

1. Project Description

A. Statement of GO Activity

Project includes trail repair, drainage structure maintenance and installation, clearing of downed trees and logs, brushing, and sign repair or replacement on designated OHV routes, posting of kiosks and information bulletin boards at designated OHV trailheads and staging areas, installation or maintenance of barriers needed to restrict travel off of designated routes, monitoring associated with the OHV use and resource protection needs, and printing and distribution of Motor Vehicle Use Maps.

Fallen trees and other large down woody material would be removed from 56 miles of OHV routes on the Amador RD, 67 miles on the Placerville RD, 76 miles on the Pacific RD, and 128 miles on the Georgetown RD. Sign repair and replacement, where needed, would be conducted on all of the identified trail systems. At least 8 miles of trails on the combined districts would have intensive brushing work completed. Not all trail tread would receive maintenance, but tread repair and tread maintenance work would be conducted on at least 20 miles of trails on the Amador RD, on at least 8 miles on the Placerville RD and on at least 30 miles on the Georgetown RD. In particular, tread work would be prioritized based on soil condition monitoring as outlined in the Soil Conservation Plan for OHV routes. All clearing, brushing and tread maintenance would be done to specifications outlined in the FS Trail Maintenance Handbook.

Tread repair work would be accomplished using a combination of a SWECO mini-dozer, mini-excavator and/or hand crews. The Eldorado NF's SWECO mini-dozer would be used to accomplish some of the tread maintenance work. Hand crews would be used for tread maintenance on trails too narrow for use of the SWECO or mini-excavator, or when motorized equipment is not otherwise available. A combination of FS employees, California Conservation Corps crews, CalFire inmate crews and volunteers would be used to accomplish the trail maintenance work.

The SWECO, mini-excavator, or hand crews would be used to grade treads on the OHV routes. This would be accomplished by pulling soil, from sloughing cut banks and from the berms on the outer edge of the routes, back onto the route to reestablish a tread width specified for the designated type of OHV use. Tread maintenance would include repairing or constructing rolling dips or other drainage structures. Soil that collected in the bottoms and outlets of the rolling dips would be recovered and used to reconstruct the rolling dip or spread back onto the trail tread. Tread maintenance would also be conducted to repair excessive wash-boarding and to narrow portions of trail where the tread has widened over time. At low spots along trails where water puddles, narrow ditches or channels will be constructed to drain the water off the trail.

Where designated OHV routes are on system roads, maintenance using a road grader, bulldozer, water truck and roller compactor may be used. Maintenance of road surfaces used by OHVs would be conducted on at least 6 miles of roads on the combined districts. The road surface repairs would include scraping the road surface to fill in ruts that have formed and compacting the road surface to reduce soil displacement. Work would include the construction or maintenance of rolling dips to divert water off of the road or out-sloping the road surface to facilitate water drainage.

In areas where OHVs have traveled illegally off the designated routes, downed woody material, logs and cut branches would be placed to discourage vehicle travel. This vegetative material would be gathered from the area adjacent to the trail. Boulders would also be placed as barriers where needed to prevent travel off of designated routes. Red fiberglass posts with inscriptions of "No Vehicles" would be placed where needed to encourage use only on maintained routes.

The project also proposes to conduct monitoring of these OHV routes for soil conditions, stream crossing conditions and for tread conditions. This project would also fund wildlife monitoring activities associated with the Habitat Management Program (HMP). Data collected from the wildlife habitat and soil loss monitoring would be summarized and any needed changes or updates to the maintenance plans would be completed annually to address the monitoring results.

15,000 MVUMs, printed on newsprint, will be distributed free of charge to Forest visitors and the recreating public. These maps show the designated roads and trails open to motor use.

This project also includes measures to address off-trail resource issues occurring on National Forest System lands adjacent to the Rubicon Trail, including an OHV Manager, OHV use monitoring and efforts to address human waste disposal. These measures are added in response to changed circumstances recognized since the submittal of the preliminary application (described further in Item B).

B. Relation of Proposed Project to OHV Recreation

This project would conduct needed trail maintenance activities on a wide variety of OHV routes located on the Eldorado National Forest. OHV users from the Sacramento and San Joaquin valleys, the San Francisco Bay Area as well as local residents of Amador, El Dorado and Alpine counties enjoy the riding opportunities provided on the Eldorado NF. These OHV routes provide a diverse mix of single and double track trails connected to system roads open to OHV and 4WD use. Many of the dirt roads open to high clearance vehicles are also used by recreation visitors for non-motorized recreation, such as hunting, fishing, hiking, horse back riding, etc.

These trail maintenance activities would not change any OHV route designations or add additional routes to the existing OHV systems on the Eldorado NF but this maintenance work would sustain existing OHV opportunities. The activities described in this project are needed to control soil erosion, to help prevent the development of user created trails, and to ensure that the OHV riding areas are well marked and safe for OHV users. Deferring maintenance would put these trail systems at risk and could result in the need for costly restoration projects in the future that might otherwise be unnecessary. The result of deferring the maintenance work outlined in this project would be an increase in the long term costs of providing OHV recreation on the Eldorado NF.

By clearing, brushing, and logging-out these OHV routes in a timely manner, trail users would be kept within established trail corridors thus protecting off-trail vegetation and wildlife habitat. When designated OHV routes are in poor condition due to a lack of tread maintenance or not passable due to downed trees, trail users forge new routes or create wider treads than necessary to bypass problem areas on the existing trails. Without regular tread maintenance, rutting of treads and an accelerated erosion of soils could occur.

When trails go un-maintained, trail users may not find the recreational experience they desire or the safety of trail visitors can be compromised. Sections of tread can become wash-boarded, rutted and full of loose rocks if tread maintenance is not performed. Although deteriorated tread conditions may provide challenges to the most skilled riders, it makes the trails dangerous for those less skilled in operating OHVs. The maintenance being proposed in this project would help to keep these OHV routes within the standards established by the Forest Service and by the Soil Conservation Plan and sustain OHV opportunities into the future.

The Motor Vehicle Use Maps are an essential part of providing for OHV recreation on the Eldorado National Forest. These maps provide for educating and informing OHV users (including those that are using motor vehicles to access non-motorized recreation opportunities) about the designated roads and trails and are a key element in eliminating resource impacts from travel off of the designated routes. The maps have been developed to be useable for navigation around the Forest, and include location information regarding many recreation destinations. Providing the maps free of charge will make them easily accessible to the recreating public and will improve the compliance with keeping vehicles on the designated roads and trails. In addition to the printed maps to be made available, the Eldorado Forest will also post the maps on our Forest website (www.fs.fed.us/r5/eldorado) in a format and size that are accessible to the public.

The Eldorado National Forest has recognized that there are resource impacts occurring on National Forest System lands adjacent to the Rubicon Trail and that there is a need to reduce these discharges. The measures identified in this project include OHV use monitoring, addressing impacts from off-trail use, efforts to deal with human waste and the disposal of the human waste, and determining measures needed to address water quality impacts from OHV use. The measures included in this project will protect water quality, public safety, and other resources. The OHV Manager will work directly with El Dorado County, OHV user groups, and others to address the off-trail impacts associated with use of the Rubicon Trail, such as dispersed camping and day use activities occurring on NFS lands.

C. Size of the Project

Maintenance would occur on 56 miles of OHV routes on the Amador RD, on 67 miles of the OHV routes on the Placerville RD, 76 miles of OHV routes on the Pacific RD, and on 128 miles of OHV routes on the Georgetown RD. Additional project activity, such as blocking off unauthorized travel routes and signing related to OHV use would be conducted throughout the Eldorado NF where OHV use is occurring on designated roads.

The MVUMs to be printed and distributed as a part of this project will address the entire Eldorado National Forest by informing and educating the public about the designated system of roads and trails on the Forest and the requirement to travel only on designated roads and trails. The maps will be distributed at Forest Service offices, will be available from many field-going personnel, will be handed out at public meetings, County Fairs, and other public venues. The maps will also be distributed by various volunteers and partners working with the Forest, such as the Friends of the Eldorado National Forest, Eldorado National Forest Interpretive Association, various 4WD and Motorcycle Clubs, etc.

The Rubicon Trail is approximately 14 miles long, although the work associated with this project, including some of the monitoring, addressing human waste issues, and other items occur on the National Forest System lands adjacent to the trail.

D. Location and description of OHV opportunities

Amador Ranger District:

The Gold Note OHV system is located 30 miles east of Jackson and 5 miles north of US HWY 88. There are 31 miles of designated OHV routes in the Gold Note system which is used by both ATVs and motorcycles. Project also includes 11 miles of single track motorbike routes at higher elevations in the Silver Lake area including Horse Canyon Trail (17E21), Allen Camp Trail (17E19), and Long Valley Trail (17E28). Project also includes 14 miles of 4WD drive routes including the Pardoes 4WD Rd (9N82), Mud Lake 4WD Rd (9N04) and portions of the Bear River 4WD Drive Rd (8N03) in the Squaw Ridge and Mud Lake areas.

Georgetown Ranger District:

The Rock Creek OHV Trail system is located approximately 12 miles northeast of Placerville. The Rock Creek OHV system provides approximately 49 miles of trails for motorcycles, 11 miles of trail for ATVs, and about 50 miles of low standard roads on which OHVs can travel. Project activity on the Georgetown Ranger District also includes maintenance of 18.5 miles of additional routes including the Hunters Trail (14E09), Hales Crossing Trail (14E04) and the Hell Hole 4 wheel drive Trail (14N09A)

Placerville Ranger District:

The Elkins Flat OHV Trail system is located Approximately 35 miles southeast of Placerville and approximately 25 miles south of Pollock Pines. The Elkins Flat OHV trail system consists of approximately 48 miles of single track motorcycle routes and 19 miles of system roads. The Elkins Flat OHV area also consists of approximately 25 miles of native surface system roads that are open to OHV use.

Pacific Ranger District:

The Pacific Ranger district has one trail (Deer Creek) that is designated solely for motorcycle use. All other routes are native surface system roads or 4WD Trails that are open to OHV use and exist within OHV Concentrated Use Areas. The Concentrated Use Areas (CUAs) are: Wrights Lake Area, Wench Flat Area, Loon Lake Area, Union Valley Area, Ice House Area, and Bunker Hill Area. Within these CUAs are 76 miles of OHV routes. The Rubicon Trail also occurs on the Pacific RD. This trail is considered a County Trail, however there are off-trail impacts on National Forest System lands adjacent to the trail.

2. Rerouting Requirements

Rerouting

(a) Does your project involve rerouting of any roads and trails? Yes No

If response to question (a) is 'Yes', a Project timeline, conceptual drawings and site plans are required (See

'Attachments' tab at the top of the screen)

If response to question (a) is 'No', skip details related to rerouting

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1. Project Timeline (Required if project includes necessary rerouting)

Attachments:

[Ground Operations Timeline](#)

2. Conceptual Drawings and Site Plans (Required if project includes necessary rerouting)

3. Project-Specific Maps

Attachments:

[Georgetown OHV Map](#)

[Gold Note OHV Map \(ROG\)](#)

[Amador Squaw/Silver OHV Map](#)

[Elkins OHV Map \(ROG\)](#)

[Pacific OHV Map](#)

4. Optional Project-Specific Application Documents

Attachments:

[Eldorado NF GO Project Photos](#)

Project Cost Estimate for Grants and Cooperative Agreements Program - 2008/2009
 Agency: USFS - Eldorado National Forest
 Application: Ground Operations

6/2/2009

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APPLICANT NAME :	USFS - Eldorado National Forest		
PROJECT TITLE :	Ground Operations	PROJECT NUMBER (Division use only) :	
PROJECT TYPE :	<input type="checkbox"/> Acquisition <input type="checkbox"/> Development <input type="checkbox"/> Education & Safety <input checked="" type="checkbox"/> Ground Operations <input type="checkbox"/> Law Enforcement <input type="checkbox"/> Planning <input type="checkbox"/> Restoration		
PROJECT DESCRIPTION :	<p>Project includes trail repair, drainage structure maintenance and installation, clearing of downed trees and logs, brushing, and sign repair or replacement on designated OHV routes, posting of kiosks and information bulletin boards at designated OHV trailheads and staging areas, installation or maintenance of barriers needed to restrict travel off of designated routes, monitoring associated with the OHV use and resource protection needs, and printing and distribution of Motor Vehicle Use Maps.</p> <p>Fallen trees and other large down woody material would be removed from 56 miles of OHV routes on the Amador RD, 67 miles on the Placerville RD, 76 miles on the Pacific RD, and 128 miles on the Georgetown RD. Sign repair and replacement, where needed, would be conducted on all of the identified trail systems. At least 8 miles of trails on the combined districts would have intensive brushing work completed. Not all trail tread would receive maintenance, but tread repair and tread maintenance work would be conducted on at least 20 miles of trails on the Amador RD, on at least 8 miles on the Placerville RD and on at least 30 miles on the Georgetown RD. In particular, tread work would be prioritized based on soil condition monitoring as outlined in the Soil Conservation Plan for OHV routes. All clearing, brushing and tread maintenance would be done to specifications outlined in the FS Trail Maintenance Handbook.</p> <p>Tread repair work would be accomplished using a combination of a SWECO mini-dozer, mini-excavator and/or hand crews. The Eldorado NF's SWECO mini-dozer would be used to accomplish some of the tread maintenance work. Hand crews would be used for tread maintenance on trails too narrow for use of the SWECO or mini-excavator, or when motorized equipment is not otherwise available. A combination of FS employees, California Conservation Corps crews, CalFire inmate crews and volunteers would be used to accomplish the trail maintenance work.</p> <p>The SWECO, mini-excavator, or hand crews would be used to grade treads on the OHV routes. This would be accomplished by pulling soil, from sloughing cut banks and from the berms on the outer edge of the routes, back onto the route to reestablish a tread width specified for the designated type of OHV use. Tread maintenance would include repairing or constructing rolling dips or other drainage structures. Soil that collected in the bottoms and outlets of the rolling dips would be recovered and used to reconstruct the rolling dip or spread back onto the trail tread. Tread maintenance would also be conducted to repair excessive wash-boarding and to narrow portions of trail where the tread has widened over time. At low spots along trails where water puddles, narrow ditches or channels will be constructed to drain the water off the trail.</p> <p>Where designated OHV routes are on system roads, maintenance using a road grader, bulldozer, water truck and roller compactor may be used. Maintenance of road surfaces used by OHVs would be conducted on at least 6 miles of roads on the combined districts. The road surface repairs would include scraping the road surface to fill in ruts that have formed and compacting the road surface to reduce soil displacement. Work would include the construction or maintenance of rolling dips to divert water off of the road or out-sloping the road surface to facilitate water drainage.</p> <p>In areas where OHVs have traveled illegally off the designated routes, downed woody material, logs and cut branches would be placed to discourage vehicle travel. This vegetative material would be gathered from the area adjacent to the trail. Boulders would also be placed as barriers where needed to prevent travel off of designated routes. Red fiberglass posts with inscriptions of "No Vehicles" would be placed where needed to encourage use only on maintained routes.</p> <p>The project also proposes to conduct monitoring of these OHV routes for soil conditions, stream crossing conditions and for tread conditions. This project</p>		

Project Cost Estimate for Grants and Cooperative Agreements Program - 2008/2009
 Agency: USFS - Eldorado National Forest
 Application: Ground Operations

6/2/2009

	<p>would also fund wildlife monitoring activities associated with the Habitat Management Program (HMP). Data collected from the wildlife habitat and soil loss monitoring would be summarized and any needed changes or updates to the maintenance plans would be completed annually to address the monitoring results.</p> <p>15,000 MVUMs, printed on newsprint, will be distributed free of charge to Forest visitors and the recreating public. These maps show the designated roads and trails open to motor use.</p> <p>This project also includes measures to address off-trail resource issues occurring on National Forest System lands adjacent to the Rubicon Trail, including an OHV Manager, OHV use monitoring and efforts to address human waste disposal. These measures are added in response to changed circumstances recognized since the submittal of the preliminary application (described further in Item B).</p>
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Line Item	Qty	Rate	UOM	Grant Request	Match	Total	
DIRECT EXPENSES							
Program Expenses							
1	Staff						
	Other-Forest Rec Staff GS-12	25.000	422.000	DAY	5,285.00	5,265.00	10,550.00
	Other-Dist Resource Officers GS-11	90.000	350.000	DAY	3,500.00	28,000.00	31,500.00
	Other-Dist Rec Officers GS-9	50.000	290.000	DAY	11,600.00	2,900.00	14,500.00
	Other-Forest Trails Specialist GS-9	38.000	314.000	DAY	5,662.00	6,270.00	11,932.00
	Other-Dist OHV Mgrs GS-7	420.000	240.000	DAY	93,300.00	7,500.00	100,800.00
	Other-Dist OHV Techs GS-6 (Temps)	95.000	150.000	DAY	14,250.00	0.00	14,250.00
	Other-Dist OHV Techs GS-5 (Temps)	650.000	138.000	DAY	70,960.00	18,740.00	89,700.00
	Other-Bios/Botanists/Hydro/Archs GS-11	75.000	350.000	DAY	18,750.00	7,500.00	26,250.00
	Other-Bios/Bot/Hydro/Archs GS-9	20.000	290.000	DAY	2,900.00	2,900.00	5,800.00
	Other-Bio/Bot/Hydro Techs GS-7 (Temps)	255.000	170.000	DAY	36,400.00	6,950.00	43,350.00
	Other-Equip Operators WG-8 (Temps)	45.000	221.000	DAY	9,245.00	700.00	9,945.00
	Other-Volunteers	315.000	138.000	DAY	0.00	43,470.00	43,470.00
	Other-GIS MVUM Producer	10.000	350.000	DAY	1,750.00	1,750.00	3,500.00
	Notes : MVUM update and finalization						

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	Line Item	Qty	Rate	UOM	Grant Request	Match	Total
	Other-GIS Technician Notes : MVUM updates and distribution	4.000	250.000	DAY	1,000.00	0.00	1,000.00
	Other-OHV Manager Notes : Focus on off-trail issues regarding the Rubicon Trail	250.000	250.000	DAY	55,000.00	7,500.00	62,500.00
	Other-Rubicon off-trail Technician Notes : Education and waste disposal efforts associated with use of the Rubicon Trail and off-trail impacts.	120.000	150.000	DAY	18,000.00	0.00	18,000.00
	Other-District Ranger	20.000	425.000	DAY	0.00	8,500.00	8,500.00
	Total for Staff				347,602.00	147,945.00	495,547.00
2	Contracts						
	Other-CalFire Inmate Crew	10.000	225.000	DAY	2,250.00	0.00	2,250.00
	Other-Motor Vehicle Use Maps Notes : Printing and folding of maps	15000.00 0	1.500	EA	3,500.00	19,000.00	22,500.00
	Other-Dumpster rentals Notes : For WAG bag disposal associated with off-trail use adjacent to the Rubicon Trail.	4.000	100.000	MOS	400.00	0.00	400.00
	Total for Contracts				6,150.00	19,000.00	25,150.00
3	Materials / Supplies						
	Other-Signs and Postings	425.000	20.000	EA	6,900.00	1,600.00	8,500.00
	Other-Misc Tools	56.000	50.000	EA	1,660.00	1,140.00	2,800.00
	Other-Barricade Materials	700.000	15.000	FT	10,500.00	0.00	10,500.00
	Other-WAG bags	2000.000	4.000	EA	8,000.00	0.00	8,000.00
	Other-Signs Notes : Signs at access points to the Rubicon Trail	10.000	50.000	EA	500.00	0.00	500.00
	Total for Materials / Supplies				27,560.00	2,740.00	30,300.00

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	Line Item	Qty	Rate	UOM	Grant Request	Match	Total
4	Equipment Use Expenses						
	Other-Vehicle Mileage	48500.00 0	0.500	MI	24,250.00	0.00	24,250.00
	Other-Vehicle FOR	51.000	300.000	MOS	0.00	15,300.00	15,300.00
	Other-ATV Mileage/FOR	6.000	170.000	MOS	0.00	1,020.00	1,020.00
	Other-SWECO Fuel/Maint	8.000	500.000	MOS	4,000.00	0.00	4,000.00
	Total for Equipment Use Expenses				28,250.00	16,320.00	44,570.00
5	Equipment Purchases						
	Other-Mini-Excavator	1.000	20000.000	EA	14,800.00	5,200.00	20,000.00
	Other-Trailer for Mini-Excavator	1.000	5600.000	EA	4,150.00	1,450.00	5,600.00
	Other-Rock Hammer for Mini-Excavator	1.000	5000.000	EA	3,700.00	1,300.00	5,000.00
	Other-Trail Motorcycle	1.000	7000.000	EA	5,250.00	1,750.00	7,000.00
	Other-Utility Trailer	1.000	6600.000	EA	6,600.00	0.00	6,600.00
	Total for Equipment Purchases				34,500.00	9,700.00	44,200.00
6	Others						
	Other-SWECO Basic Operator Training	1.000	7500.000	EA	7,500.00	0.00	7,500.00
	Other-SWECO Advanced Operator Training	1.000	24500.000	EA	24,500.00	0.00	24,500.00
	Total for Others				32,000.00	0.00	32,000.00
7	Administrative Costs						
	Administrative Costs-Info Receptionists,	1.000	26500.000	YR	6,000.00	20,500.00	26,500.00
	Total Program Expenses				482,062.00	216,205.00	698,267.00
	TOTAL DIRECT EXPENSES				482,062.00	216,205.00	698,267.00
	TOTAL EXPENDITURES				482,062.00	216,205.00	698,267.00

Project Cost Summary for Grants and Cooperative Agreements Program - 2008/2009
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 Application: Ground Operations

6/2/2009

	Line Item	Grant Request	Match	Total	Narrative
DIRECT EXPENSES					
Program Expenses					
1	Staff	347,602.00	147,945.00	495,547.00	
2	Contracts	6,150.00	19,000.00	25,150.00	
3	Materials / Supplies	27,560.00	2,740.00	30,300.00	
4	Equipment Use Expenses	28,250.00	16,320.00	44,570.00	
5	Equipment Purchases	34,500.00	9,700.00	44,200.00	
6	Others	32,000.00	0.00	32,000.00	
7	Administrative Costs	6,000.00	20,500.00	26,500.00	
Total Program Expenses		482,062.00	216,205.00	698,267.00	
TOTAL DIRECT EXPENSES		482,062.00	216,205.00	698,267.00	
TOTAL EXPENDITURES		482,062.00	216,205.00	698,267.00	

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ITEM 1 and ITEM 2

ITEM 1

- a. ITEM 1 - Has a CEQA Notice of Determination (NOD) been filed for the Project? Yes No
(Please select Yes or No)

ITEM 2

- b. ITEM 2 - Are the proposed activities a "Project" under CEQA Guidelines Section 15378? Yes No
(Please select Yes or No)
- c. The Application is requesting funds solely for personnel and support to enforce OHV laws and ensure public safety. These activities would not cause any physical impacts on the environment and are thus not a "Project" under CEQA. Yes No
(Please select Yes or No)
- d. Other. Explain why proposed activities would not cause any physical impacts on the environment and are thus not a "Project" under CEQA. DO NOT complete ITEMS 3 – 9

ITEM 3 - Impact of this Project on Wetlands

All of the proposed trail maintenance work in this project is considered "routine" and would be conducted on existing Forest Service system trails and designated routes. It was determined through project scoping for these proposed OHV trail maintenance activities, that there would not be any adverse effects to any wetlands, to any federally listed threatened or endangered species or their critical habitat, to any species proposed for Federal listing or proposed critical habitat, or to any Forest Service sensitive or management indicator species.

The endangered, threatened, or sensitive wildlife species or their habitat likely to be present in these OHV trail maintenance project areas would include the California spotted owl, Northern goshawk, Pacific fisher, American marten and Pallid bat. Other TES wildlife species such as Bald eagle (recently delisted), Peregrine falcon, Great gray owl, Willow flycatcher, Townsend's big-eared bat, Western red-bat, California wolverine and Sierra Nevada red fox and their habitat may occur on the Eldorado National Forest but are unlikely to be present in these OHV project areas and thus would not be affected.

This project would not affect the habitat quality or quantity for spotted owls since these proposed OHV trail maintenance activities would occur within the corridors of existing trails where any vegetative changes due to project work would be minimal. It is possible though that these maintenance activities could result in the disturbance to individual owls, particularly when these activities occur within ¼ mile of nest or roost sites. Operating period restrictions for the use of motorized equipment may be required if there is documented evidence of disturbance to the nest sites. Trail maintenance activities with hand tools would not require a limited operating period as non-motorized tool use is not likely to result in a level of noise that would be a disturbance to nesting owls.

Pallid bat tends to be both a roosting and foraging generalist. Suitable roost sites include large snags, oaks and rock crevices. Suitable foraging areas include grasslands to higher elevation coniferous forests. For this reason, these OHV trail maintenance project areas are considered to be suitable habitat for this species. Conservation measures considered important to pallid bats include promoting development of hardwood stands and maintaining existing oaks, creation of open understories that allow for flight, reducing overstocked conditions, and maintaining a mosaic of shrub cover as opposed to dense, continuous stands. The trail maintenance activities in this project would not markedly change these types of stand characteristics important for pallid bats and would not directly affect habitat capability for this species.

The OHV trail maintenance activities in this project would not have any adverse effects on the Pacific fisher, American marten or its habitat. Since no new roads or trails would be constructed as part of this project, the maintenance activities would not decrease habitat quality or quantity. Suitable habitat would not be removed and disturbance to individuals would be unlikely.

This project will avoid disturbance to any threatened, endangered or sensitive species of amphibians or habitat. On these OHV trails and routes, there has been no documented sighting of California red-legged frog, foothill yellow-legged frog or northwestern pond turtle, but suitable habitat is present. Because trail maintenance is unlikely to result in direct disturbance to individuals and would probably improve aquatic habitat by reducing sediment delivery to streams, the implementation of this proposed project would have no effect on these species or their habitat.

It is unlikely that any California red-legged frog, foothill yellow-legged frog or northwestern pond turtle would be crushed by trail maintenance activities. There is a slight risk of pond turtle nests being disturbed by trail maintenance activities, but this is considered highly unlikely because pond turtles are wary of humans and would probably avoid building a nest on an open trail. Prior to project implementation, a unit biologist will identify on the ground any known locations that need to be protected.

To minimize the potential disturbance to fawning deer, motorized equipment use in any known critical fawning areas or in critical summer range will be restricted to a period after August 1. This period may be adjusted depending on the intensity and duration of the motorized maintenance activity. The unit biologist will identify these areas prior to project implementation.

The OHV trail maintenance activity proposed in this project would avoid disturbance to any known threatened, endangered or sensitive plant populations. Prior to project implementation, a district or forest botanist will identify on the ground any known locations that need to be protected. Soils and vegetation will not be disturbed adjacent to any known site.

ITEM 4 - Cumulative Impacts of this Project

All of the maintenance activities proposed in this project would occur on existing Forest Service system OHV routes and trails. There would be no new OHV route designations as a result of this maintenance activity and no new OHV routes or trails would be constructed.

These existing OHV trail systems located on the Amador, Placerville, Georgetown and Pacific RDs are located in areas where other past, present and reasonably foreseeable actions have occurred or will occur. This includes commercial and non-commercial thinning, stewardship projects that reduce fuels and improve forest health, road building, timber harvests, mastication, campground and trailhead reconstruction, and prescribed fire projects.

The cumulative effects that resulted from building or developing these OHV trail systems are different than the cumulative effects resulting from their routine maintenance. This proposed OHV trail maintenance project is not expected to result in any adverse cumulative impacts when the effects of this maintenance project are combined with the potential effects of other projects in these same areas.

These OHV trail maintenance activities will result in few if any direct or indirect impacts to any TES species of wildlife, plants or fish or result in any direct effects to any wetlands, cultural sites or historic properties. Consequently the cumulative effects resulting from the combination of other projects occurring or that have occurred within the area of these OHV trail systems is not likely to be any different whether or not these proposed trail maintenance activities on these existing ORV routes are implemented. The cumulative effects of simply maintaining existing routes are usually insignificant.

In many respects, the regular maintenance of these trails will reduce the level of potential effects. By clearing, brushing, and logging-out these OHV routes in a timely manner, trail users will be kept within established trail corridors thus protecting off-trail vegetation and wildlife habitat. In addition, soils will be protected when drainage structures in these OHV routes are in place and in good condition. The OHV routes in this maintenance project have been developed such that regular maintenance reduces their susceptibility to erosion in most areas.

ITEM 5 - Soil Impacts

There are no unusual or extraordinary circumstances such as extremely steep slopes or highly erosive soils located within the project areas. The trail maintenance activities in this project would repair and improve drainage structures on existing OHV routes thereby reducing the current levels of soil erosion along these routes. The grading and reshaping of the tread surfaces on these existing OHV routes would repair any soil displacement that has been caused by on-going OHV use.

In order to limit any new disturbance to soils, tread maintenance activities will stay confined whenever possible to within the minimum tread width needed to accommodate the type of OHV use permitted. Any soil disturbance occurring outside of the existing trail tread will be stabilized if possible using woody debris, rocks and logs to prevent accelerated erosion. In order to reduce the off-site transport of sediment, silt barriers such as the limbs, twigs, or slash will be placed at the outlets of trail drainage structures where such barriers do not inhibit the function of the structure. At creek crossings, rocks, roots and vegetation will be left in place whenever possible to provide for stream bank stability and reduce sedimentation.

ITEM 6 - Damage to Scenic Resources

The trail maintenance activities proposed in this project would not change the existing scenic integrity of any view shed as seen from any highway or road located within the project areas. For example, Hwy 88 on the Amador Ranger District has been designated as a Forest Service Scenic Byway. The closest project area to Hwy 88 is the Gold Note trail system which is located 4 miles to north of the Hwy 88 view shed. Project activities in the Gold Note area would not be visible by any traveler using Hwy 88.

There would be no new trails or roads constructed. There would be no standing live trees removed. There would be no unnatural openings created in any forest canopy. In order to limit disturbance to off-trail vegetation, brushing and log-out will be confined to the established trail corridors. The trail maintenance activities proposed in this project would only be visible by a visitor actually using the individual trails. In most cases, the trail maintenance needed and not yet conducted would be more visible than the trail maintenance activities actually completed.

ITEM 7 - Hazardous Materials

Is the proposed Project Area located on a site included on any list compiled pursuant to Section 65962.5 of the California Government Code (hazardous materials)? (Please select Yes or No) Yes No

If YES, describe the location of the hazard relative to the Project site, the level of hazard and the measures to be taken to minimize or avoid the hazards.

ITEM 8 - Potential for Adverse Impacts to Historical or Cultural Resources

Would the proposed Project have potential for any substantial adverse impacts to historical or cultural resources? (Please select Yes or No) Yes No

If YES, describe the potential impacts and for any substantially adverse changes in the significance of historical or cultural resources and measures to be taken to minimize or avoid the impacts.

ITEM 9 - Indirect Significant Impacts

The maintenance activities proposed in this project would be unlikely to greatly increase visitor use. Project activities would be likely to keep OHV users on designated routes rather than forcing users to find other opportunities. This project addresses the need for keeping these Forest Service OHV routes in a safe and serviceable condition. Sections of tread can become wash-boarded, rutted and full of loose rocks if tread maintenance is not regularly performed. Although deteriorated tread conditions may provide challenges to the most skilled riders, it makes the trails dangerous for those less skilled in operating OHVs. The maintenance being proposed in this project will help to keep these OHV routes within the level of difficulty standards established by the Forest Service and reduce the incentive for users to go elsewhere.

These existing OHV trail systems are already well known and popular and receive regular use. Potential off-site indirect effects would be insignificant. For example, the potential disturbance to wildlife due to existing OHV trail use is not expected to change in relation to the amount of maintenance completed. In addition, the maintenance activities proposed in this project will help to protect soils and vegetation along the trail corridors and reduce the potential for indirect impacts to any nearby streams or riparian areas.

The project activities proposed in this OHV trail maintenance grant application can be categorically excluded from documentation in an Environmental Impact Statement (EIS) or Environmental Assessment (EA) in accordance with the Forest Service Environmental Policy and Procedures Handbook, FSH 1909.15, Section 31.12 (4) for the Repair and maintenance of roads, trails and landline boundaries. At the discretion of the responsible official, a Decision Memo is not required for projects falling within this category established by the Chief. In addition, the monitoring of soil conditions and wildlife habitat is categorically excluded from documentation by the Secretary of Agriculture under Section 31.11a (3) for Inventories, research activities and studies.

Based on the analysis of the potential effects of these proposed trail maintenance activities, this project has been determined to fall within the categories of projects listed in the preceding paragraph and a Decision Memo has not been prepared nor is one required. If any resource conditions are found, during project implementation and monitoring, that would warrant further documentation, then additional site specific environmental analysis will be completed consistent with the direction in FSH 1909.15. Refer to the attached letters documenting the reasons for Categorically Excluding these routine maintenance activities undertaken on the Eldorado NF.

CEQA/NEPA Attachment

Attachments:

[Pacific RD CE Letter to Project File](#)
[Placerville RD CE Letter to Project File](#)
[Amador RD CE Letter to Project File](#)
[Georgetown RD CE Letter to Project File](#)

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APP # 700221

1. Project Cost Estimate - Q 1. (Auto populates from Cost Estimate)

1. As calculated on the Project Cost Estimate, the percentage of the cost of the Project covered by the Applicant is 3

(Check the one most appropriate) (Please select one from list)

- 76% or more (10 points)
 51% - 75% (5 points)
 26% - 50% (3 points)
 25% (Match minimum) (No points)

2. Failure to Complete - Q 2.

2. Failure to complete the Project would result in: 8

(Check all that apply) : Maximum of 8 points (Please select applicable values)

- Loss of OHV Opportunity (6 points)
 Negative impact to cultural sites (2 points)
 Damage to special-status species or other sensitive habitat (2 points)
 Potential trespass (2 points)
 Additional damage to Facilities (1 point)

Explain each statement that was checked

The activities in this project are needed to control soil erosion, to help prevent the development of user created trails, and to ensure that the OHV riding areas are well marked and safe for OHV users. Deferring maintenance would put these trail systems at risk and could result in the need for costly restoration projects in the future. Deferring maintenance work may also increase the long term costs of providing OHV recreation on the Eldorado NF.

By clearing, brushing, and logging-out these OHV routes in a timely manner, trail users would be kept within established trail corridors thus protecting off-trail vegetation and wildlife habitat. Without regular tread maintenance, rutting of treads and an accelerated erosion of soils could occur. Un-maintained trails may also negatively affect trail users experience and safety. The maintenance work in this project would sustain OHV opportunities and keep these OHV routes within the standards established by the Forest Service and by the Soil Conservation Plan.

3. Sustain OHV Opportunity - Q 3.

3. The Project would sustain OHV Opportunity by 13

(Check all that apply) (Please select applicable values)

- Maintaining trail or road tread (5 points)
 Installing or repairing erosion control features (3 points)
 Providing traffic control and/or educational signage (3 points)
 Maintaining multi use (ATV, Dirt Bikes, 4x4, etc) (1 point)
 Providing varied levels of riding difficulty (1 point)

Explain each statement that was checked

This project would conduct maintenance activities on a variety of OHV routes located on the Eldorado NF. These OHV routes provide varied levels of riding difficulty on a mix of roads, single track, and double track trails open to ATVs, dirt bikes and 4WD vehicles.

Project activities would include tread repair, drainage structure maintenance and installation, clearing of downed trees and logs, brushing, and the installation of signs on designated OHV routes. Tread maintenance would include repairing and constructing rolling dips and other types of drainage structures, repair of excessive wash-boarding and rutting, and narrowing portions of trail where the tread has excessively widened over time. Project activity would include posting of kiosks and information bulletin boards at OHV trailheads and staging areas. Project will also place boulders, barriers and signs where needed to keep OHV use on designated routes. This work is described in more detail in the Project Description.

4. Public Input - Q 4.

4. The Project was developed with public input employing the following 2

(Check all that apply) : Maximum of 2 points (Please select applicable values)

- Meeting(s) with the general public to discuss Project (1 point)
 Conference call(s) with interested parties (1 point)
 Meeting(s) with stakeholders (1 point)

Explain each statement that was checked

A notice was posted on the Eldorado National Forest website homepage on March 2, 2009, notifying the public that the Forest was developing a grant application and that comments in regards to that application were requested.

On March 2, 2009, approximately 300 letters and 600 emails were also mailed to individuals and groups interested in OHV recreation on the Forest. These letters notified our OHV users that our preliminary application was available for review and that comments on the application were welcome.

We also notified the public about the grant applications at a public meeting on April 2, 2009 that was held at the Eldorado NF Supervisors Office. On April 3, 2009, a stakeholder meeting was held at the Georgetown Ranger District.

We received 9 written comments as a result of this public outreach.

5. Utilization of Partnerships - Q 5.

5. The Project will utilize partnerships to successfully accomplish the Project. The number of partner organizations that will participate in the Project are 4

(Check the one most appropriate) (Please select one from list)

- 4 or more (4 points) 2 to 3 (2 points)
 1 (1 point) None (No points)

List partner organization(s):

The Eldorado National Forest would work with a number of different groups to accomplish various aspects of this project, including trail maintenance, sign installation, and monitoring of OHV route conditions. Some of the partner groups include the Polka Dots Motorcycle Club, California Enduro Riders Association, Friends of the Eldorado National Forest, Friends of the Rubicon and Rubicon Trail Foundation, Mother Lode Rock Crawlers, Sacramento Jeepers, Highlanders Jeep Club, Toys on the Rocks, High Sierra Motorcycle Club, Capital City Mountain Goat 4WD Club, and the California Association of 4WD Clubs.

6. Impact to Natural and Cultural Resources - Q 6.

6. The Project will avoid and/or minimize impact to natural and cultural resources by 7

(Check all that apply) : Maximum of 7 points (Please select applicable values)

- Maintaining physical barriers to control OHV use (1 point)
- Protecting water quality (1 point)
- Providing bridges instead of wet crossings where appropriate (1 point)
- Protecting special-status species (1 point)
- Re-routing trails to divert away from riparian/wetlands areas (1 point)
- Providing sanitary facilities (1 point)
- Protecting cultural site(s) (1 point)
- Site design precludes the need for the above measures (7 points)

Explain each statement that was checked

On many portions of our OHV routes, site design precludes the need for erosion control features. Other portions of our OHV routes have constructed erosion control features such as drain dips, culverts, and waterbars. This project would maintain these erosion control structures to protect water quality.

Project activity includes placing boulders, logs and signs to discourage vehicle travel off of designated routes. This project would not construct major reroutes but would include minor route relocations to help protect riparian areas.

The Environmental Review Data Sheet describes how this project would be conducted in a manner that would protect special-status species. There would be no adverse effects to cultural resources. Project activity would occur only within existing OHV corridors and away from known cultural sites.

Several of the trailheads included in this project have sanitary facilities. This project would maintain those toilets not otherwise covered by our existing O&M grant.

7. Recycled Materials - Q 7.

7. The Project incorporates recycled materials by utilizing 4

(Check all that apply) (Please select applicable values)

- Barrier materials which include recycled content or materials obtained onsite (1 point)
- Signs, sign posts or education kiosks which use products with recycled content (1 point)
- Erosion control features which use materials with recycled content (1 point)
- Paper used for trail maps which includes recycled content (1 point)
- Other products with recycled content (Specify) (1 point)

8. Sustainable Technologies - Q 8.

8. The Project makes substantial use of sustainable technologies such as 4

- Alternative fuel vehicles and equipment
- Renewable energy sources (e.g., solar, wind)
- Low volatile organic compound emission materials (e.g., paint, sealants, carpet)
- Low flow plumbing fixtures
- Water efficient landscaping

(Check the one most appropriate) (Please select one from list)

- No (No points) Yes (4 points)

Explain 'Yes' response

This project makes use of sustainable technologies that are most relevant to the type of activities being undertaken. For example, none of the OHV trailheads or staging areas in this project requires water for landscaping. Pit toilets at trailheads require no water. All vegetation along our OHV routes and trailheads is naturally occurring and is protected from off trail use. Any paints or sealants used for maintaining signs, bulletin boards and information kiosks, are low volatile organic emission products.

This project uses recycled materials whenever they are available. For example, printed information handouts and postings are printed and/or copied on recycled paper. Bar oil, used for chain saws, is obtained from suppliers that use reprocessed recycled oil. Plastic signs and fiberglass sign posts are purchased from suppliers that use recycled materials such as the Carsonite Corporation greenline series of marker posts that are manufactured with post-consumer recycled plastic.

9. Motorized Access - Q 9.

9. The Project improves and/or maintains facilities that provide motorized access to the following non-motorized recreation opportunities 6

(Check all that apply) Scoring: 2 points each, up to a maximum of 6 points (Please select applicable values)

- | | |
|---|---|
| <input checked="" type="checkbox"/> Camping | <input checked="" type="checkbox"/> Birding |
| <input checked="" type="checkbox"/> Hiking | <input checked="" type="checkbox"/> Equestrian trails |
| <input checked="" type="checkbox"/> Fishing | <input checked="" type="checkbox"/> Rock Climbing |
| <input type="checkbox"/> Other (Specify) | |