

Motorboat Recreation
2005 Legislative Session

EXHIBIT 7
DATE 2.19.05
HB HB 605

Funding Sources:

Boat-In-Lieu	\$450,000
Parks Earned Revenue	\$1,175,000
Highway Fuel Tax	\$680,000
Private	<u>\$2,000,000</u>
	\$4,305,000

Proposed Projects:

Flathead Lake/Grizzly Park

This potential project involves the development of DNRC-owned land on the southwest end of Flathead Lake (formally Elmo State Park). The primary source of funding for the project would come from private donations via the University of Montana Alumni Association. The project would likely involve developed campground loops, a comfort station, boat launch area, docks, and parking.

Brush Lake State Park

This new park site is located in northeast Montana, southeast of Plentywood. Initial development of the site would include roads and parking infrastructure, as well as motorboat improvements such as a ramp, dock, boat-trailer parking area. Other initial improvements may include a campground, marina, cabins, fencing, signage, and other misc. improvements to make the site attractive for visitors.

Major Maintenance

Maintenance projects are a continuing effort throughout the park system. The projects in this category are typically larger than the routine work accomplished by park operational budgets. Examples include: vandalism repairs, fencing, latrine replacements, hazard tree removal, replacement of picnic tables and firerings, the purchase of bear-proof garbage containers, ADA access construction efforts and similar projects, roofs, paint buildings, parking lot and road chip seal, latrine replacement.

Boat-In-Lieu Program

This is a continuation of a motorboat site improvement program that has existed for nearly 15 years. Funds received from boat registrations are put back out into motorboat facility sites in the form of docks, boat ramp replacements, latrines, marker buoys, and related infrastructure repairs and improvements. A portion of this funding is utilized by FWP in the Local Boating grant Program. Initiated in 2002, the past two grant cycles has made available \$150,000 per cycle to Montana counties, cities, and towns for improvements to local public motorboating sites they may own or manage.

Tongue River Reservoir State Park

Public access to popular waterbased park sites is typically via a county road. This project would involve a cooperative project with Big Horn County to pave the county road from Highway 314 into the Camper's Point area of the park to address dust problems and washboard road. This project would provide a significant improvement for visitors utilizing the private concession area, and public areas at Rattlesnake and Camper's Point. The majority of funds for the project would be federal funds matched with Highway Fuel Tax funds.

Cooney State Park

The North Shore area of the park is a primary access point for boaters. This project would pave the existing boat trailer parking area at this heavily used boat ramp. The project would significantly reduce dust at the site, reduce sedimentation runoff into the reservoir, and allow for more efficient use of the parking area on busy days. Primary funding for the project would be Federal W-B funding, matched with Highway Fuel tax dollars.

Placid Lake State Park

The interior roads at this popular camping park contribute a great deal of dust to campsites in close proximity to the roads. This project would pave the interior roads, reducing dust blowing through the campground, and eliminate the application of dust control chemicals to the roads, which is a source of complaints from campers who track it into motorhomes and camp trailers.

West Shore State Park

The camp loop in this popular park on the west side of Flathead Lake is in need of rehabilitation. Proposed improvements include reshaping of the camp pads, replacement of old wooden latrines, correcting drainage issues, thinning of trees in some locations, and a general facelift for the camp loop. A current project in-work will replace the deteriorated boat ramp at West Shore; this project would supplement that project.

Statewide Regional Road Repairs

Each region of FWP is allocated road funds to handle misc. road repairs in and around state park sites. Typical projects include having a local contractor replace a culvert, purchasing gravel locally for placement on road surfaces, dust control chemicals, and similar minor maintenance efforts. Overall, these small road maintenance efforts greatly benefit the public who utilize state parks.

Misc. Road Projects

These are larger road projects that involve county co-op efforts on primary access routes, emergency road repairs, chip sealing a parking area when an opportunity arises with a private contractor in the area, dust control on a county road, and similar projects.

In-holdings

The purchase of private park in-holdings from willing private sellers is an on-going effort. These typically small acquisitions acquire small parcels that are critical for an individual park. All projects require an independent appraisal process, a willing seller, and FWP Commission approval.

Additional Motorboat Park Projects

Other worthy motorboat park projects, upgrades, or related work that parks constituents may bring forward during the biennium.

Note: The project needs at Cultural and Historic sites currently outweigh the needs at Waterbased sites. The flexibility exists in the Long-Range Building Program narratives to balance funding between the Cultural & Historic and the Waterbased project categories to address needs of this type.

Cultural & Historic 2005 Legislative Session

Funding sources:

Parks Earned Revenue	\$1,425,000
Highway Fuel Tax	\$820,000
Private	<u>\$300,000</u>
	\$2,545,000

Proposed Projects:

Lone Pine State Park

Originally constructed in the early 1970s southwest of Kalispell, this building would be refurbished to provide a modern and efficient interpretive center for the public. Proposed improvements include interpretive displays, heating system upgrades, replacement of the windows for energy efficiency, insulation, roofing, and related building upgrades.

Frenchtown Pond State Park

This project would provide an underground irrigation system for this urban park near Missoula. With irrigated lawns, the open areas will provide space for day-use picnics, misc. sports activities, and related public use. This is a continuation of efforts to improve this popular park.

Giant Springs State Park

The main lawn areas at this site have an existing, antiquated sprinkler system in-place. Numerous water leaks, iron pipe breakages, and related issues have resulted in high maintenance costs for the system. This project would address those areas of the existing system that are in greatest need of replacement.

Major Maintenance

The major maintenance needs in state parks are on-going needs that are continually addressed. The funding allocated via the capital construction program include such projects as latrine replacements, vandalism repairs, reroofing of buildings, replacement of failed septic systems, timber management projects, fencing, and similar projects.

Lewis & Clark Caverns State Park

As Montana's first state park (1939), the wiring throughout the caverns was originally installed in the early 1940s. While numerous repairs have occurred as a matter of routine maintenance over the past 65 years, the electrical system remains essentially as originally installed. This project would replace all the internal electrical wiring with a new grounded system. Additionally, a communications system would be incorporated into the wiring project. New lighting would be designed and installed to utilize the advancements made in this area of cave interpretation. This is an important safety and visitor enhancement project for a flagship state park.

Smith River Corridor Enhancement Account

The Smith River Corridor Enhancement Account was put in-place in the early 1990s to provide a potential funding source for future needs in the corridor. These needs might include the pursuit of recreational or conservation easements, or acquisition of important properties within the corridor.

Lost Creek State Park

The project at this site near Anaconda would install a camp host pad at the park. The host pad would allow a host to remain at the site through the recreation season, providing a higher level of security to protect park property and investments, and provide a location and contact point for park visitor and camper's inquires and questions. The increase in public camping at the site is the basis for this project.

Travelers' Rest State Park

Located at Lolo, this important Lewis & Clark site is managed by a private non-profit organization. This project is to provide authority to spend private donations for a bridge spanning Lolo Creek. The bridge will be an important feature for visitors to the park, connecting the north and south sides of the site with a pedestrian bridge.

Beavertail Hill State Park

The interior roads and camp pads at this park east of Missoula on I-90 are due for a gravel replacement and grading project. The proposed work will reshape the existing interior roads and camp pads, adding a lift of gravel in those areas where appropriate to correct drainage problems.

Ulm Pishkun State Park

The upper Jump area of this important cultural park is in need of road rehabilitation. Sunken areas of the road currently collect standing water and extensions of the road have been pioneered around the lower areas causing resource damage to the site. This project would raise the elevation of the road by providing a replacement gravel base course from the county road into the parking area. Because of the nature of this park, extensive archeology will be required.

Lake Elmo State Park

The entry road and parking area at this Billings urban park were constructed in the mid-1990s. The proposed project would place a chipseal protective surface on the existing asphalt areas. The chipseal project provides a wear surface for the large areas of asphalt, extending the life of the pavement.

Plenty Coups State Park

The entry road and visitor parking area require chipsealing, which provides a wear surface for the paved areas, extending the useful life of the pavement at the park.

Makoshika State Park

Road upgrades have been an on-going priority at this eastern Montana park for over ten years. The erosive soils and the topography of the land in this park are a challenge in maintaining the road system in Montana's largest state park. This project would address drainage issues related to the park roads in the Sand Creek and Lions Camp areas of the park. Additionally, an upgrade of the visitor center's interpretive displays (circa 1994) is planned as a part of this project.

Rosebud Battlefield State Park

Located in Big Horn County north of Decker, this +3,000 acre cultural and historic site is underutilized by the public. The proposed project would reroute the entrance road from Highway 314 into the site, eliminating the existing road through the private ranch just off the highway. Additionally, the interior park roads would be surfaced with gravel to provide for a better visitor experience and utilization of the site.

Statewide Regional Road Repairs

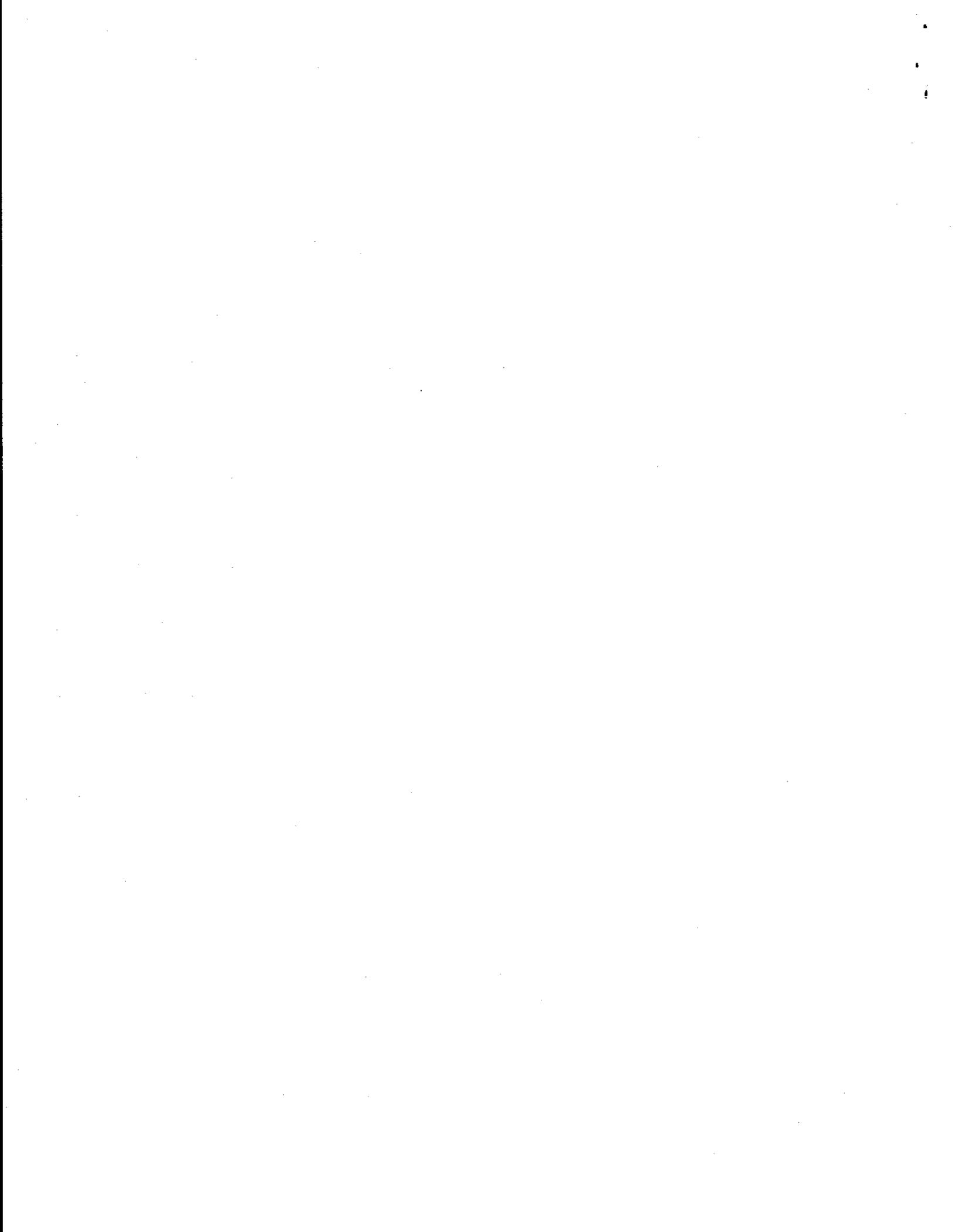
Each region is allocated road maintenance funds for misc. road repairs in and around state park sites. Typical projects include having a local contractor replace a culvert, purchasing gravel locally for placement on road surfaces, dust control chemicals, and similar road maintenance efforts. These small road improvement projects greatly benefit the public.

Misc. Road Projects

These are larger road projects that involve county co-op projects on main access routes, emergency road repairs, chipsealing a parking area when an opportunity arises with a private contractor in the area, dust control on a county road, and similar projects.

Additional Culture & Historic Park Projects

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Grants Program

2005 Legislative Session

Funding Sources:

OHV fuel tax	\$330,000
Federal LWCF	\$1,600,000
Federal Trails funds	\$1,900,000
Federal W-B Motorboat	<u>\$1,500,000</u>
	\$5,330,000

Proposed Projects

OHV Grants

This project involves the continued granting of OHV fuel tax funds via an established grant program. The funds are typically granted to local clubs and agencies for projects such as OHV-related ethics education, rehabilitation and stabilization of trails, trails maintenance, and weed control. A citizen's OHV Advisory Committee is involved with funding allocations for specific project proposals.

Federal LWCF

Originally started in 1965, the Federal LWCF program provides funding via the National Park Service to all states to address outdoor recreational needs. The project funding is allocated to 50% state-sponsored projects and 50% local community projects. This federal grant program has provided funding for many state park improvements, as well as funding for local community baseball fields, swimming pools, tennis courts, outdoor restroom facilities, and other projects in local communities across Montana.

Federal Trails Grants

Initiated in the early 1990s, this program provides federal funding for trail improvement projects throughout Montana. Funding is allocated to motorized, non-motorized, and multi-use trail systems. Each year, numerous local cities, communities, clubs, and other organizations complete important trail projects through the use of this grant program. The citizens State Trails Advisory Committee represents all trail user types and advises the department on the allocation of these funds.

Federal Wallop-Breaux Motorboat

This program provides federal funding for improvements related to at motorboat recreation sites across Montana. These funds provide a significant amount of funding for improvements made at waterbased state park sites such as boat ramps, access roads, latrines, comfort stations, and similar infrastructure. In recent years, these federal dollars have been utilized to match state-side Highway Fuel Tax providing funding for county road improvement projects leading to motorboat sites.

