

INSTRUCTIONS FOR THE BOATER ACCESS (BA)

GRANT ELIGIBLE PROJECTS AND ITEMS

Listed below are eligible projects for the Boater Access Grant:

- Launching and docking
 - ramps, courtesy docks, boat lifts, breakwaters, docks and marinas, access roads, bridges
- Facilities
 - Restrooms, fish cleaning stations, trash receptacles, lighting, park areas, pump- out stations, camping areas
- Navigation aids
 - Dredging, weed control, buoys, water rights
- Engineering
 - Planning, construction, environmental assessments, permitting
- Outreach
 - Signage, brochures, maps, websites
- Operation and maintenance
 - Launching and docking, facilities, navigation aids, engineering, outreach
- AIS related projects
 - On-site permanent and semi-permanent decontamination stations, clean/drain/dry areas, signage and other outreach media.

APPLICATION PROCESS

In preparation for submitting an application, project proponents are encouraged to contact Craig Walker, Division of Wildlife Resources, at 385-834-1970 or at craigwalker@utah.gov for guidance and to discuss project details.

Submitted BA applications will be reviewed by the Utah Division of Wildlife Resources Aquatics Program, the Utah Division of Parks and Recreation Boating Program and Boating Advisory Council.

Save your completed application as a PDF and submit completed application and any other associated attachments (e.g., maps, diagrams, photos) **electronically** by email to Nathan Owens.

TIMELINE

Applications are due and must be in the Utah Division of Wildlife Resources office **on or before 5:00 PM, every October 30th**. Late proposals will not be accepted.

Proposals will be reviewed during the months of December and January. Applicants may be contacted to clarify the details and merits of their proposal. Applicants may also be requested to present in person or arrange an on-site tour of the project to Advisory Council members.

APPLICATION INSTRUCTIONS

One completed and signed, applications should be scanned and submitted via email. Submissions via UP Postal Service, FedEx, UPS, etc. or by hand are not acceptable.

All items listed below under “Application Checklist” must be included in order to be considered for grant funding.

Responses maybe larger than the space provided. Please attach additional documentation. Text of responses should be in 11-point Arial font. Drawings and charts on 8 ½” X 11” documents, in either portrait or landscape orientation.

APPLICATION CHECKLIST

COMPLETED AND SIGNED

APPLICATION COVER LETTER

PROJECT NEED

PROJECT

OBJECTIVE

PROJECT

BENEFITS

PROJECT

APPROACH

PROJECT LOCATION MAPS

PUBLIC ACCESS

ASSESSMENT PROJECT

TIMELINE

OPERATION AND MAINTENANCE

RESPONSIBILITIES ESTIMATE OF USE

PERMITTING AND CLEARANCES



U.S. FISH & WILDLIFE SERVICE
UTAH DIVISION OF WILDLIFE RESOURCES UTAH
DIVISION OF STATE PARKS & RECREATION



MOTOR BOAT ACCESS APPLICATION

1. Project title: Moab Town Boat Ramp _____

2. Project Sponsor: _____

3. Phase*: I _____ 4. Township: _____

5. Range: _____ 6. Section: _____

7. County: _____ 8. UTM (NAD 83): _____

9. Project Manager: _____

10. Address

11. Telephone: _____ 12. Email: _____

13. Land ownership within project area boundary: _____

*Can project be phased to allow for funding of smaller portion? If this is a later phase of a previously funded project, identify phase.

CERTIFICATION:

I certify that I am authorized to sign this application and that the information herein provided is, to the best of my knowledge, true and accurate. I further certify that the applicant has the necessary financial resources to fulfill all obligations relative to this project including the cost of operation and maintenance.

Signature of authorized Agent

Title

Date

PROJECT DESCRIPTION

1. Need: Why is project being undertaken? Emphasis should be placed on enhancement of access, enhancement of sport fishery, or existing conservation activities.)

The Moab Town Boat Ramp is located three miles north of Moab on the bank of the Colorado River, across the US 191 and Colorado Riverway bridges from Lions Park. It is an important access point to the Colorado River, heavily used by both motorized and non-motorized boaters, and by commercial outfits as well as private users. This ramp is also used as a key launch site by Grand County Search and Rescue, US Fish and Wildlife Service, US Geological Survey, Grand County Weed, and the Utah Division of Wildlife Resources.

The land that the boat ramp occupies was granted to Grand County by the Bureau of Land Management (BLM) through the Recreation & Public Purposes Act (R&PP) on April 24, 1963. The grant states that the lands must be "designated as Boat Docking and Picnic Area." The National Park Service inherited the R&PP patent from BLM when Arches National Park was created in 1971.

The ramp was originally built sometime between 1952 and 1956. The last time the ramp received heavy maintenance was in 1990. Since then, the area has been minimally maintained, and the ramp has degraded to the point where it has become unsafe and does not meet the needs of users. River flows have caused erosion and scour along the edges of the ramp, invasive plants have grown up through cracks, and drainage issues have caused erosion in the parking area at the top of the ramp. In addition, the ramp does not extend far enough into the river and the edge is exposed in lower river flows, decreasing functionality.

Grand County wants to reconstruct the ramp to enhance access, improve safety, and make it more functional for a variety of users. The proposed reconstruction will include a redesigned ramp, a paved area at the top of the ramp as a circulation plaza, locating the existing water load-out pump to reduce conflict, and new parking in the area adjacent to the ramp upriver.

Grand County has engaged partners including Forestry, Fire, & State Lands, City of Moab, Bureau of Land Management, National Park Service, and several commercial and private boaters to identify the needs of users and ways to improve the site. A site plan has been developed incorporating the groups' feedback (see attached). Now the County is pursuing Boater Access Grant funding to develop engineering and construction documents for the ramp area.

2. Objective: What is to be accomplished during the project and how will address the need? This should (a) include detailed descriptions of what is to be accomplished with the time, money, and staffing allocated; (b) specify a recognizable endpoint [e.g., the boat ramp project will be considered complete once disturbed areas have been revegetated and the installed ramp is opened for use]; and (c) be quantifiable and verifiable (i.e., provide a description that is detailed enough to allow USFWS and UDWR to discern whether the project was completed as described).

The first phase of this project and the focus of the present application is to develop 90% design engineering and construction documents for the ramp site. These documents will determine final design for the ramp, calculate any cut and fill, and identify site preparation specifications, among other needs.

Once engineering is complete, the project will be constructed. The existing ramp will be removed and replaced with new concrete. The area at the top of the ramp will be paved to improve circulation and eliminate erosion. A new parking area with restrooms and shade shelter will be constructed upriver.

The project will be complete when the ramp is open for use, the parking lot has been established and fenced in, and any site disturbance has been remediated.

3. Expected results and benefits: How will the project benefit existing fish and wildlife resources and the public? This should include quantified resource or public use benefits (e.g., given current use patterns, it is anticipated that the number of angler days at this water will increase by nearly 30% over the next five years. Based upon a one-hour average processing time for each angler day, the increased fish cleaning capacity of the proposed station will be able to accommodate a 40% increase in angler days; preventing crowding and improper disposal of entrails over the next five years).

Moab is a recreation destination that attracts millions of visitors throughout the year. The ramp sees serious use from both commercial outfitters and private boaters. The ramp is currently used about 10 months a year, with heavy use March to October, and highest use June to August. Weekends and holidays are busiest, but there is activity at the ramp all week. In 2015 the Utah Guides and Outfitters organization estimated that revenue generated from businesses that utilize this ramp alone contributes nearly \$400,000 per year to the local economy.

Reconstruction and improvement of the ramp is critical to make it functional and safe for users. Proposed improvements will define four to six lanes for larger vehicles with trailers for larger boats as well as space for small personal craft. Changes to the top of the ramp will improve traffic circulation and address erosion. New parking will accommodate 14 cars and 10 vehicle plus trailers, with the ability to expand if more parking is needed in the future.

4. Approach: Provide as much information as possible on (1) who will be conducting tasks (e.g., county construction crews will conduct all heavy equipment operation. USFS personnel will provide on-site engineering oversight and quality assurance), (2) what equipment will be needed to install or construct project components (e.g., grader will be used to grade areas prior to installation of concrete forms and pouring of concrete), and (3) how much earth work will be conducted (Provide the volume of cut material and whether this material will be used

as fill in other areas of project). If material will be moved off site, identify the disposal location. Additional information including any plan drawings or specifications should be included here. Note that this information is not required during initial proposal submission; however, please submit as much detail as possible to aid reviewers during scoring.

This phase is focused on developing engineering documents. Grand County's process for issuing RFPs and choosing contractors:

Please outline the County's process for choosing/contracting with engineers. This must align with federal standards for selecting contractors.

5. Location: Provide maps of (1) the targeted waterbody or waterbodies within the Utah state boundary and (2) at the project location at the targeted waterbody or waterbodies.

The Moab Boat Ramp is located on the north bank of the Colorado River, approximately a quarter mile east of the US-191 bridge three miles north of Moab. The Boat Ramp and associated management area includes approximately .59 acres within township 25 south, range 21 east section 26 Salt Lake Base Meridian in Grand County, UT.

See attached map

6. Detailed project budget: Information should be provided for specific (line-item) costs. Overall and phase (if phasing is planned) costs should be identified. Please use the following format to outline costs. Note that specific equipment, material, and personnel costs should be outlined (e.g., asphalt, concrete, rebar, should all be listed under material costs).

Item	Unit	Unit cost	Quantity	Phase I cost	Phase II cost	Phase III cost	Total cost
Engineering and construction documents	1	\$x	1	\$x			
			Grand total costs:				

Additionally, please identify (1) what portion of the total cost is being submitted as a State Parks/Wildlife Resources funding request and (2) what portion of the total cost is being provided by alternate funding sources (e.g., if USFS is submitting an application for receipt of State Parks/Wildlife Resources funding they should identify in-kind or cash contributions contributed from USFS sources).

7. Public access: Will public access be guaranteed?

Yes.

8. Timeline: What are the anticipated start and completion dates for this project. If phased, specify by phase.

- Phase I: develop engineering and construction documents that refine the current site plan.
Timeline: Depending on funding, June-November 2022
- Phase II: secure necessary permits or clearance from Army Corps of Engineers and SHPO, pursue funding for construction. If possible, apply for construction funds from Boater Access Grant by October 31, 2022.
Timeline: October 2022 – March 2023
- Phase III: construction of site. Ramp will be constructed when river is low.
Timeline: Fall/winter 2023-2024

9. Operation and maintenance of completed project: Identify parties responsible for the operation and maintenance of the installed/constructed project for its useful life. Relationship to existing plans: Is project identified as needed under existing plan or strategy? If so, attach copy of plan, provide web link, or citation.

Grand County is the entity responsible for the boat ramp and will oversee operation and maintenance. **See Sovereign Lands documentation attached.**

10. Angler/boater use: Identify, where possible and applicable, the estimated annual use of the facility at present.

Grand County does not have an official estimate of user numbers at the boat ramp. In 2015 the Utah Guides and Outfitters organization estimated that revenue generated from businesses that utilize this ramp alone contributes nearly \$400,000 per year to the local economy.

11. NEPA: Provide NEPA compliance documentation (e.g., this action is categorically excluded from documentation in an EA or EIS as it meets criteria identified in FSH 1909.15 Chapter 30 Section 31.12 [repair and maintenance of existing recreation sites and facilities].) If NEPA compliance must be met by completion of EA or EIS, submit copy of the finalized document. In the event that NEPA compliance has not been completed, be aware that this information, if applicable, will be required prior to receipt of funding. Note that this information is not required during initial proposal submission; however, please submit as much detail as possible to aid reviewers during scoring.

This engineering documentation phase will develop cut and fill estimates, cross sections of constructed area, and other information. These documents will be used to pursue necessary compliance. The environmental assessment will take place in the proposed Phase II, before construction of the ramp.

12. U.S. Army of Corps of Engineers permitting: When applicable (e.g., for actions taking place

below historical high water elevations) provide a letter indicating that USACE have been consulted regarding necessary wetland disturbance (e.g., 404) permits and that no permit is required for the outlined action. If a permit is required, construction cannot take place until it has been secured. Note that this information is not required during initial proposal submission; however, please submit as much detail as possible to aid reviewers during scoring.

Grand County is pursuing grant funds for engineering with cut and fill estimates, cross sections of constructed area, and other information. This will then inform an Army Corps of Engineers permit. Permitting is proposed as part of Phase II.

13. Cultural resources permitting: When applicable (e.g., when construction is taking place on a previously undisturbed site), applicants should provide a letter indicating that the project has been cleared by the Utah State Historic Preservation Office (SHPO). In the event that SHPO clearance is required, be aware that this information will be required prior to receipt of funding. Note that this information is not required during initial proposal submission; however, please submit as much detail as possible to aid reviewers during scoring.

Cultural resources permitting and coordination with SHPO will occur in Phase II once the engineering documents are done.