

Paul S. Sarbanes Transit in Parks

Fiscal Year 2010 Application Example

Disclaimer:

This application is an example of a successful Transit in Parks application; however, it is **NOT** necessarily the best response to any given question, since the responses needs to be based on individual site conditions.



Duns # 926180977

**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 2010 Funds – Implementation Project**

BASIC PROJECT INFORMATION			
Project Name: Construction of a 2.5 mile section of the Sleeping Bear Heritage Trail (SBHT), a planned 27 mile non-motorized multi-use trail through Sleeping Bear Dunes National Lakeshore (Lakeshore) that will connect the primary visitor destinations with two gateway communities.			
Proposed Funding Recipient: The Michigan Department of Transportation (MDOT) in cooperation with Sleeping Bear Dunes National Lakeshore (Lakeshore)			
Public land unit(s) involved: Sleeping Bear Dunes National Lakeshore, National Park Service		<u>Location of Project</u> City: Empire County: Leelanau State: MI Congressional District: 4	
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 type="checkbox"/> Forest Service <input checked="" 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 type="checkbox"/> Boat/Ferry/Dock <input type="checkbox"/> Rail <input checked="" type="checkbox"/> Non-motorized (e.g., bicycling/pedestrian trail) <input type="checkbox"/> Other (e.g., Intermodal facility, ITS) Describe:	
<input checked="" 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 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 2010: \$1,675,000		Total Project Capital Cost at Completion (All sources): \$2,131,000	
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 (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 \$1,675,000	FY 2011 \$1,130,000	FY 2012	
FY 2010 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)	Private sources \$456,000

CONTACT PERSON

Name: Gary Niemi

Phone: 231-941-1986

Position: Development Engineer

E-mail: niemig@michigan.gov

Address: MDOT Transportation Service Center, 2084 US 31 South Suite B, Traverse City, MI 49684

OTHER PROJECT SPONSORS (in addition to funding recipient)

Sleeping Bear Dunes National Lakeshore, Northwest Michigan Council of Governments, Friends of Sleeping Bear Dunes, Leelanau County Road Commission, Leelanau County Planning Department, the townships of Empire, Glen Arbor, Cleveland and Centerville, and the Village of Empire; Traverse Area Recreation and Transportation Trails Inc. (TART Trails); Cherry Republic Inc.; Cherry Capital Cycling Club; and interested citizens.

REQUIREMENTS

- If a State, Tribal, or local government entity is proposing the project, the applicant has contacted the manager of the federal land unit(s) and has the consent of the Federal land management agency or agencies affected.
- The project is consistent with the metropolitan and statewide planning process.
- The project is consistent with agency plans.
- If this is an implementation project, all reasonable alternatives, including a non-construction option, were analyzed before proposing this project.

BASIC PROJECT DATA

Number of Visitors (Annual): For the last 20 years, average visitation to the Lakeshore has averaged 1.2 million visitors per year

Daily Number of Visitors (Peak season): July and August: 11,830 – 13,330/daily (July and August make up 60% of Lakeshore visitation)

Average Number of Vehicles per Day at Peak Visitation: 3,200 vehicles/day; collected between August 2 and August 9, on M-72 at the Lakeshore Visitor Center from the Transportation Study – Sleeping Bear Dunes National Lakeshore 2001 (Transportation Study 2001)

Current Road Level of Service at Peak Visitation: Transportation Study 2001 showed all intersections along M-22 and M-109 at LOS C or above

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

Spring Summer Fall Winter

Current Carrying Capacity of Existing Roads: Carrying capacity unknown, ADTs are typically in the 2100-3200 range

Current parking shortages during peak visitation: The Transportation Study 2001 showed that parking demand exceeds supply at 7 of the Lakeshore's 29 parking areas.

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

Current Annual Number of Persons who use the alternative transportation system (if one already exists): N/A

Estimated Annual Number of Persons who will use the alternative transportation system at project completion: 350,000 to 400,000 users per year (one person using one section of trail for any portion of a day) based on three comparable non-motorized multi-use trails in northwest Michigan, and studies by Michigan State University, Department of Parks, Recreation, and Tourism

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

Yes No

If "Yes," please provide anticipated reduction: (collisions/year): Accident analysis from the 2001 Transportation Study showed that 61% of park accidents involved a collision with an animal. These collisions occurred primarily along the proposed route of the SBHT. By offering visitors an alternative to driving this corridor, the park hopes to reduce animal/vehicle collisions.

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

The visitor experience driving along the M-22 and M-109 highways is not consistent with the peaceful Lakeshore experience desired by visitors. Providing access to the Lakeshore via bicycle and on a (mostly) detached trail will offer visitors the opportunity to experience the quiet of woods and dramatic views and scenic vistas without the visual impact of fast-moving motor vehicles and parking lots.

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

Yes No

If yes, please explain: The visitor experience driving along the M-22 and M-109 highways is not consistent with the peaceful Lakeshore experience desired by visitors. Providing access to the Lakeshore via bicycle on a (mostly) detached trail will offer visitors the opportunity to experience the quiet of woods and dramatic views and scenic vistas without the visual impact of fast-moving 55 mph and noisy motor vehicles.

Executive Summary

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

This proposed section of the Sleeping Bear Heritage Trail would be part of the 27-mile trail that will connect the Lakeshore's primary visitor destinations with two gateway communities, Glen Arbor and Empire; a major area resort, The Homestead; and numerous motels, bed and breakfasts, rental cottages, and second homes. State Highway M-109 provides access to the most popular visitor use areas within the Lakeshore including Pierce Stocking Scenic Drive, the Dune Climb, DH-Day Campground and Group Campground, and Glen Haven Historical District and Maritime Museum. The SBHT would parallel M-109 and M-22, which are both 55 mph, state highways that provide regional access to and from the Lakeshore.

The proposed Trail is a multi-partner funded project which responds to a number of transportation-related needs at the Lakeshore, in adjacent communities, and Leelanau County:

- Strong visitor preferences for biking in this region – many visitors either bring bikes or rent them while in the area.
- Provide a non-motorized transportation alternative for the Lakeshore visitors and improve visitor experience.
- Help to reduce the high number of animal/vehicle collisions along both M-22 and M-109. (61% of park accidents involve a large animal and a vehicle)
- The need for improved non-motorized transportation connectivity between primary Lakeshore areas, resort community destinations, and camping facilities.
- Parking shortages and traffic congestion at key visitor destinations such as the Dune Climb and Pierce Stocking Scenic Drive.
- Need for improved non-motorized connectivity between primary Lakeshore destinations and Lakeshore campground facilities.
- Reduce the interaction with the high speeds on M-22 and M-109, the only option for most bicyclists in the area - safety conflicts between 55 mph traffic and 5 mph bicyclists, particularly for families with children.

The Sleeping Bear Dunes Transportation Study 2001 and the on-going MDOT data, have confirmed the nature of these issues and the need for some type of alternative transportation solution(s) to reduce visitor dependence on vehicles. The Transportation Study 2001 recommended that "It would be desirable to work with MDOT and the counties to develop a bicycle network throughout the Park. Emphasis should be given to a route that keeps riders off of M-22 wherever possible." The Bay Area Transit Authority (BATA) provides the region's bus service with a regional connector route that includes the Village of Empire, the site of the Lakeshore's Visitor Center and Headquarters. Some of BATA's vehicles are equipped to carry a limited number of bicycles. Also, the Lakeshore's gateway communities of Empire and Glen Arbor are working to identify and establish bicycle routes in their communities to connect with the SBHT.

The Lakeshore has no miles of designated bike trail and less than a mile of universal accessible (handicapped accessible) trail. The 27 mile SBHT will be constructed to meet the Americans with Disabilities Act Accessibility Standards for Outdoor Recreation where possible, which will provide safe, non-motorized, universal access to many of the Lakeshore's most popular visitor use areas and attractions that are not currently handicapped accessible.

All of these factors help reduce the dependency on the motor vehicle and establish the Lakeshore as a "bicycle friendly" destination that will encourage the use of both bicycle and public transit. It will also give people with all levels of physical ability the opportunity to get "off the beaten track" and experience and explore the Lakeshore's beautiful natural areas and scenic landscapes.

Project Description

The SBHT will provide a 27-mile non-motorized multi-use transportation alternative through Sleeping Bear Dunes National Lakeshore that will connect the Lakeshore's primary visitor destinations with the gateway communities of Glen Arbor and Empire. Please see Sleeping Bear Heritage Trail Map Attachment 1.

The first section of the SBHT from Glen Arbor to the Dune Climb, 4.0 miles, will be constructed by MDOT in spring 2011 with funding from the Federal Highway Scenic Byway Program and the MDOT Enhancements Program (\$1,300,000).

This FY 2010 grant proposal will be used for construction of the 2.5 miles that will connect the Dune Climb south to the Pierce Stocking Scenic Drive. The FY 2011 FTA grant request will be used for constructing 3.0 miles of trail south from Pierce Stocking Scenic Drive to the Village of Empire. Completion of these two sections would accomplish the goal of connecting the Lakeshore's popular visitor destinations via a non-motorized multi-use trail to the gateway communities of Empire and Glen Arbor. Please see Sleeping Bear Dunes National Lakeshore Map Attachment 2.

An Environmental Assessment was completed in 2009 to determine the preferred route of SBHT which was selected based on visitor safety, visitor experience, and environmental impact. The trail will be constructed on previously disturbed areas such as old roads and railroad rights-of-way and existing road rights-of-way.

This section of SBHT will be separated from the roadway by a buffer of at least 5 to 10 feet and serve multiple uses including pedestrians, bicyclist, joggers, dog walkers, people pushing baby carriages, persons in wheelchairs, skate boarders, and in-line skaters. The trail will provide a recreational opportunity or, in some instances, will serve as direct commute routes. Please see below diagram. The trail will be constructed to AASHTO Standards, 10 feet wide tread, 2 foot shoulders, 5% or less slope. The preferred surface is asphalt. It will meet ADA Accessibility Standards where ever possible. Related trail facilities such as signage and traffic bollards will comply with AASHTO and Manual on Uniform Traffic Control Devices (MUTCD) standards for trailway facilities.

The SBHT is a partnership project and is the highest priority for the Leelanau Scenic Heritage Route Program. Principle partners include the MDOT, Sleeping Bear Dunes National Lakeshore, Northwest Michigan Council of Governments, Leelanau County and local governments, Friends of Sleeping Bear Dunes, and TART Trails Inc. The SBHT is also a top priority for the Lakeshore, as reflected in the General Management Plan.

MDOT and the Lakeshore have entered into construction and maintenance agreements, where MDOT will design, engineer and construct the SBHT and the Lakeshore will operate and maintain. The Lakeshore has entered into a fundraising agreement with the TART Trails, Inc. to raise approximately \$5 million to assist with funding trail design and engineering, construction, and interpretive signage and facilities for the entire 27 miles. A \$1 million maintenance endowment will be established to help the Lakeshore with annual maintenance costs. Former Michigan Governor William Milliken is the Chair of the SBHT fundraising effort, called *Pathways to Sleeping Bear*. When completed the SBHT will provide greater access to Lakeshore's most popular destinations, improve visitors' recreation and education experience and be the premier non-motorized multi-use trail in the State.



Transit in Parks Program Implementation Evaluation Criteria

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

Implementation Evaluation Factors:

1. Demonstration of Need

a. Visitor mobility and experience:

The proposed trail is a multi-partner funded project which responds to a number of transportation-related needs at the Lakeshore, adjacent communities, and Leelanau County. The trail is the second highest non-motorized transportation priority for Leelanau County as reported in the *Northwest Michigan Regional Non-Motorized Strategy 2008*, and the top priority for the *Leelanau Scenic Heritage Route Management Plan 2006*. The proposed trail also responds to a number of transportation problems related to difficulty in accessing park destinations, safety, and mobility.

- Strong visitor preferences for biking in this area with no off road bike trails
- Residents and visitors utilizing state highway shoulders which creates safety conflicts between 55 mph traffic and 5 mph bicyclists, particularly for families with children
- High number of animal/vehicle collisions along both M-22 and M-109 (61% of the Lakeshore's accidents involve a large animal and a vehicle)
- Need for improved connectivity between primary Lakeshore sites, resort community destinations, and camping facilities
- Parking shortages and congestion at key visitor destinations and events such as concerts, triathlons, etc. that require opportunities to spread out parking impacts in the Lakeshore
- High traffic speeds on M-22 and M-109 with conflicts between motorists and bicyclists

The Leelanau Peninsula is a magnet for bicyclists and bicycle tours because of the area's natural and scenic beauty, and dramatic vistas. During the summer and fall, there are monthly incidents reported where motor vehicle operators have become frustrated and aggressive when "sharing the road" with bicyclists (communications with Lakeshore Law Enforcement Division). The majority of people using the Lakeshore's campgrounds carry bicycles, with families seeking somewhere to ride where they do not have to be on the major highways. The Lakeshore has over 100 miles of hiking trails but no miles of bike trail for visitors and area residents.

Currently M-22 and M-109 are being used for approximately six bicycle tours and race events which draw over 5,000 riders per year. There are four bike rental businesses in the area with the

Crystal River Outfitters in Glen Arbor renting approximately 1,100 bikes per summer. Matt Weisen, owner of Crystal River Outfitters, stated that *“Currently, a limiting factor for bike rentals is the lack of trail systems in the surrounding Glen Arbor area, where families can safely ride their bikes and get off the roads. It is also very rare that when signing up a rental that we do not get asked where the trails for bike riding are within the National Park”*. Road bicyclists (Type A) may continue to utilize the M-22 and M-109 highways, but the SBHT will provide a parallel facility and riding opportunity for other bicyclists (Type B and C) who visit the Lakeshore, especially families.

The Duneside Accessible Trail is the **only** universal accessible (handicapped accessible) trail in the Lakeshore. It consists of a 0.9 mile round trip trail at the base of the Dune Climb, one of the Lakeshore’s popular sites. The 27-mile SBHT will be constructed to meet the ADA Accessibility Standards for Outdoor Recreation where possible, which will provide safe non-motorized universal access to many of the Lakeshore’s most popular visitor use areas and attractions that are currently not handicapped accessible. It will also give people with all levels of physical ability the opportunity to get “off the beaten track” and experience and explore the Lakeshore’s beautiful natural areas and landscapes.

b. Environmental condition as a result of the existing transportation system:

There are an unusually high number of animal/vehicle collisions along both M22 and M109 (61% of Lakeshore accidents involve a large animal and a vehicle). Part of the purpose of the trail is to provide another type of access to the Lakeshore for visitors, allowing them to leave their cars at their hotel or camping area, to reduce the number of animal/vehicle collisions.

2. Visitor Mobility and Experience Benefits

a. Reduced traffic congestion:

The Lakeshore experiences minor traffic congestion and parking shortages at seven of the Lakeshore’s 29 parking areas, according to the Transportation Study 2001. Construction of the trail will include visitor information designed to spread out parking impacts at these overcrowded areas, along with related visitor comfort facilities.

b. Enhanced visitor mobility, accessibility, and safety:

Regional access to the Lakeshore is provided by State Highways M-22 and M-109. They are the main road connections between the primary Lakeshore visitor destinations and the communities of Empire, Glen Arbor, and Leland. State Highway M-109 provides access to the most popular visitor use areas within the Lakeshore including the Empire Bluffs, North Bar Lake, the Dune Climb, Pierce Stocking Scenic Drive, D.H. Day Group Campground, Sleeping Bear Bay, D.H. Day Campground, Glen Haven Historical District and Maritime Museum, Alligator Hill and many picnic areas.

The proposed trail would parallel M-22 and M-109 and give Lakeshore travelers a non-motorized transportation alternative. Currently, bicyclists use the edge of the driving lane or the highway shoulder to get around most parts of the Lakeshore with most of the roads within the Lakeshore not equipped with paved shoulders of an adequate width to accommodate bicycle riding. This creates on-going conflicts between bicyclists and motorists. While MDOT is widening road shoulders to five feet on M-22 and M-109 in conjunction with other scheduled road improvements in Leelanau County, these facilities are oriented more toward roadster bicyclists than recreational/transportation cyclists.

This area is working on building a strong, inter-connected bicycle infrastructure. The Bay Area Transit Authority (BATA) provides the region’s bus service with a regional connector route from the City of Traverse City that includes the Village of Empire, the site of the Lakeshore’s Visitor Center and Headquarters. Some of BATA’s vehicles are equipped to carry a limited number of bicycles and they are working on upgrading their bus fleet to carry a greater number of bicycles for groups or families. Talks will also be underway to provide service to the Lakeshore Visitor Center, the major trailheads, and to the Dune Climb. The nearby gateway communities of Glen

Arbor and Empire are identifying and establishing bicycle routes in conjunction with the development of the SBHT. There are also several bicycle rental shops in these communities that would like to see a non-motorized transportation facility in the area.

c. Visitor education, recreation and health benefits:

The proposed trail follows several historic routes and the historic narrow gauge railroad which will provide the Lakeshore with new interpretive sites and opportunities for their visitors. The SBHT would also provide additional recreational and educational opportunities for 16,000+ school children who come to the Lakeshore for the 500+ outdoor education programs that are held annually. Glen Lake Schools have shown an interest in using the proposed trail for physical education and sports training. Road shoulders are currently used for cross country and track training which pose safety issues for the students.

The SBHT provides an excellent outdoor recreation and physical activity facility and opportunity for people of all physical abilities who wish to bike, fitness walk, jog, run, rollerblade, and cross country ski. It will provide additional access for outdoor education and recreation and support programs such as Get Moving, No Child Left Inside, and Michigan's Get Outdoors.

3. Environmental Benefits

a. Protection of natural, cultural, and historic resources:

The Lakeshore Transportation Study 2001 reported that, "Of the 115 accidents recorded along State Highways M-22 and M-109, 70 (61%) involved a collision with an animal." The SBHT would parallel these highways and provide a safe, non-motorized transportation alternative that could help reduce the number of vehicle-animal collisions.

The Lakeshore's General Management Plan has identified user capacity problems (overflow parking, back-ups and traffic congestion on M-109) at the Dune Climb, North Bar Lake, and the Pierce Stocking Scenic Drive. The SBHT will provide an alternative non-motorized transportation facility for the 1.2 million Lakeshore travelers to access these popular destinations thereby helping to reduce motor vehicle traffic, congestion, and illegal overflow parking.

b. Reduced pollution:

Based on studies by Michigan State University, Department of Parks, Recreation, and Tourism (based on three comparable non-motorized multi-use trails in northwest Michigan), approximately 350,000 to 400,000 visitors per year would use the trail. With annual visitation at 1.2 million approximately 29% to 33% of Lakeshore visitors may use the SBHT during their visit. The Lakeshore and MDOT do not have estimated reduction in car use at this time that would be used to measure a reduction in air pollution.

4. Operational Efficiency and Financial Sustainability

Operational Efficiency:

The Leelanau Scenic Heritage Route Trailway Environmental Assessment and Plan of 2009 evaluated three alternatives for the SBHT including a no action alternative. Alternative B, the proposed route was selected because of its advantages in visitor safety, visitor experience, and environmental impact.

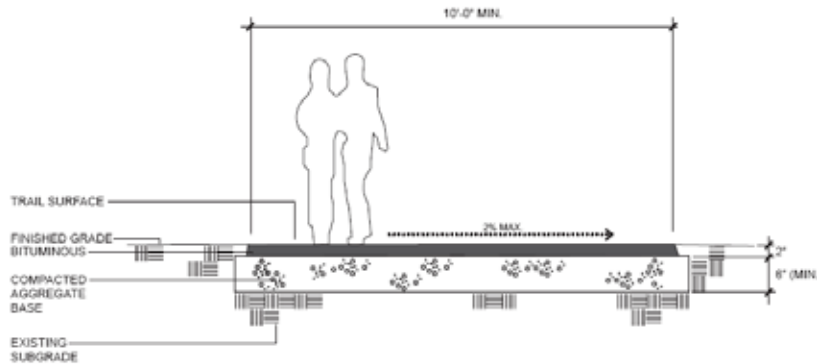
• **Feasibility of Proposed Budget:**

	FY 2010	FY 2011	FY 2012	FY 2013
Revenue				
Transit in Parks Program funding (requested)	\$1,675,000	\$1,130,000		
Funds from public land budget				
Other federal funds				
State funding				
Local funding				
Passenger Fares and/or transportation fees				
All other dedicated sources of funding	\$456,000	\$341,000		
<i>Total Revenue</i>	\$2,131,000	\$1,471,000		
Capital Costs				
Purchase of rolling stock (vehicles)				
Lease of rolling stock (vehicles)				
Construction (e.g., bus shelters, sidewalks, trails, etc.)	\$1,675,000	\$1,130,000		
Rehabilitation				
Other: Design & Engineering	\$ 456,000	\$341,000		
<i>Total Capital Costs</i>	\$2,131,000	\$1,471,000		
Operating Costs				
Salaries				
Routine Maintenance			\$15,000	\$15,000
Insurance				
Fuel				
Contracted services				
Other: Adopt a Trail			\$1000	\$1000
<i>Total Operating Costs</i>			\$16,000	\$16,000

Proposed budget narrative:

The proposed multi-year budget is for construction of 5.5 miles of trail that will be built to AASHTO Standards. This section of SBHT will be separated from the roadway by a buffer of at least 5 to 10 feet, have 10 foot asphalt tread, 2 foot shoulders, and 5% slope or less to meet ADA Accessibility Standards where possible. The FY 2010 grant request is for construction of 2.5 miles from the Dune Climb to the Pierce Stocking Scenic Drive, which will include the construction of some retaining wall. The FY 2011 grant request is for 3.0 miles of construction from Pierce Stocking Scenic Drive to the Village of Empire. Related trail facilities such as signage and traffic bollards will comply with AASHTO and Manual on Uniform Traffic Control Devices (MUTCD) standards for railway facilities. Funding for the design and engineering will be

raised by the Sleeping Bear Heritage Trail Fundraising Campaign. MDOT will design and engineer, and construct the SBHT.



Sleeping Bear Dunes National Lakeshore will be responsible for operating and maintaining the SBHT with a formal Maintenance Agreement between the Lakeshore and MDOT. The SBHT is included presently as a planned asset in the Facility Management Software System at Sleeping Bear Dunes National Lakeshore. All assets receive condition assessments on an annual and comprehensive five year basis. Cyclic trail maintenance addressing tread resurfacing, vista maintenance, structural repairs to bridges, retaining walls, drainage structures, fencing signage and barricades is managed through a consolidated call including a five year plan for cyclic maintenance funds. Maintenance standards are identified in the National Park Service Trails Management Handbook and Asset Specification Templates in the Facility Management Software System.

Also, the Friends of Sleeping Bear and TART Trails will provide volunteer support through already established Adopt-A-Trail programs. The Sleeping Bear Heritage Trail Fundraising Campaign coordinated by project partner TART Trails, will establish an anticipated \$1 million Maintenance Endowment to financially support the Lakeshore’s trail maintenance costs.

Cost Effectiveness:

1. Annual cost for vehicle operations and maintenance (including salaries, fuel, maintenance, administrative expenses related to system, and all other operating costs): No vehicles proposed, this is a trail system
 2. Average annual number of riders: No projected ridership, this is a trail system
 3. Transportation fee or fares recovered (average): No transportation fees or fares are proposed
 4. Useful life of transportation assets: 20 years based on both MDOT and National Park Service estimates for life of non-motorized trails.
- Annual cost per passenger trip: [This will be automatically calculated by FTA.](#)
- Annual fare box recovery [This will be automatically calculated by FTA.](#) %

- **Partnering, funding from other sources:**
 The proposed trail is a multi-partner project which responds to a number of transportation-related needs at the Lakeshore, adjacent communities, and Leelanau County. The trail is the second highest non-motorized transportation priority for Leelanau County as stated in the *Northwest Michigan Regional Non-Motorized Strategy 2008*; the top priority for the *Leelanau*

Scenic Heritage Route Management Plan 2006; and included in the *Sleeping Bear Dunes National Lakeshore General Management Plan 2010* and is a top priority for the Lakeshore.

The Sleeping Bear Heritage Trail is a project of the Leelanau Scenic Heritage Route Committee which is coordinated and staffed by the Northwest Michigan Council of Governments. The Committee established a Trailway Work Group that brought together the Michigan Department of Transportation; Sleeping Bear Dunes National Lakeshore; National Park Service-Rivers, Trails and Conservation Assistance Program; Friends of Sleeping Bear Dunes; Leelanau County Road Commission; Leelanau County; the townships of Empire, Glen Arbor, Cleveland and Centerville, and the Village of Empire; Traverse Area Recreation and Transportation Trails Inc.; the Cherry Capital Cycling Club; and interested citizens.

The vision statement for the Trail is to:

Create a non-motorized linear trailway system that is connected to historical, cultural, recreational, and environmental points of interest throughout the Lakeshore and surrounding communities; a Trailway that promotes health, environmental, social, and economic benefits and provides a safe alternative for walking, biking, running, and cross-country skiing; and is universally accessible wherever possible.

The *Leelanau Scenic Heritage Route Trailway Plan and Environmental Assessment* was funded by grants from the Americana Foundation (\$12,500) and Cherry Republic, Inc. (\$10,000). Also, the Leelanau Scenic Heritage Route Committee qualifies for Federal Highway Administration, National Scenic Byways program funding through the Michigan Department of Transportation. MDOT has received \$1.3 million for design, engineering, and construction of Segment 5 of the Sleeping Bear Heritage Trail.

Formal Agreements:

- Program contract between MDOT and the Northwest Michigan Council of Governments for coordination of the Leelanau Scenic Heritage Route Committee and the Sleeping Bear Heritage Trail development.
- Michigan Department of Transportation and National Park Service: Partnership Construction Agreement for MDOT to engineer, design and construct the SBHT on Lakeshore property.
- Michigan Department of Transportation and National Park Service: Sleeping Bear Heritage Trail Operations and Maintenance Agreement.
- Partnership Agreement among SBHT Partners: Friends of Sleeping Bear Dunes, Northwest Michigan Council of Governments/Leelanau Scenic Heritage Route, National Park Service-Rivers, Trails, and Conservation Assistance Program, TART Trails.
- National Park Service and TART Trails: Comprehensive Fundraising Agreement. The Sleeping Bear Heritage Trail Fundraising Campaign anticipates raising \$5 million over two years through the private sector and philanthropic foundations to complement any federal, state, and local grants sources. A maintenance endowment fund of \$1 million will be set established to assist the Lakeshore and Friends of Sleeping Bear Dunes National Lakeshore with cyclic and long term maintenance costs. The fundraising Campaign was kicked off in June 2010.