

ITEM 1. Proposed Project

The Chappie-Shasta OHV Area is approximately 60,000 acres in size and is comprised of a mixture of Bureau of Land Management (BLM), Forest Service, Bureau of Reclamation (BOR) and private lands. This area has been used for both casual and event related OHV recreation for approximately 40 years. The BLM managed lands (which includes the BOR land) constitute about 25,000 acres within the OHV area. There are approximately 100 miles of OHV routes and one developed staging facility on BLM managed lands within the OHV area. Most of the BLM lands are concentrated in the northwestern portion of Chappie-Shasta, a region known as Big Gulch, named after the creek flowing westerly through the area. The primary form of recreation in this area is OHV use on the extensive and diverse road and trail network. This area provides numerous and varied OHV opportunities for motorcycle, ATV and 4x4 enthusiasts of all skill levels. Big Gulch is also a popular area for other recreational pursuits such as hunting, hiking, mountain biking and wildlife viewing. This is the most remote and rugged portion of the OHV area with a drive time of about one hour from Redding. This area can also be reached by riding or driving from other designated OHV staging areas within Chappie-Shasta.

Big Gulch is a highly desirable destination due to its diverse and challenging trail network and amazing vista points, highlighted by spectacular views of Mt. Shasta, Lake Shasta, Castle Crags, Mt. Lassen and the Trinity Alps. This area poses a unique challenge to OHV law enforcement due to its distance from the main OHV staging areas. There is no formal staging area within Big Gulch, and OHV user parking in and near this area is dispersed at different pullouts along the main access road. In recent years there has been an increase in OHV use in Chappie-Shasta, including the once lightly used Big Gulch area. Reasons for the increased use include rapid population growth and development in the city of Redding and the surrounding communities, and the recent closure (due to massive fires and resource concerns) of other local OHV riding areas.

The primary access into the Big Gulch area is East Fork Road, which is a narrow, winding, county road approximately three miles in length with many blind corners. One of the most popular parking areas used to access Big Gulch is located at the end of the paved portion of this road. While it is legal to unload and ride from this dispersed parking lot, it is within close proximity to the last few residences on East Fork Road. With the increasing use of this area, conflict has arisen between the users of this parking lot and the nearby residents who complain of dust, noise, and improper riding etiquette. Funding from this project will be used to improve signing at this parking area. New signs will clearly outline OHV rules and regulations, and will also include education and interpretive (Tread Lightly!, etc.) materials relating to good neighbor policy and responsible use of the area. Funding will also support regular law enforcement patrols of the area to insure compliance with rules and regulations. Many of the trails within the Big Gulch area are only accessible for patrol by off-highway motorcycle. For this reason, the purchase of a suitable off-highway motorcycle is included in this application.

The other BLM managed area within Chappie-Shasta is the Copley Mountain OHV Staging Area, located in the southeastern corner of the OHV area. This small day use facility was developed after the closure of Shasta Dam, following the events of 9/11. When the Dam was closed it eliminated the only access into the primary OHV staging facility in Chappie-Shasta. Using California State OHV funds the Redding BLM developed the Copley Mountain OHV Staging Area and Coram Road (route #3) access into the OHV area from the south.

The Copley Mountain OHV Staging Area was completed and dedicated in November, 2004. This facility provides parking for up to 20 vehicles, information kiosks, loading and unloading ramps, vault toilet and immediate trail access. The Copley Mountain Staging Area is located about 15 minutes from the city of Redding. Restrictions for crossing Shasta Dam have eased in the years following 9/11, and it is now possible to acquire a permit which allows access into the primary staging area west of the Dam. Even with the Dam staging facilities as an alternative, the Copley Mountain Staging Area has become immensely popular due to its close proximity to Redding and immediate access to a wide variety of trails. Funding from the project will go toward maintaining and improving signing and continuing regular law enforcement patrols in the area. Considering the rapidly growing population of Redding and surrounding communities, and the ever increasing popularity of OHV recreation, it is becoming more critical to maintain adequate law enforcement at this popular OHV staging and recreation area.

ITEM 2. Project Coverage

Approximately 100 miles of OHV roads and trails will be patrolled within the Chappie-Shasta OHV Area. In addition, one developed OHV staging area and one dispersed parking lot will receive regular patrols.

ITEM 3. Describe the frequency of the patrols

Some portions of the Chappie-Shasta OHV Area will be patrolled daily. The most frequently patrolled area will be the Copley Mountain OHV Staging Area. This staging area is located 15 minutes from the city of Redding. It is easily reached via a paved county road. This staging area also provides easy and immediate access to many of the more popular OHV trails within Chappie-Shasta.

The more remote portions of Chappie-Shasta will be patrolled using off road motorcycle's ATVs, and 4x4 trucks. These patrols will be carried out a minimum of two times per week.

ITEM 4. Deployment of Personnel

One BLM Law Enforcement Officer and two BLM recreation staff members will be deployed for the purposes of the proposed project.

FOR OFFICE USE ONLY:

Version # _____

APP # 700106

Law Enforcement - Page 1

1. Identify areas with high priority law enforcement needs because of public safety, cultural resources, and sensitive environmental habitats, including wilderness areas and areas of critical environmental concerns:

Areas with high priority for law enforcement needs include informal parking areas and developed staging areas. The most frequently used parking/staging for OHV use is the Copley Mountain Staging Area, located off of Iron Mountain Road. The other primary access is East Fork Road. There is a small parking area at the end of East Fork Road, which has steadily gained in popularity. Concerns within both of these areas are general public safety, enforcement of state and federal OHV laws, and conflict with adjacent land owners and non-motorized recreationists seeking water access at Keswick Reservoir and non-motorized trail access at the Sacramento River Rail Trail.

2. Describe how the proposed Project relates to OHV Recreation and will sustain OHV Recreation, motorized off-highway access to non-motorized recreation, or OHV Opportunities associated with the Project Area:

By enforcing State and Federal OHV regulations under the CVC code and the 43 CFR specific laws relating to OHV use, this project will ensure OHV user compliance, thus reducing potential for conflict with other users and improving the overall recreation experience for all. By performing routine patrols and enforcing laws in high priority areas, conflict will be reduced between OHV users and non-motorized recreation users who use these same access points. Funding from this project will also provide protection for adjacent private lands and sensitive resources (two potential threats to sustained OHV recreation in this area). This project will also support increased patrols of the more remote trail systems within the area to ensure consistent compliance with rules and regulations.

3. Describe the Applicant's formal or informal cooperation with other law enforcement agencies:

Due to the mixed land ownership pattern in and around the Chappie-Shasta OHV Area, several Federal and local agencies must work cooperatively during law enforcement efforts. BLM Redding Field Office Law Enforcement Rangers routinely communicate and cooperate with Bureau of Reclamation, Forest Service, Park Service and Shasta County Sheriff Office Law Enforcement Officers during OHV enforcement actions.

Law Enforcement - Page 2

4. Does the Applicant recover a portion of the law enforcement costs directly associated with privately sponsored OHV events where sponsors have obtained a local permit? Yes No
(Please select Yes or No)

Explain

No additional law enforcement coverage is deemed necessary during permitted events, so no additional funds are required by the permit applicant to hold the event.

5. The Applicant agrees to implement a public education program that includes information on safety programs available in the area and how to report OHV violations? Yes No
(Please select Yes or No)

6. Describe the Applicant's OHV law enforcement training program including how the training program educates personnel to address OHV safety and natural and cultural resource protection:

The Redding BLM patrol staff has received training in emergency response and OHV enforcement. Staff training includes: first responder, ATV Rider Safety, sound testing techniques, and spark arrestor identification. BLM Rangers work closely with staff specialists in identifying potential threats to cultural and natural resources resulting from illegal OHV use. Rangers and specialists also work together to decide upon appropriate action to mitigate and repair damage caused by illegal OHV use. Additionally, enforcement rangers attend an annual mandatory training in the enforcement of 43 CFR, including OHV laws. BLM Rangers are also detailed to work in heavy use OHV areas in southern California such as the Glamis dunes during busy holiday weekends. These work details result in increased knowledge and practical application of laws related to OHV enforcement.

Law Enforcement - Page 3

7. Is the proposed project in accordance with local or federal plans and the OHMVR Division Strategic Plan? (Please select Yes or No) Yes No
8. LOCAL AGENCIES ONLY - Describe the Applicant's policies and/or agreements regarding enforcement on federal land:
9. COUNTIES ONLY - Describe how the OHV in-lieu of tax funds are being used and whether the use of these fees complements the Applicant's project:

Law Enforcement - Page 4

10. APPLICANTS WHO MANAGE OHV RECREATION FACILITIES – Describe how your organization is meeting its operation and maintenance needs:
- The Redding BLM Field Office manages approximately 100 miles of OHV trails and two trail heads, including one with restroom and trash collection facilities within the Chappie-Shasta OHV Area. Resources and funding for management and maintenance of these facilities comes from a combination of BLM operational budgets, California State Parks OHV funds, and volunteer efforts.
11. The Applicant agrees to enforce the registration of OHVs and the other provision of Division 16.5 commencing with Section 38000 of the vehicle code and to enforce other applicable laws regarding the operation of OHVs? (Please select Yes or No) Yes No

Project Cost Estimate for Grants and Cooperative Agreements Program - 2008/2009
 Agency: BLM - Redding Field Office
 Application: Law Enforcement, Chappie-Shasta

6/2/2009

FOR OFFICE USE ONLY:		Version # _____	APP # _____
APPLICANT NAME :	BLM - Redding Field Office		
PROJECT TITLE :	Law Enforcement, Chappie-Shasta	PROJECT NUMBER (Division use only) :	
PROJECT TYPE :	<input type="checkbox"/> Acquisition <input type="checkbox"/> Development <input type="checkbox"/> Education & Safety <input type="checkbox"/> Ground Operations <input checked="" type="checkbox"/> Law Enforcement <input type="checkbox"/> Planning <input type="checkbox"/> Restoration		
PROJECT DESCRIPTION :	<p>The Chappie-Shasta OHV Area is approximately 60,000 acres in size and is comprised of a mixture of Bureau of Land Management (BLM), Forest Service, Bureau of Reclamation (BOR) and private lands. This area has been used for both casual and event related OHV recreation for approximately 40 years. The BLM managed lands (which includes the BOR land) constitute about 25,000 acres within the OHV area. There are approximately 100 miles of OHV routes and one developed staging facility on BLM managed lands within the OHV area. Most of the BLM lands are concentrated in the northwestern portion of Chappie-Shasta, a region known as Big Gulch, named after the creek flowing westerly through the area. The primary form of recreation in this area is OHV use on the extensive and diverse road and trail network. This area provides numerous and varied OHV opportunities for motorcycle, ATV and 4x4 enthusiasts of all skill levels. Big Gulch is also a popular area for other recreational pursuits such as hunting, hiking, mountain biking and wildlife viewing. This is the most remote and rugged portion of the OHV area with a drive time of about one hour from Redding. This area can also be reached by riding or driving from other designated OHV staging areas within Chappie-Shasta.</p> <p>Big Gulch is a highly desirable destination due to its diverse and challenging trail network and amazing vista points, highlighted by spectacular views of Mt. Shasta, Lake Shasta, Castle Crags, Mt. Lassen and the Trinity Alps. This area poses a unique challenge to OHV law enforcement due to its distance from the main OHV staging areas. There is no formal staging area within Big Gulch, and OHV user parking in and near this area is dispersed at different pullouts along the main access road. In recent years there has been an increase in OHV use in Chappie-Shasta, including the once lightly used Big Gulch area. Reasons for the increased use include rapid population growth and development in the city of Redding and the surrounding communities, and the recent closure (due to massive fires and resource concerns) of other local OHV riding areas.</p> <p>The primary access into the Big Gulch area is East Fork Road, which is a narrow, winding, county road approximately three miles in length with many blind corners. One of the most popular parking areas used to access Big Gulch is located at the end of the paved portion of this road. While it is legal to unload and ride from this dispersed parking lot, it is within close proximity to the last few residences on East Fork Road. With the increasing use of this area, conflict has arisen between the users of this parking lot and the nearby residents who complain of dust, noise, and improper riding etiquette. Funding from this project will be used to improve signing at this parking area. New signs will clearly outline OHV rules and regulations, and will also include education and interpretive (Tread Lightly!, etc.) materials relating to good neighbor policy and responsible use of the area. Funding will also support regular law enforcement patrols of the area to insure compliance with rules and regulations. Many of the trails within the Big Gulch area are only accessible for patrol by off-highway motorcycle. For this reason, the purchase of a suitable off-highway motorcycle is included in this application.</p> <p>The other BLM managed area within Chappie-Shasta is the Copley Mountain OHV Staging Area, located in the southeastern corner of the OHV area. This small day use facility was developed after the closure of Shasta Dam, following the events of 9/11. When the Dam was closed it eliminated the only access into the primary OHV staging facility in Chappie-Shasta. Using California State OHV funds the Redding BLM developed the Copley Mountain OHV Staging Area and Coram Road (route #3) access into the OHV area from the south.</p> <p>The Copley Mountain OHV Staging Area was completed and dedicated in November, 2004. This facility provides parking for up to 20 vehicles, information kiosks, loading and unloading ramps, vault toilet and immediate trail access. The Copley Mountain Staging Area is located about 15 minutes from the city of Redding. Restrictions for crossing Shasta Dam have eased in the years following 9/11, and it is now possible to acquire a permit which allows access into the primary staging area west of the Dam. Even with the Dam staging facilities as an alternative, the Copley Mountain Staging Area has become immensely popular due to its close proximity to Redding and immediate access to a wide variety of trails. Funding from the project will go toward</p>		

Project Cost Estimate for Grants and Cooperative Agreements Program - 2008/2009
 Agency: BLM - Redding Field Office
 Application: Law Enforcement, Chappie-Shasta

6/2/2009

	maintaining and improving signing and continuing regular law enforcement patrols in the area. Considering the rapidly growing population of Redding and surrounding communities, and the ever increasing popularity of OHV recreation, it is becoming more critical to maintain adequate law enforcement at this popular OHV staging and recreation area.
--	---

	Line Item	Qty	Rate	UOM	Grant Request	Match	Total
DIRECT EXPENSES							
Program Expenses							
1	Staff						
	Law Enforcement Officers	500.000	38.000	HRS	10,000.00	9,000.00	19,000.00
	Park Ranger	350.000	28.000	HRS	0.00	9,800.00	9,800.00
	Other-OHV Coordinator	250.000	36.000	HRS	0.00	9,000.00	9,000.00
	Total for Staff				10,000.00	27,800.00	37,800.00
2	Contracts						
	Other-OHV Brochure Printing	1.000	10000.000	EA	10,000.00	0.00	10,000.00
3	Materials / Supplies						
	Signs	100.000	15.000	EA	0.00	1,500.00	1,500.00
	Other-Fencing Material	1.000	1000.000	EA	0.00	1,000.00	1,000.00
	Total for Materials / Supplies				0.00	2,500.00	2,500.00
4	Equipment Use Expenses						
	Vehicle Operations and Maintenance	60.000	60.000	DAY	0.00	3,600.00	3,600.00
	Other-Motorcycle and ATV Fuel	20.000	5.000	DAY	0.00	100.00	100.00
	Total for Equipment Use Expenses				0.00	3,700.00	3,700.00
5	Equipment Purchases						
	Other-Motorcycle	1.000	8000.000	EA	8,000.00	0.00	8,000.00

Project Cost Estimate for Grants and Cooperative Agreements Program - 2008/2009
 Agency: BLM - Redding Field Office
 Application: Law Enforcement, Chappie-Shasta

6/2/2009

	Line Item	Qty	Rate	UOM	Grant Request	Match	Total
6	Others						
7	Administrative Costs						
	Administrative Costs-Administrative Cost	1.000	6000.000	EA	0.00	6,000.00	6,000.00
Total Program Expenses					28,000.00	40,000.00	68,000.00
TOTAL DIRECT EXPENSES					28,000.00	40,000.00	68,000.00
TOTAL EXPENDITURES					28,000.00	40,000.00	68,000.00

Project Cost Summary for Grants and Cooperative Agreements Program - 2008/2009
 Agency: BLM - Redding Field Office
 Application: Law Enforcement, Chappie-Shasta

6/2/2009

	Line Item	Grant Request	Match	Total	Narrative
DIRECT EXPENSES					
Program Expenses					
1	Staff	10,000.00	27,800.00	37,800.00	
2	Contracts	10,000.00	0.00	10,000.00	
3	Materials / Supplies	0.00	2,500.00	2,500.00	
4	Equipment Use Expenses	0.00	3,700.00	3,700.00	
5	Equipment Purchases	8,000.00	0.00	8,000.00	
6	Others	0.00	0.00	0.00	
7	Administrative Costs	0.00	6,000.00	6,000.00	
Total Program Expenses		28,000.00	40,000.00	68,000.00	
TOTAL DIRECT EXPENSES		28,000.00	40,000.00	68,000.00	
TOTAL EXPENDITURES		28,000.00	40,000.00	68,000.00	

FOR OFFICE USE ONLY:	Version # _____	APP # 700106
----------------------	-----------------	--------------

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 law enforcement patrols will take place on existing roads and trails and at developed staging areas. After consultation with staff specialists, it has been determined that the proposed project will have no impact on wetlands, navigable waters, or sensitive species habitat that may occur in the project area.

ITEM 4 - Cumulative Impacts of this Project

Resource specialists of the BLM Redding Field Office have considered the cumulative effects of vehicle patrol and the placement of signs within the project area. It has been determined that the impacts of these activities done at the levels specified in the project and taking place over several years would not be cumulatively significant. However, taking no action could cause cumulative impacts including increased illegal activity, and resource damage from lack of law enforcement and signing.

ITEM 5 - Soil Impacts

The project area has been analyzed with regard to steep slopes and highly erosive soils that would cause the proposed action to have a significant effect on the environment. After consultation with staff specialists, it has been determined that the proposed activities will not have a significant effect on the environment due to steep slopes or highly erosive soils.

ITEM 6 - Damage to Scenic Resources

The proposed actions are within the view shed of a one-mile portion of State Scenic Highway 151 located between Shasta Lake City and Shasta Dam. Refer to the attached map. The proposed project is not within the view shed of any other State Scenic Highways. The views of the project area from Highway 151 would be from over one mile away, making it difficult to see the actual on the ground activities. All existing roads and trails that will be patrolled under this project were in place before the designation of Highway 151 as a State Scenic Highway. Thus, this proposed project would not impact the view shed from State Scenic Highway 151.

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)? Yes No
(Please select Yes or 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

This project will not cause any indirect significant impacts.

CEQA/NEPA Attachment

Attachments:

[Law Enforcement CX](#)
[Law Enforcement CX DR](#)
[Signed Law Enforcement DR](#)