaur Lake, Meander Meadow, and Lake Sally Ann. The volunteer crews would also hand pull noxious weeds at 15 trailheads and on the Eightmile Trail and Snow Lakes Trails. Crews would also perform incidental litter patrol, campsite clean up, and backcountry toilet maintenance. This project will partner with non-profit organizations and with wilderness research and restoration specialists. (05-1296M-FY06)

Port Angeles City of	\$73,000	\$20,000	\$93,000
Dry Creek Bridge & Trail Planning			

The Olympic Discovery Trail will eventually stretch from Port Townsend to the Pacific Beaches, a distance of 129 miles. Most of the trail between Port Townsend and Port Angeles is complete or under construction. Trail segments between cities, and to the west of Port Angeles are backcountry in nature. The western-most terminus in Port Angeles is at Ediz Hook, a sand spit naturally formed thousands of years ago from Elwha River silt. Trail users see harbor seals, bald eagles, harlequin ducks, peregrine falcons, seabirds & shorebirds, as well as sweeping views of the Strait of Juan de Fuca with Vancouver Island at the horizon. To the west the trail will eventually go through old growth forest at Crescent Lake in Olympic National Park.

This project is focused on the 5-mile segment of the old Milwaukee Railroad grade that runs from Ediz Hook, west to the Elwha River. The project will complete the survey, design and permitting necessary to develop the trail and a substantial bridge crossing at Dry Creek, a 300' wide by 80' deep gully that effectively blocks continuous use of the railroad grade.

The City has teamed with the Peninsula Trails Coalition to tackle this key trail segment to serve thousands of year-round users in addition to the wide range of visitors that will eventually trek from Port Townsend to the sea. (05-1155N-FY06)

USFS WNF Entiat RD	\$27,820	\$0	\$27,820
Entiat Valley Horse Camp Plan			

This project proposal would complete a design and needed planning to locate a small campground within the Entiat Valley that would be designed to accommodate horse users. Currently there is no facility of this type in the Entiat Valley. It is the goal of the Recreation Managers to locate this facility at a location that would be tied to an existing infrastructure of nonmotorized trails.

When this phase is completed all NEPA requirements, site surveys, and site design will be complete, and ready for the development phase. (05-1114N-FY06)

Natural Resources Dept of	\$36,100	\$17,400	\$53,500
King District Trail Maintenance Equipment			

The King District Trails Maintenance Program is seeking funds to purchase badly needed equipment for the recreational trail maintenance crew. This equipment is required to ensure that the trails are being maintained to the best extent possible. The equipment that the crews currently use has deteriorated beyond its life span; is continuously breaking down, thus requiring costly repairs. While the equipment is in the shop, the trail crews have to make do with what equipment they can find and is available. This includes: a vehicle, chain saw, brush cutter, safety equipment (e.g. hard hat, goggles, chaps), camping equipment, and other hand tools.

Deferred maintenance has occurred on all of the King District's trails. When feasible, the recreational trail crew leads and works in partnership with trail maintenance volunteers; however, there are some activities that are considered too hazardous for volunteers to do. Examples of these trail maintenance activities include: removal of downed and/or hazardous trees with chain saws; use of a mechanized brush cutter; and, construction of trail structures such as small bridges, trail gates, and retaining walls. In addition, during the summer months the crew spends up to a week at a time camping with the Mountains to Sound Greenway Trust youth crews in the more remote areas of Tiger Mt. State Forest and Rattlesnake Mt. Scenic Area. The tools and equipment, as outlined, will help the crew be more effective in the maintenance of the King District trail system. (05-1131M-FY06)

USFS OKNF Methow RD **\$62,784** **\$0** **\$62,784**
Heavy Trail Maintenance

This project will provide heavy maintenance on 65.8 miles of trail on the Methow Valley Ranger District. Regular maintenance removes logs, loose rock, some brush and cleans drainage. This project would remove imbedded rock that are easily removed with pick, mattock or rockbar. Waterbars and dips would be repaired, turnpike ditches and culverts would be cleaned or repaired, and encroaching small trees would be removed. Trails to be maintained would be Robinson Creek, Larch Creek and Hidden Lakes trails. These are the main trails into the middle of the Pasayten Wilderness. They are heavily used by horses and hikers. The standard maintenance does not keep up with the wear and tear on them. These trails need the extra help to provide the safety and experience that the user expects. (05-1073M-FY06)

USFS WNF Cle Elum RD **\$28,710** **\$0** **\$28,710**
Non-motorized trail reroute analysis

Overall trail use in the Cle Elum Ranger District is on the increase, and with the rapid development now taking place in Kittitas County, this trend is projected to continue and even accelerate. Several non-motorized trails throughout the Cle Elum Ranger District include stretches that are not holding up to the use they are currently experiencing. These trail stretches, which have been identified by user groups and Forest Service personnel are eroding badly, resulting in several problems: some are putting sediment into streams, some are causing users to pioneer their own "bypass" trails through meadows, and all are becoming more difficult to traverse every year. They vary in length from about 300 feet to about 1500 feet, and are either too steep and erosive, too wet and boggy, or immediately adjacent to a stream. These situations cannot be fixed by annual maintenance alone. Relocation to a lower grade is needed to stabilize the situation and insure these trails can be kept open to public use. These relocations require some degree of analysis, which would include biological and cultural resource surveys, consultation with U.S. Fish and Wildlife Service, and a NEPA document of some sort (generally a Categorical Exclusion). This proposal would fund that analysis, which would lay the groundwork necessary to relocate these stretches of trail to more suitable locations. (05-1132N-FY06)

State Parks **\$90,000** **\$0** **\$90,000**
Centennial Trail NW Extension - Planning

The Spokane River Centennial Trail (SRCT) is a 37 mile trail corridor stretching from the Idaho state line to Sontag Park, near Nine Mile Falls Dam in northwest Spokane. SRCT is a major amenity of the Spokane region for hikers, bicyclists, as well as other nonmotorized

recreationalists. Regional trail enthusiasts are eager to expand the existing trail corridor to the west along the Spokane River and Lake Spokane.

The proposed trail expansion would extend the trail 1.75 miles to a new western terminus at the Avista Utilities Resort, a public use facility located on the shoreline of Spokane Lake.

The planning project would explore alternative trail routes between Sontag Park and the Avista Resort, then prepare plans/specifications and obtain local and environmental permits for the 1.75 mile trail extension.

Initial identification of trail alternatives to be completed by local volunteers. Final construction plans and specifications to be completed by State Parks staff. (05-1124N-FY06)

Natural Resources Dept of Mid-fork Valley Public Use Plan	\$100,000	\$46,520	\$146,520
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This project proposal is for the preparation of a Public Use Plan for the East Mt. Si and Mid-Fork Snoqualmie State Forest area, which is located within the King District, South Puget Sound Region. The purpose of this planning project is to develop a plan that will address day-use facilities, trailheads and trail opportunities while protecting the area's natural resources and ecological values. The proposed plan includes the feasibility, reconnaissance, planning and surveying of a recreational trail system plus the development of project plans for day-use facilities/trailheads. These development plans for the trails and trailheads shall be "permit-ready" and ready to implement.

The project planning area is located within the I-90/Mountains to Sound Greenway corridor and encompass the state lands within the Middle Fork of the Snoqualmie River valley and eastern section of the Mt. Si NRCA. The Public Use Plan builds upon the management framework established by the 1997 River Corridor and Public Use Concept. The Concept recommended public use recreational opportunities for the local, state and federal public lands located within the Middle Fork Valley. (05-1139N-FY06)

USFS Gifford Pinchot NF Bluff Mtn (Chinook) Trail Extension Plan	\$61,090	\$4,500	\$65,590
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This project would complete site specific planning on the Bluff Mountain Trail Extension which is proposed as part of a 300 mile non-motorized loop trail system identified by the Chinook Trail Association. Site specific planning will address alternative trail locations and environmental review of the approximate 11 mile proposed trail extension, in the southwest portion of the GPNF. When completed this trail will form a continuous trail system through the southern portion of the GPNF for over 30 miles. When completed there would be a forty mile trail connection from the East Fork Lewis River to the Pacific Crest Trail. This project was first identified in the Gifford Pinchot National Forest Plan (1990) and later the Washington State Trails Plan.

The project is located in southwest Washington and the very southwest portion of the Gifford Pinchot National Forest. The proposed trail location is a 50 minute drive from Vancouver, WA. Over 400,000 people live in the Vancouver/Clark County area.

Much of the proposed trail location is along a ridgetop with sparse vegetation and rock features. The location provides wonderful views of the the Columbia River, Mt. Hood and

adjacent ridges. The trail is proposed to be open to foot, horse and mountain bike users, seasonally May through November. (05-1214N-FY06)

State Parks **\$84,000** **\$40,000** **\$124,000**
Hoko River - Trail Planning

Hoko River State Park, on the northwestern edge of the Olympic Peninsula between Sekiu and Neah Bay, includes approximately 764 acres of mostly undeveloped land spread out between six separate property areas. The Cowan Ranch Heritage Area is roughly 522 acres and is considered an intact Cultural Landscape by National Park Service definition. This Area includes pastures, ranch buildings, old growth natural forests and over 18,000 feet of freshwater shoreline on the Hoko and Little Hoko rivers. The property was part of a life estate donation that came into State Parks ownership in spring of 2000.

This project will focus on the non-motorized trail opportunities on the Cowan Ranch property and identify connections to a main trunk line trail that will be constructed in 2006. The goal is to provide an exceptional network of trail experiences and the planning work will establish a plan for development that will be implemented through volunteers and partners, in-house construction and future capital improvements.

Public outreach, environmental analysis, as well as cultural assessments will highlight the planning process to help identify opportunities and constraints as the planning process evolves. (05-1128N-FY06)

State Parks **\$100,000** **\$186,900** **\$286,900**
John Wayne Pioneer Trail Tunnel Planning

Snoqualmie Tunnel, also known as Tunnel 50, was built from 1912 to 1914 by the Chicago Milwaukee and St. Paul Railroad Company. The tunnel, and the rest of the rail line, was abandoned by the railroad in 1980. It is now part of the John Wayne Pioneer Trail (JWPT) in Iron Horse State Park.

JWPT is 110 miles long, connecting the Cascade Mountains to the Columbia River. It adjoins 6 other State Parks, and connects to other trails in the Mountains to Sound Greenway along I-90. Over 100,000 non-motorized users enjoy the trail each year. Its gentle grade makes it fun for families to use. JWPT is a national Millennium Legacy Trail (1999) and a National Recreational Trail (2002).

Snoqualmie Tunnel, at 2.25 miles, is the nation's longest tunnel open to non-motorized traffic. It is the most popular section of JWPT. The tunnel is dark and cool inside, and flashlights are needed through its center.

Water damage has caused erosion of the concrete lining and the timber and rebar substructure near both portals, and water drips or pours into the tunnel year-round. Permanent repairs are needed to protect trail users and to ensure that this critical segment of the trail continues to be useable by future generations. A 1999 engineering assessment recommended temporary safety fixes, which have been completed. It also recommended that State Parks begin planning for a permanent repair. This project will complete that planning, and the engineering necessary to reduce water seepage and to repair the interior drains. (05-1110N-FY06)

Snohomish County Parks Dept	\$10,000	\$13,500	\$23,500
Paradise Valley Conservation Area Plan			

Project Objectives: To complete a baseline natural resource inventory of the 663.31 Paradise Valley Conservation Area (PVCA); to use that information as a means of managing 14 miles of on-site trails; and to establish a long-term, volunteer based, user impact monitoring program.

Need For Assistance: This unfunded objective is essential to effectively open/close/reroute trails in an environmentally sensitive manner.

Historical Use: Prior the 2003 purchase for conservation purposes the PVCA had been used (generally without prior land owner permission) by off road vehicles, mountain bikers, equestrians, and hikers; there has been some animosity between these groups. Now, there are 14 miles of unplanned trails on site; many improperly constructed and some negatively affecting sensitive areas.

Goal: Initiate a long-term natural resource inventory and trail monitoring program that will be managed by Parks and staffed by volunteer stewards from known user groups and adjacent property owners.

Community Involvement: Volunteers and staff will be trained in King County's Waterways 2000 Biological Inventory procedures, and gather data on a quarterly basis that will be analyzed by Parks staff. The Bear Creek Water Tenders and Cascade Land Conservancy are contributing matching funds.

Results: Natural resource data will incorporated in management of PVCA trails, and sometimes factious user groups will become partners in that process. A true sense of public stewardship of the PVCA will result. (05-1212N-FY06)

State Parks	\$100,000	\$0	\$100,000
JWPT I-90 Bridge Crossing - Planning			

The John Wayne Pioneer Trail (JWPT) is 109 miles in length, stretching from Rattlesnake Lake (King County) to the west shore of the Columbia River, near Vantage, WA. JWPT is the principle trail facility in the Cross State Trail. Currently about 76 miles of the trail corridor have an improved trail surface, primarily the western section. The improved sections include that area between Rattlesnake Lake and Ellensburg.

A major obstacle in expanding the trail from Ellensburg to the Columbia River is the currently unusable historic railroad bridge that crosses I-90. This bridge structure, Renslow Trestle or EE-320, spans 680 ft., but currently has no surface suitable for trail use. Trail segments exist east and west of the unusable bridge section.

This planning project will develop construction plans and specifications, cost estimates and obtain required permits necessary to obtain approvals from the Office of Archaeology and Historic Preservation (OAHP) and to be ready for construction when funds are available, 2007 or later. (05-1167N-FY06)