

Waterways Advisory Committee Minutes

Thursday October 17, 2024 @ 9:00 a.m.

Commissioners Conference Room – 3rd Floor

1500 Hwy 2, Ste. 338, Sandpoint, ID 83864

Members Present: Matt Zoeller, Ray Pipella, Molly McCahon, Win Taylor, Tom Trulock, Jim Brausen – Zoom, Forrest Schuck - Zoom

Members Absent:

Others Present: Sgt Craig Ross, Kerry Delair, Commissioner Asia Williams

Matt opened the meeting at 9:00 a.m. Does anyone present need assistance to hear, see or participate in these proceedings?

Ray made a motion to approve the WWAB minutes from April 18, 2024, July 18, 2024, & August 15, 2024. Tom seconded. All in favor, the motion carries.

Public Comment - None

Parks & Waterways Updates/Reports

A) Matt Zoeller, Director

a) Welcome Winthrop Taylor

b) ORFAC Grant-Priest Lake Navigation Lights/Granite Creek Dock

Discussed grant for fixing nav lights at Priest Lake. Applied for ORFAC Grant and the Granite Creek dock project. Discussed grants and pilings up at Priest Lake. Once new pilings are in then our guys can do maintenance and upkeep. Discussion regarding nav lights.

c) WWAC Resolution voted on in early spring-continuing business/adapting

Briefly discussed the bylaws and how the meetings go for the time being and using the time at the meetings best. Matt wants to stick with the current bylaws and quarterly schedule.

B) Lt. Doug McGeachy, Marine Division (Sgt. Craig Ross standing in for Doug) nothing to report.

New Business: Action Items / Discussion / Decision / Recommendation

A) Buoys

a) Requests, a 3-document process by WWAC/Bonner County

Present the new application/process. This has been approved by legal. Will need to go before the commissioners. Brief discussion regarding the process and the due date. Hoping that this process will streamline the process. Discussion on already approved permits. Working with IDL.

Questions on the appeal process and why it was removed. Matt said this is currently a draft and living document that can be changed.

Any person needing special accommodations to participate in the above-mentioned meeting should contact the Commissioner's Office 48 hours prior to the meeting by calling (208)265-1438.

b) Illegally Placed-Should IDL be in charge of illegally placed buoys?
Constant issue, not easily removed, IDL Matt will reach out to IDL. Ray said some of these are placed due to denials.

Old Business: Action Items / Discussion / Decision / Recommendation

A) County Boat Registration Flyers

Flyers have been put out/distributed. Kerry placed at the County building. Molly thought the County was placing them at all the launches. This should be in a workshop.

B) New Buoys: Process, Application Form, & Evaluation
Discussed

Miscellaneous Business: Action Items / Discussion / Decision / Recommendation

A) WIF (Waterways Improvement Fund) plans for grants? (Due Jan 31, 2025)

County does need new vehicles. Ray is on the WIF board, said vehicles are not a priority, the vision is more towards storage and repair facilities, etc. Matt pointed out that the WW boats cannot be on the lake without proper vehicles.

B) 5-year plan-Visit with Kootenai County

Matt will go visit with KC and begin a 5-year plan

Meeting was adjourned at 9:55 a.m.

Next meeting: January 16, 2025 @ 9:00 a.m.

A special meeting for December will be scheduled.

Deputy Clerk: Alisa Schoeffel

Approved By

Date

Any person needing **special accommodations** to participate in the above-mentioned meeting should contact the Commissioner's Office 48 hours prior to the meeting by calling (208)265-1438.

Waterways Advisory Committee Agenda

Special Meeting: WIF Workshop

Thursday, December 16, 2024, at 1:00 p.m.

Commissioners Conference Room – 3rd Floor

1500 Hwy 2, Ste. 338, Sandpoint, ID 83864

Members Present: Matt Zoeller, Ray Pipella, Win Taylor, Tom Trulock, Jim Brausen, Forrest Schuck, Molly McCahon - Zoom

Members Absent: Tom Trulock

Others Present: Kerry Delair

Matt opened the meeting at 1:05 p.m.

Does anyone present need assistance to hear, see or participate in these proceedings?

Discussion Regarding Applying for Waterways Improvement Funds (WIF) for Potential Projects and Project Costs

Jason Welker, City of Sandpoint: Last WIF grant applied for by City was for Memorial Boat Ramp; Mark Sauter approached the city to apply for a WIF grant for low water access at City Beach and year-round dock for Marine Sheriff boat; for dredging alone it would be approximately \$3 million for dredging alone. Some other projects they are interested in for the City Beach are the docks at the west end need repair and so does the parking lot needs to be repaved. Further discussion regarding City Beach.

Matt discussed the grant award for \$60k (ORFAC)

Ray discussed WIF grants from last year

Matt brought up the need for a tow rig, in the \$60-80k range. That is the only thing the County would be going for at this time. Ray said he hasn't seen a vehicle approved for a WIF grant.

Molly asked if we knew how much grant money was available. Discussion followed. Believes a feasibility study should be done for a Marine Sheriff boat year-round at City Beach.

Brief discussion on lake levels year-round depending on the dam. This problem is elevated within the Army Corp.

Overall, the committee is in favor of repaving or new docks at City Beach.

Meeting was adjourned at 1:55p.m.

Next meeting: January 16, 2025 @ 9:00 a.m.

Deputy Clerk: *Alisa Schoeffel*

Any person needing **special accommodations** to participate in the above-mentioned meeting should contact the Commissioner's Office 48 hours prior to the meeting by calling (208)265-1438.

Approved By _____

Date _____

DRAFT

Any person needing **special accommodations** to participate in the above-mentioned meeting should contact the Commissioner's Office 48 hours prior to the meeting by calling (208)265-1438.

Waterways Advisory Committee Minutes

Thursday, January 16, 2025, 2:30 p.m.

Commissioners Conference Room – 3rd Floor

1500 Hwy 2, Ste. 338, Sandpoint, ID 83864

Members Present: Matt Zoeller, Ray Pipella, Jim Brausen, Tom Trulock

Members Absent: Molly McMahon, Doug McGeachy, Win Taylor, Forrest Schuck

Others Present: Kerry Delair, Commissioner Korn

Matt opened the meeting at 2:35 p.m.

NO QUORUM

Approval of the WWAB minutes from October 17, 2024, and Special Meeting minutes from December 16, 2024.

Public Comment

- Margi Broderick – Concerns about the RR hauling hazardous waste carried on train through the area and concerns about geoengineering/chem trails

Miscellaneous Business: Action Items / Discussion / Decision / Recommendation

A) Project 7B and Kaniksu Land Trust Presentation

- Katie Cox, Kaniksu Land Trust
 - Working on the water trail, public access points, resources; discussed the project focusing on public access points/existing rights of ways with issues; discussed cable locks across public rights of way; would like the County to have this area surveyed to address the issues
 - Discussion regarding grant opportunities
 - Discussion on GIS map adding a public access layer on the water trail and working with the neighbors at these sites
 - Discussion regarding docks without encroachment permits and ROW validations

B) Action Item: Vote to Support Project 7B and Kaniksu Land Trust for ROW Validation

Parks & Waterways Updates/Reports

A) Matt Zoeller, Director

1) ORFAC Grant Update –

There was discussion regarding the ORFAC grant, the need for a new tow vehicle, WWAB By-Laws/Resolution, buoys, meeting frequency, and the budget.

New Business: Action Items / Discussion / Decision / Recommendation

A) Action Item: Vote to Support Bonner County Waterways WIF Grant

B) Action Item: Vote to Support City of Sandpoint Waterways WIF Grant

There was discussion regarding the need for a Special Meeting so that there could be a vote on these time sensitive items.

Any person needing **special accommodations** to participate in the above-mentioned meeting should contact the Commissioner's Office 48 hours prior to the meeting by calling (208)265-1438.

Old Business: Action Items / Discussion / Decision / Recommendation

A) Action Item: Buoy Process: A 3 Part Document.

There was discussion regarding this process, it will be revisited when there is a quorum.

Meeting was adjourned at 3:38 p.m.

Next meeting: Special Meeting 01/23/2025 @ 9:00 a.m.

Deputy Clerk: *Alisa Schoeffel*

Approved By

Date

Any person needing **special accommodations** to participate in the above-mentioned meeting should contact the Commissioner's Office 48 hours prior to the meeting by calling (208)265-1438.

Jan. 7, 2025

To: The Bonner County Waterways Advisory Committee
From: Pend Oreille Lake & River Water Trail Project Group (Kaniksu Land Trust; Project 7B; Kalispel Tribe; Bonner County Historical Society and Museum)

RE: Jan. 16, 2025, Agenda Item for the Waterways Advisory Committee Meeting

Actions requested from the Waterways Advisory Committee:

1. To recommend to the Bonner County Commissioners that Bonner County conduct a Right-of-Way Validation to confirm public access to the Pend Oreille River at the west end of West Cedar Lane;
2. Once confirmed, the county apply for an after-the-fact encroachment permit for the existing dock and access through the Idaho Department of Lands.

Background:

The Kaniksu Land Trust, Kalispel Tribe, Bonner County Historical Society and Project 7B are collaborating on documenting public access sites, both managed for recreation and undeveloped, on the Pend Oreille River and Lake Pend Oreille for the purposes of developing a water trail that would serve primarily non-motorized users either now or in the future. We have become aware that there is also a need to preserve lesser known public access for use by area residents.

Using a map developed by a GIS expert and publicly available property maps, the group went on a boat tour to inventory and ground truth all the public sites we could locate. During a tour of the river in late summer, the group encountered a dock and boat ramp at the end of a county road. What appeared to be a public launch site was blocked by a cable and lock, placed across the end of the public right of way by a neighboring landowner. The site also has a U.S. Army Corps of Engineers invasive species prevention sign on a post with a new No Trespassing sign attached below it.

The location is at the end of West Cedar Lane, on the south shoreline of the Pend Oreille River, between Albeni Falls Dam and Strong Island. West Cedar Lane is accessed from Old Priest River Road and Cedar Lane, and is a residential neighborhood platted in 1961 as Double D Lakeview Tracts. The plat shows West Cedar Lane ending at the inlet where the dock and launch is located. The plat also shows an easement line at the end of the road that demarcates a perpetual right of way easement to "overflow, flood and submerge the same, conveyed to the United States of America, in connection with Albeni Falls Dam project..."

Upon visiting with the Idaho Department of Lands Navigable Waters, we learned the launch and dock are unpermitted encroachments, and that Double D Lakeview neighborhood representatives had already been to the IDL to complain about the cable

lock blocking access to the dock. The IDL staff we spoke with agreed that it appears to be county property. IDL staff suggested that the county apply for an after-the-fact encroachment permit for the dock and boat launch, which only requires a \$75 fee and some paperwork.

Therefore, to clear up any questions regarding ownership, we have been advised that the most straightforward course of action is for the county to conduct a Right-of-Way Validation, which is essentially a survey to determine who has ownership of the riparian area that connect the road to the unpermitted encroachments. (Pursuant to 40-203A) Therefore, we are coming to the Waterways Advisory Committee to request that you recommend to Commissioner Asia Williams, the current chair of the Bonner County Board of Commissioners, to authorize the survey to confirm ownership.

Once that's settled, we request that the County Parks and Waterways Director apply for an after the fact encroachment permit to make the dock and launch legal encroachments.

We are making this request to the county now, because we are concerned that without county action, this public access point could be lost to the public. This is one of a few locations we found while touring the waterfront where it appears that neighboring property owners are making a claim to public spaces. We are in the process of learning the best way to approach and resolve these situations.

Attachments:

- A) Locator Map
- B) Plat Map
- C) Photo of Launch/Dock Site

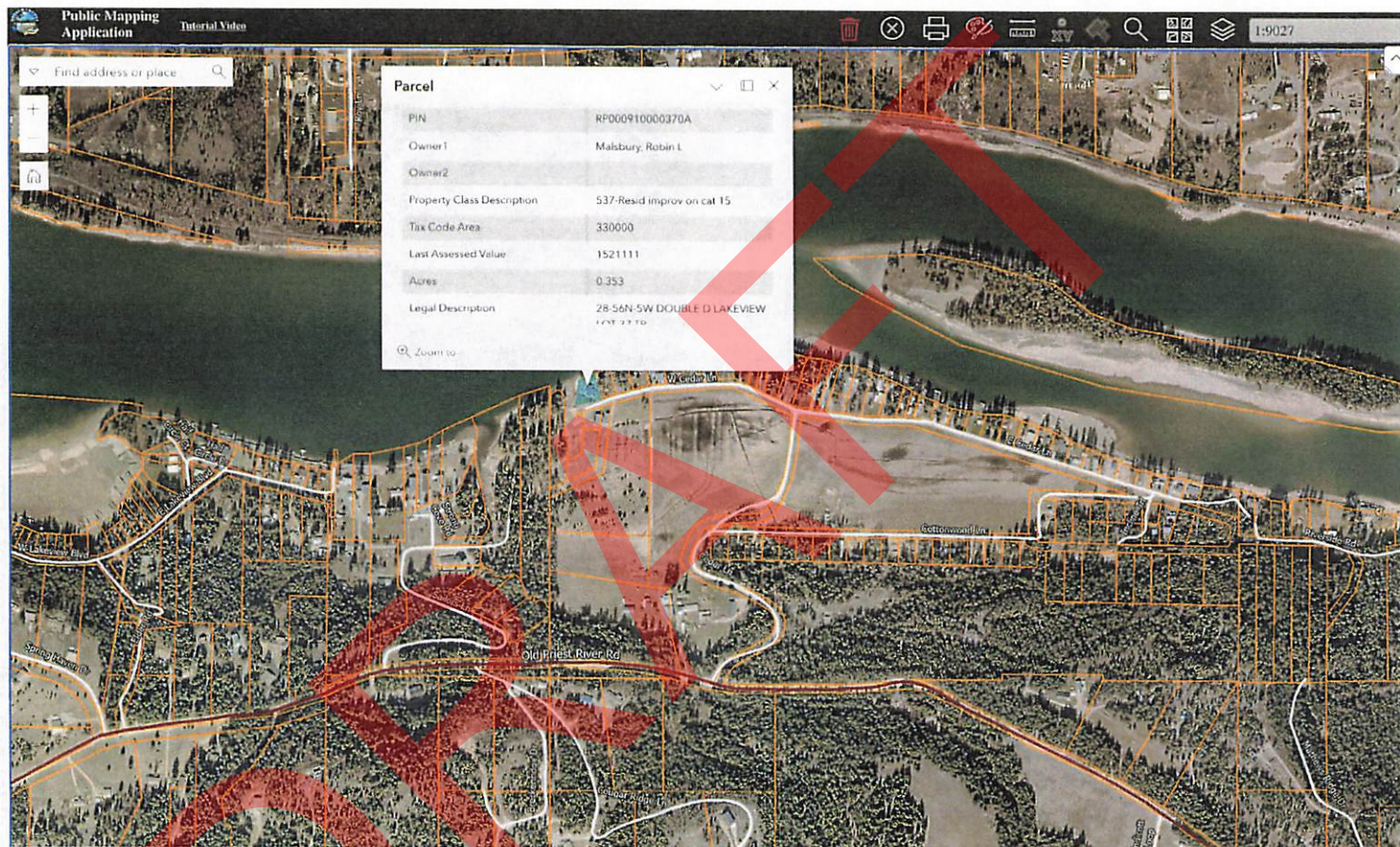




Photo of existing sign at launch with Corps of Engineers logo



Photo from shore of launch/cable/private property sign

Bonner County Waterways Regulatory Buoy Application Process

1. Fill out the Waterways Regulatory Buoy Application. Applications can be found Online at <https://www.bonnercountytid.gov/recreation> . The application also can be found in paper form at the Bonner County Waterways Department. Please read through the acceptable conditions before applying. Please include photos, maps and all other pertinent information. **Applications are due by August 1st** to be considered in the same calendar year.
2. Bonner County Waterways or the Marine Sheriff will visit the site for an inspection if the request appears to meet the listed requirements. All relevant information and history of the site will be used in determining if the process should move forward.
3. If the application fails to meet the criteria and the request is denied, the requesting party will be notified as soon as possible.
4. If the application is moved forward, the item will be placed on the regularly scheduled October Waterways Advisory Committee agenda. If the application was denied, the requesting party can present their case to the WWAC for reconsideration at the same October meeting.
5. The Waterways Advisory Committee will make a recommendation. The recommendation of the request will be based on the information provided from Bonner County Marine Sheriff or Bonner County Waterways Director. If a denial is recommended, the applicant will be notified as soon as possible.
6. The above-mentioned recommendations will then be presented by the Bonner County Waterways Director to the Bonner County Board of Commissioners for approval. Upon approval, Waterways will submit a joint 404 permit application and all approved buoys will be placed in the spring/summer once it is safe to do so.

Bonner County Waterways Regulatory Buoy Application

Applicants Name: _____

Address: _____

Phone #: _____ Email: _____

Lake/River: _____ Latitude/Longitude: _____

Description of Location: _____

Reason for your Request:

Type of Buoy: NO WAKE / SWIM AREA / HAZARD _____

× Y/N If approved, would you be willing to make a donation to help offset the costs?

List of acceptable conditions to warrant a new buoy placement

- Located on a river bend or lake point where the natural flow of boater traffic is drawn inward.
- Natural or man-made structures cause an issue, concern or realistic danger.
- Located in a channel that's less than 400 feet wide that reasonably can accommodate a boat on a plane.
- Marinas with twenty-five (25) or more slips, and/or having more than 50% of their boating facilities available to the boating public on a first come first serve basis, providing services to the public such as moorage, fuel, and other services.
- Public or "semi-public" swim areas located in high traffic boating areas where more than fifty (50) swimmers may be present. "Semi-public" swim areas may include Boy/Girl Scout camps, church camps, and other 501-C3 non-profit organizations that allow the general public to attend programs and utilize swim areas.
- A permanent underwater hazard is present on a public waterway that should be marked for the safety of the general boating public. Examples: submerged rock formations, sandbars or other permanent natural structures which could cause damage to persons or vessels.

* Bonner County does not place buoys as a form of erosion control. Erosion issues must be handled by the property owner or agency representative.

* All buoys that need to be placed for boater safety will be done so at Bonner County discretion with the proper permit from IDL and Army Corps of Engineers.

* Regulatory markers are a safety apparatus to encourage safe boating practices while minimizing signage, promoting lake aesthetics, and sustaining economic feasibility. Aesthetics is important to Idaho State as well as a county standpoint. No more than four regulatory markers permitted by Bonner County can be placed within a linear mile unless deemed necessary for safety reasons or educational purposes.

Bonner County

3-105: DISTANCES FOR NO WAKE ZONES ON LAKES AND THE PEND OREILLE RIVER: *Specific distances set for no wake zones:*

A. Within two hundred feet (200') from any shoreline, dock, pier, bridge, other structure, or any person in the water, shall be no wake.

B. Within fifty feet (50') of any other vessel shall be no wake.

C. A violation of this section shall constitute an infraction. (Ord. 552, 5-3-2016)

NO WAKE: The act of operating any vessel whereby the visible tract of turbulence is not more than six inches (6") or the speed is not more than five (5) miles per hour.

Bonner County Waterways Regulatory Buoy Evaluation

**** DEPARTMENT USE ONLY ****

Applicants Name: _____ **Phone #:** _____

Lake/River: _____ **Latitude/Longitude:** _____

Description of Location: _____

One or More of the Following Criteria Needed for Buoy Installation:

Write: (Y/N in box)

- ☐ Is the Regulatory Buoy located in a channel that's less than 400 feet wide that reasonably can accommodate a boat on a plane? Number of buoys recommended _____
NOTE: (Encourage safe boating practices while minimizing signage, promoting lake aesthetics, and sustaining economic feasibility.)
- ☐ Is the Regulatory Buoy located on a river bend, and/or lake point where the natural flow of boater traffic is drawn inward? (YES/NO circle) Do natural or man-made structures exacerbate the issue, causing concern? (YES/NO circle) Does the area pose a realistic danger? (YES/NO circle)
- ☐ Is the Regulatory Buoy in a public area, defined by having more than 50 percent of the boating facilities available to the boating public as a first come, first served basis and having one or more public facilities? Number of buoys recommended _____
- ☐ Is a permanent underwater hazard present on a public waterway that should be marked for safety of the general boating public?
- ☐ Is the Regulatory Buoy located at a marina with 25 or more slips?
- ☐ Does the area pose a realistic danger to boaters and public safety and a Regulatory Marker will mitigate the threat?

Reason: _____

WW: *Date: _____ Time: _____ Boat #'s _____ Initials _____

Comments: _____

BCSO: *Date: _____ Time: _____ Boat #'s _____ Initials _____

Comments: _____

Authorized Bonner County Representative: _____

(Signature) _____

Date: _____

WIF Grant BC Waterways Maintenance Vessel Tow Vehicle Proposal Quick Facts

Applicant: Bonner County Waterways Department

Project: \$70,000

Match: \$21,000

Match Percent: 30%

The project was approved and committed by the Bonner Board of County Commissioners in a public business meeting.

Under the Recreational Grant Program Guidance, Waterways Improvement Fund, page 13 of 51, Section 2.2.2, it states funds shall be used for the protection and promotion of safety, waterways improvement, marking of waterways, search and rescue and all things incident to such purposes including the purchase of real and personal property.

This project benefits the users who contribute to the program funds by ensuring Bonner County Waterways has the ability to transport their marine maintenance vessel to multiple water source locations within Bonner County. This includes the 1st largest lake in Idaho, which is also the 8th largest lake in the United States, Lake Pend Oreille. This vessel also services Priest Lake, which is considered many to be the "Crown Jewel" of Idaho. In addition, the Bonner County Waterways Department also maintains navigational markers around the Albeni Falls Dam, which is obligated under contract from the U.S. Army Corps of Engineers. The Dam, when running at top capacity, allows three Kaplan generators to generate 42.6 megawatts. That's enough power to supply about 15,000 homes via Bonneville Power Administration. This vessel directly contributes to the marking of waterways under guidelines from the US Coast Guard. Other projects include maintenance/repair of docks, navigation lights, signage, boat launches, danger buoys, no-wake buoys, abandoned floating hazards, cleaning of restrooms etc. In the event of Search and Rescue, this vessel would be in support of Bonner County Marine Sheriff Department, which responds to all incidents within Bonner County.

If this project does not receive funding, the Bonner County Waterways Department will struggle to effectively and efficiently provide services to the largest and most pristine waterways in north Idaho. The current maintenance vessel tow vehicle is nearly 20 years old, with a capacity to hold only 2 crew members. The maintenance crew for Bonner County typically consists of 3-4 crew members, which forces taking 2 vehicles every time to every launch site within the county when maintenance duties are performed. Lakes and launches to service these 3 major areas often include driving over 100 miles per day to reach project areas. Having to drive, maintain, and fuel two separate vehicles is a strain on

the small budget and staff. Unfortunately, the budget in this department lacks in financial support to update its vehicles within its current means without support from the Waterways Improvement Fund grant opportunity. What makes this grant application unique, is that it doesn't just apply to one user group, one entity, or one location like most applicants who apply to this grant. The Bonner County Waterways Department directly manages multiple aspects of 3 major navigable waterways, in cooperation and requirements set forth by multiple agencies, within the northern part of Idaho. Without support of this grant, navigational markers, guides, lights, and signage could fall into a state of disrepair. This would lead to lake navigation confusion, resource damage, and a strain to aid in emergency response.

The budget for this project was arrived at upon research of past WIF Grant applications, which shows historically vehicles obtained have had a match value of 30%. Any less than this, and the project is not likely to be funded. Updating the current vehicle will hopefully give this project (buying a new tow vehicle) a 15 year projected lifespan.

Attached below are approvals for this project from the Board of County Commissioners, Public Support, and how this project budget was decided.



Bonner County

Parks & Waterways

01/07/25

Memorandum

Recreation
Item #1

To: Commissioners

From: Parks & Waterways
Matt Zoeller-Director

Re: Bonner County Waterways Tow Vehicle Grant

Bonner County Waterways would like to apply for the Waterways Improvement Fund (WIF) grant opportunity. The grant proposal is for \$70,000, of which, the county is contributing 30% match which totals \$21,000. This grant will be used to replace the current Waterways tow vehicle. This would allow for a more appropriate vehicle towing the vessel, which performs the maintenance on all Bonner County waterways. Funding would not be spent until FY2026.

Auditing Review: ☒

Email is attached verifying that auditing has verified that the funds to cover this item are within the budget; this is required for any expenditure/budget adjustment request.

Risk Review: ☒

If applicable, email is attached verifying that all Risk questions/concerns have been resolved and that it has been approved. This includes new equipment/assets to be insured or contracts requiring insurance for review.

Legal Review: ☒

Email is attached verifying that all legal questions/concerns have been resolved and that it has been approved.

Distribution: ☐ Original to BOCC, Auditing, Risk, Legal
☐ Copy to Kerry DeLair

A suggested motion would be: **Based on the information before us I move to approve** the grant application and sign as a letter of commitment to the Idaho Department of Parks and Recreation, requiring Bonner County to provide a match of \$21,000.

Recommendation Acceptance: ☒ yes ☐ no

Asia Williams
Asia Williams, Chairwoman

Date: 1-7-25

Bonner County Waterways Maintenance Vessel Tow Vehicle Specifications

Average Cost: \$70,000

Crewcab

4x4

1 Ton Chassis

Flatbed (Preferred)

Dual tire axle rear end



\$72,716

[Get Pre-Approval](#)

JR CAPITAL FINANCING

New 2024 CHEVROLET
Utility Truck - Service
Truck, Flatbed Truck
CLASS 3 (GVW 10001 -
14000)

Silverado 3500HD

Stock # 240764

2024 Chevrolet Silverado
3500HD, Work Truck, 4D
Crew Cab, Summit White

[View Details](#)



\$64,742

[Get Pre-Approval](#)

JR CAPITAL FINANCING

New 2024 RAM Flatbed
Truck, Hauler CLASS 3
(GVW 10001 - 14000)

3500

Stock # TCR240634

2024 RAM Ram 3500
Chassis Cab, RAM 3500
TRADESMAN CREW CAB

[View Details](#)

New 2024 Ford F-350 XL Crew Cab 4WD, 9' 6" Knapheide PGTB Utility Gooseneck Flatbed Truck



VIN 1FD8W3HT7...
 Stock # TEE11215
 Cab Type Crew
 Drivetrain 4WD
 Rear Wheels DRW
 Fuel Type Diesel
 Transmission Automatic
 Color Iconic Silver ...
 Body Material Steel
 Body Width 96"
 Body Length 9' 6"
 Hitch Type Gooseneck

MSRP \$83,320
 Total Savings \$7,125
Price \$76,195

Est. \$1,562 monthly

[GET FINANCING](#)

Bluebonnet Ford

New 2024 Chevrolet Silverado 3500 Work Truck Crew Cab 4WD, 9' 5" Knapheide Value-Master X Flatbed Truck



VIN 1GB4YSEY3...
 Stock # M453077
 Cab Type Crew
 Drivetrain 4WD
 Fuel Type Diesel
 Transmission Automatic
 Color Summit White
 Body Material Steel
 Body Width 94"
 Body Length 9' 5"
 Hitch Type Receiver

List Price \$73,184
 Total Savings \$2,485
Price \$70,699

Est. \$1,449 monthly

[GET FINANCING](#)

Ben Mynatt Chevrolet

New 2024 GMC Sierra 3500 Pro Double Cab 4WD, CM Truck Beds SK Model Flatbed Truck



VIN 1GD59SEY4...
 Stock # G22482
 Cab Type Double
 Drivetrain 4WD
 Fuel Type Diesel
 Transmission Automatic
 Color Summit White
 Toolbox 4 Standard I...
 Description
 Body Material Steel
 Body Length 8' 6"

SALE Price: \$73,885

Est. \$1,515 monthly

[GET FINANCING](#)

Bell and Bell
 Little River, SC

New 2024 Chevrolet Silverado 3500HD Chassis Cab 4WD Crew Cab 177" WB, 60" CA Work Truck

[Share](#) [Like](#)



Show all photos (56)

\$64,339

MSRP w/o taxes, fees, and accessories

See Actual Pricing

Turn your old car
 into cash



Bonner County Recreation

January 9 at 2:39 PM · 🌐

...

Bonner County is seeking support for a grant application under the Waterways Improvement Fund (WIF), which is administered by Idaho Department of Parks & Recreation.

Bonner County Waterways department is seeking a new vehicle to tow the county's boat which is used in all aspects of maintaining Bonner County Waterways. This includes maintenance of docks, navigation lights, signage, boat launches, danger buoys, no-wake buoys, abandoned floating hazards, cleaning of restrooms etc.

Our current vehicle to tow the county boat is nearly 20 years old, and only seats 2 occupants. The truck services Priest Lake, Lake Pend Oreille, and Pend Oreille River. This is a LARGE area to cover for 1 truck, 1 boat, and 3-4 crew. This also forces two vehicles to be driven to every site location currently, which often covers over 100 miles of road driving in a day.

We aim to purchase a 1-ton Crew Cab truck similar to what Road & Bridge uses to tow their excavator for the county. The vehicle will tow our triple axle trailer and boat, reasonably accommodating our maintenance crew.

Please leave a support/do not support in the comments below.
Thanks!

Bonner County Recreation's Post

×

Like Comment Send Share

Most relevant



Lakes Commission Support!

1w Like Reply Hide



Molly McCahon

I fully support this grant request! The County Waterways Department has an important job with very little revenue related to the abundant waterbodies in Bonner County. ...

1w Like Reply Hide



Michele Barthe Walker

Support working efficiently is very important

1w Like Reply Hide



Vicki Isakson

I support this grant!

1w Like Reply Hide



Christine Nelson

I support

1w Like Reply Hide



Linda Mitchell

I support! 🙌🙌

1w Like Reply Hide



Heather Marie Support!

1w Like Reply Hide



Ann Telliard Support!

1w Like Reply Hide



George Gehrig Support!

Waterways Advisory Committee Agenda

Thursday, January 16, 2025 2:30 p.m.

Commissioners Conference Room – 3rd Floor
1500 Hwy 2, Ste. 338, Sandpoint, ID 83864

Please click the link below to join the webinar:
<https://bonnercounty.zoom.us/j/88303622656>

- 1) Action Item: Discussion/Decision Regarding Approval of WWAC Minutes
- 2) Public Comment
- 3) Parks & Waterways Updates/Reports
 - A) Director Matt Zoeller/Kerry DeLair
 1. ORFAC Grant Update
- 4) New Business
Action Items / Discussion / Decision / Recommendation
 - A) Action Item: Vote to Support Bonner County Waterways WIF Grant
 - B) Action Item: Vote to Support City of Sandpoint Waterways WIF Grant
- 5) Miscellaneous Business
Action Items / Discussion / Decision / Recommendation
 - A) Project 7B and Kaniksu Land Trust Presentation
 - B) Action Item: Vote to Support Project 7B and Kaniksu Land Trust for ROW Validation
- 6) Old Business
Action Items / Discussion / Decision / Recommendation
 - A) Action Item: Buoy Process: A 3 Part Document.
- 7) Adjournment

Any person needing special accommodations to participate in the above-mentioned meeting should contact the Commissioner's Office 48 hours prior to the meeting by calling (208) 265-1438.

2025 Waterways Improvement Fund (WIF) Grant Application Responses

City of Sandpoint

Project Location:

The project is located at City Beach Park in Sandpoint, Idaho, a heavily utilized public recreation area along the northern shore of Lake Pend Oreille. The boat launch facilities and the adjacent boat trailer parking area, which are the focus of this project, are located at 102 Bridge Street, east of the Sandpoint Marina and within walking distance of downtown. This site is accessible via Bridge Street from Highway 95 and is clearly visible on Google Earth as a key waterfront access point featuring two boat launches and a large adjoining parking area designated for boat trailers and tow vehicles.

Brief Summary of Project:

This project will improve boater access and boat trailer parking at Sandpoint's City Beach Park as part of a multi-phase effort to enhance waterway access, safety, and functionality. The 2025 WIF grant (Phase 1) will fund the resurfacing of the parking lot that serves boaters, improving the durability, efficiency, and safety of this critical access point. Future phases will focus on upgrading the boat launches, extending concrete aprons, repairing docks and jetties, and ultimately replacing aging docks to ensure long-term usability.

Program Purpose - How does this project address the stated purpose of the program?

This project aligns with the Waterways Improvement Fund's objectives by directly improving access to Lake Pend Oreille, one of Idaho's most significant boating destinations. Phase 1 will resurface the primary boat trailer parking lot, addressing structural deficiencies that currently create safety hazards for boaters and their equipment. Subsequent phases will enhance the usability of the launch facilities and docks. These improvements will increase efficiency, safety, and accessibility for recreational and commercial boaters, supporting those who contribute to the program through fuel taxes and waterway use.

Project Urgency - What will be the adverse effects if this project does not receive funding?

Without funding, the deteriorating boat trailer parking lot at City Beach will continue to degrade, increasing risks to boaters navigating uneven pavement and potholes. Poor drainage in the parking area also exacerbates stormwater runoff into Lake Pend Oreille, negatively impacting water quality. Over time, worsening conditions could lead to reduced access for boaters, increased congestion, and the potential for costly emergency repairs. This project proactively addresses these concerns, ensuring continued safe access to the water while preventing long-term environmental degradation.

Project Impact - Describe how the project creates new opportunities not currently available.

This project will significantly enhance boater access to Lake Pend Oreille by improving the condition and functionality of the boat trailer parking lot. A newly resurfaced and properly striped parking area will reduce congestion, improve traffic flow, and accommodate a higher volume of users.

Future project phases will extend the boat launch aprons to improve year-round usability, upgrade docks for safer boarding, and repair infrastructure that is beyond its serviceable lifespan. These

phased improvements will ensure that Sandpoint remains a premier boating destination, increasing opportunities for recreational users and contributing to the local economy.

Plan or Survey - Is this project included in an outdoor recreation plan or survey?

Yes. The City of Sandpoint's Parks, Recreation, and Trails Master Plan identifies the need to improve boat launch access and parking at City Beach. This plan calls for resurfacing the parking lot, implementing stormwater management measures, and upgrading launch facilities to better accommodate year-round use. The project also aligns with regional waterway access goals outlined in state and county recreation plans.

Scope of Work - Describe what the project will accomplish and how.

Phase 1 of the 2025 Waterways Improvement Fund (WIF) grant will focus on resurfacing the boat trailer parking lot to eliminate hazards such as cracks, potholes, and uneven pavement, thereby improving safety and usability for boaters. Additionally, this phase will enhance lot striping to optimize trailer parking efficiency and implement initial stormwater management features to mitigate runoff into Lake Pend Oreille. As part of the groundwork for future improvements, Phase 1 will also prepare for the introduction of a paid parking and boat launching program, which will generate revenue to support long-term infrastructure maintenance and enhancements.

Following the completion of Phase 1, the project will move into Phase 2, anticipated to be funded through a 2026 WIF grant. This stage will focus on upgrading the boat launches by extending concrete aprons to facilitate year-round launching, as well as repairing jetties and docks to enhance durability and safety. The final stage, Phase 3, scheduled for 2027, will replace the aging docks west of the boat launch, which have surpassed their functional lifespan.

This structured, phased approach ensures a strategic and sustainable investment in City Beach's boating infrastructure, allowing for a progressive and well-managed enhancement of these essential public amenities.

Justify the Need and Demand for the Project

Boating activity at City Beach continues to grow significantly, reflecting an increasing demand for improved infrastructure. In 2023, Bonner County recorded 15,934 boat registrations, generating over \$321,000 in state revenue. Additionally, data from the Idaho State Department of Agriculture indicates a 40% rise in boat traffic entering the county over the past five years, further underscoring the need for enhanced facilities to accommodate this surge in use.

Despite its popularity, the site currently faces several critical issues that hinder its functionality and safety. The boat trailer parking lot has deteriorated considerably, with cracks, potholes, and uneven surfaces creating hazards for users. The aging boat launches pose challenges, particularly during low-water conditions, making access difficult at certain times of the year. Furthermore, the docks west of the launch have surpassed their serviceable lifespan and require replacement to ensure continued safe use.

By addressing these deficiencies through a phased approach, this project will provide safer and more efficient access for both local and visiting boaters. These improvements will not only enhance user experience but also generate sustainable revenue through planned parking and launch fees, ensuring the long-term maintenance and viability of the site.

Maintenance and Operation - Describe provisions for ongoing maintenance and operation of the project.

The City of Sandpoint's Parks and Recreation Department will oversee the ongoing maintenance of the improved boat launch and parking facilities at City Beach. To ensure sustainable funding for these efforts, a paid parking and boat launch fee system will be introduced during Phase 1, generating dedicated revenue to cover maintenance costs and future improvements.

The estimated annual maintenance budget ranges between \$25,000 and \$30,000, accounting for routine resurfacing, signage updates, and stormwater system upkeep. Additionally, City staff will allocate approximately 100 hours per year to maintaining vegetation and bioswale features, ensuring the continued effectiveness of stormwater management measures.

These funding mechanisms will provide long-term financial sustainability for the project, allowing for regular upkeep and necessary enhancements without placing an additional burden on taxpayers.

Obligated Matching Funds - List the source, amount, and description of matching funds.

- **Source:** City of Sandpoint Parks Capital Improvement Fund
- **Amount:** \$100,000
- **Description:** Local match for Phase 1 parking lot resurfacing, with future funding coming from a combination of the Parks CIP Fund and revenues generated by the planned paid parking and boat launch program.

User Group Support - Describe the amount of support this project has from its associated user group(s).

This project has strong support from local and regional boating organizations, marina operators, and business owners who recognize the importance of maintaining high-quality boat launch facilities. Letters of support from key stakeholders are attached.

Attach User Group Support Letters of support below

Project Eligibility

Accessibility - Explain how the project complies with accessibility requirements as stated in the Uniform Federal Accessibility Standards, Americans with Disabilities Act Guidelines, or Uniform Building Code? (Include construction drawings or conceptual plans to support accessibility. Please do not use anything larger than 11x17 size paper.)

This project has been designed to comply with the Uniform Federal Accessibility Standards (UFAS), Americans with Disabilities Act (ADA) Guidelines, and the Uniform Building Code (UBC) to ensure inclusivity and ease of use for all visitors. The resurfacing of the boat trailer parking lot will eliminate uneven surfaces, potholes, and other hazards, making it safer and more navigable for individuals with mobility impairments.

Additionally, the project will include clearly marked and appropriately dimensioned ADA-compliant parking spaces near the boat launch to provide direct and convenient access for persons with disabilities. Pathways and access routes will be designed with proper grading and slip-resistant

surfaces to enhance safety and ease of movement. Future improvements to the boat launch will also consider the needs of individuals with disabilities, including the potential addition of adaptive docking features to accommodate users with mobility challenges.

By incorporating these accessibility features, the project will ensure that all boaters and recreational users, regardless of physical ability, can safely and comfortably enjoy the facilities at City Beach.

Attach ONLY construction drawings or conceptual plans that support the accessibility portion of the project

Site Description

Describe the site as well as the surrounding area. Explain the compatibility of the project to the site. (Include site location map, scale site plan including boundary and utility information, if available.) If the grant is for equipment, describe where it will be used (include map). Be specific.

City Beach Park is a prominent public recreation area located on the northern shore of Lake Pend Oreille, offering one of the most heavily used boat launches in the region. The park is situated at 102 Bridge Street in Sandpoint, adjacent to the downtown core and east of the Sandpoint Marina. It provides critical access to the lake for both recreational and commercial boaters, as well as visitors who utilize the waterfront for swimming, picnicking, and other outdoor activities.

The project site includes the existing boat launch facilities and adjacent trailer parking lot, which are integral to the functionality of the park as a regional boating hub. The parking area is essential for accommodating the high volume of boaters accessing Lake Pend Oreille, and its deterioration has created safety concerns and congestion. The surrounding area consists of other park amenities, including beaches, picnic shelters, walking paths, and public restrooms, all of which support a wide range of recreational activities.

The proposed improvements align seamlessly with the site's intended use by ensuring continued, safe access for boaters while enhancing overall park infrastructure. The resurfacing of the boat trailer parking lot will improve traffic flow, increase efficiency, and address stormwater runoff concerns. Future phases, including boat launch and dock improvements, will further reinforce the park's role as a premier water access point for the community and visitors alike. By enhancing existing infrastructure rather than altering the park's natural character, this project maintains the site's recreational purpose while significantly improving its usability and longevity.

Attach site location map, scale site plan including boundary and utility information, if available.

Project Design - Who will design and/or engineer this project? Is the person/company licensed?

Design concepts will be developed by the City's Parks Planning and Development Manager and our staff Landscape Architect. With a preliminary design in hand by summer, the City will solicit for bids for the final design and engineering for the Phase 1 boat trailer parking lot, after which

Project Period - What are the intended start and completion dates?

Phase 1 Start Date: Summer 2025 (parking lot design, including storm water, landscaping, and updated lighting)

Completion Date: Fall/Winter 2025 (construction)

Any remaining work will resume in Spring 2026 to ensure completion before Memorial Day.

Projected Life of the Project:

The resurfaced parking lot and associated improvements will have an estimated lifespan of 20+ years with proper maintenance.

20+ years

Use Fee - Will a fee be charged for use of or access to this project?

Yes. A paid parking and boat launching system will be introduced to manage demand and generate revenue for future maintenance and improvements.

Public Involvement - Describe the public involvement process used in the planning of this project.

Public meetings going back to 2010 during the development of a Parks, Recreation, and Trails Master Plan identified the need to resurface and restripe the City Beach parking lot serving boaters. The 2010 plan also established the community's goal to resurface the boat launch ramps. The projected deadline for these projects to be completed was 2015. In 2020, with neither of the projects having been completed, the City undertook another Parks Master Planning process of community engagement that further developed a vision for repaving the City Beach parking lot and to move the existing boat launches to a new location.

Now, 15 years after the 2010 plan was adopted and 5 years after the 2020 plan was adopted, the City is finally taking action to fulfill the community's desire for improved boater facilities at City Beach. More recently, the City's Parks & Recreation Commission has provided feedback on the current proposal, and other City committees have been briefed and provided feedback on the proposal to repave the parking facility and to begin charging for parking and boat launching at City Beach, a proposal included in a 2022 Parking Study and the 2024 updated Comprehensive Plan adopted by City Beach, both which called for implementation of a parking management plan to better deal with parking availability and sustainable funding of ongoing maintenance of parking and boat launch facilities.

Attach necessary documentation. The applicant must include proof of public comment regarding the project in the application. The opportunity for public comment should begin within one (1) year of submitting the application. Acceptable proof may include a screenshot of a public announcement on your webpage or the agenda and minutes from a public meeting. Make sure that a date is visible within your attachment. *

City Council Resolution approving application for the grant

Permits

Does this project require permits or clearances?

Yes

No

Please identify the permits or clearances that will be required for this project

Phase 1 will not require any special permitting. Additional phases, which include work on boat launch ramps and docks, will require permits from the US Army Corps of Engineers and the Idaho Department of Lands

Environmental or NEPA. Are there any potential environmental clearances that will be required? (if yes, your project will not proceed until clearance has been obtained.)

Yes

No

Please detail an environmental processes or reports needed to complete this project

Applicant Ownership

Describe ownership of the project site. This will ensure authorized use, project liability, management for the life of the project and legal responsibilities. Your project is not eligible without proof of ownership or a management agreement.

The project site, City Beach Park, is owned by the City of Sandpoint. As the legal landowner, the City has full authority over the property, including the boat launch and trailer parking area, ensuring authorized use, project liability, and long-term management for the life of the project. The Parks and Recreation Division is responsible for overseeing all maintenance and operational activities, ensuring compliance with local, state, and federal regulations.

The City's ownership guarantees that all planned improvements will be managed and maintained in perpetuity, safeguarding public investment in the site's infrastructure. Additionally, legal responsibilities associated with the project, including permitting, environmental compliance, and liability considerations, fall under the jurisdiction of the City of Sandpoint. This ensures that all enhancements align with established municipal policies and long-term strategic planning for recreational access and waterway management.

The application is for equipment/service (land ownership is not required)

Applicant owns land (attach a copy of Fee Simple Title - Is the deed and title clear?)

Applicant has a Management Agreement or Memorandum of Understanding with the legal landowner/management agency. (Attach copy of MOU and letter of support from landowner)

If ownership is different from above, describe specifically:

It is hereby mutually agreed and understood that the use of these funds will be for the purposes stated in this document only and are subject to the terms of the current Idaho Department of Parks and Recreation's Grant Agreement for this project, as signed by the authorized individuals. It is also understood that the applicant will comply with the appropriate Recreation Program rules as they

now exist. Applicants that receive grants involving federal funds must comply with requirements as outlined in the Office of Management and Budget (OMB) 2 CFR Part 200.

Responses Selected:

I am authorized by the applicant to pursue these grant funds

Authorized representative details:

The authorized representative is the individual representing the applicant with the authority to sign contracts and agreements. Authorized representatives are: City Agency - Mayor; County Agency - County Commissioner; Forest Service - Forest Supervisor, Bureau of Land Management - Area Supervisor, Non-Profit Organization - President

Title

Typed or Printed Name

Date

DRAFT