

**NEVADA OFF-HIGHWAY VEHICLES PROGRAM**  
**FY 2019 GRANT APPLICATION PAGE 1**  
**Nevada Commission on Off-Highway Vehicles**  
**Nevada Department of Conservation and Natural Resources**

This application has six (VI) sections which are all REQUIRED to be filled out in full. To avoid disqualification, all application areas must be concise and complete; certifications must be signed and dated. Denied applications: correspondence will be sent to applicant by email describing the reason for declaring the application incomplete.

**SECTION I - PROJECT AND APPLICANT INFORMATION**

1. Project Name: HTNF\_Carson-Bridgeport OHV
2. Project Dates: Expected Start: Jan 1, 2019 Expected Completion: Dec. 31, 2020
3. Applicant Name: Adrienne Thatcher

Mailing address: HC 62 Box 1000 Bridgeport, CA 93517

Phone: 760-932-5812

Email: athatcher@fs.fed.us

4. Classification of Applicant: (check one)

☒ Federal   ☐ State   ☐ County   ☐ Local/Municipal   ☐ Other: \_\_\_\_\_  
☐ Partnership   ☐ Non-profit   ☐ for Profit   ☐ Individual

*If the applicant is a corporate or legal entity, proof of good standing in the entity's state of incorporation is required. NAC 490.1345 (Note: grantees must have the capacity to implement and accomplish proposed project and properly administer awarded funds).*

  
\_\_\_\_\_  
Applicant Signature  
(Chairperson/President/Authorized Official)

10/31/2018  
Date



5. **Project Manager:** Adrianne Thatcher

Mailing address: Bridgeport Ranger District

HC 62 Box 1000, Bridgeport CA 93517

Phone: 760-932-5812

Email: athatcher@fs.fed.us

6. **Classification of Land Control:** *(check all that apply)*

☒ Federally managed public land    ☐ Private Land    ☐ County    ☐ City

☐ Other: \_\_\_\_\_

☐ Lease; Attach copy of lease with expiration date.

☐ R&PP; Attach copy of lease with expiration date.

*If the proposed project is to be carried out on public land, attach any applicable written agreement with any government entity having jurisdiction over that land, including permits, leases, easements, and rights-of-way. NAC 490.135*

7. **Landowner:** \_\_\_\_\_

Mailing address: \_\_\_\_\_

\_\_\_\_\_

Phone: \_\_\_\_\_

Email: \_\_\_\_\_

8. **THE LANDOWNER MUST PROVIDE A LETTER STATING THAT:**

(See example Appendix B)

- a) Landowner has read the Request for Grant Application package;
- b) Landowner agrees with the application and the terms of the grant;
- c) Landowner holds an interest in the subject land that is sufficient in scope and authority to allow the applicant to complete the proposed project and operate and maintain the proposed project after its completion;
- d) Landowner is legally committing to maintain the trail/facility and will allow public motorized access to such trail/facilities for 25 years or the normal life of the project; and
- e) Landowner agrees to provide any match or other tasks in the application that are assigned to Landowner.

**The State may require the landowner/agency to be co-grantee on the grant agreement/contract.**

**9. Project Costs: (Please do not submit match not directly related to the project)**

State OHV Grant Request:    \$187,988.00

Other Funds:                   \$73,097.52

Total Project Amount       \$261,085.52                   100%

***What are the sources or Partners for your leveraged (other) funds?***

X Federal    Private X In-kind    City/County X Other

Please describe source(s):

Leveraged funding for this project will come from the USFS. The Carson and Bridgeport Ranger Districts will provide through permanent personnel planning and management of the grant and projects. Volunteers from Mud, Sweat & Gears and OHV clubs, and individual volunteers contributing their in-kind labor for construction, installation of kiosks and trail maintenance service projects.

**10. LETTERS OF SUPPORT FROM PARTNERS are required:**

- a) confirming they agree to the terms of the grant; and
- b) that they are committed to providing match/cash or other tasks in the application that are assigned to them.

**Other letters of support are limited to three (3). Please attach them to the application.**

**11. Project Type(s) (NRS 490.069 Sec.2c) check all that apply:**

- ☐ Studies or planning for trails and facilities;
  - o Environmental Assessments and Environmental Impact Studies.
  - o Other studies \_\_\_\_\_
- ☐ Acquisition of land for trails and facilities
- X Mapping and signing of trails and facilities
- X Reconstruction, enhancement or maintenance of existing trails and facilities
- ☐ Construction of new trails and facilities
- ☐ Restoration of areas that have been damaged by the use of off-highway vehicles.
- ☐ The construction of trail features, trailheads, parking, or other ancillary facilities which minimize impacts to environmentally sensitive areas or important wildlife habitat areas.

☐ Safety training and education related to the use of off highway vehicles and registration

X Compliance and enforcement (See Appendix C, Enforcement Strategy example)

*Note: Operations & management, and purchase or lease of equipment associated directly with a project are eligible.*

**12. All Trail USERS: (check all that apply)**

- |   |   |  |
|---|---|--|
| <input type="checkbox"/> Mountain Biking                    | <input type="checkbox"/> Hiking/Backpacking   | <input type="checkbox"/> Equestrian                  |
| <input checked="" type="checkbox"/> Single track motorcycle | <input type="checkbox"/> Snowmobiling         | <input type="checkbox"/> Snowshoe/ski                |
| <input checked="" type="checkbox"/> ATV quads               | <input type="checkbox"/> Dune buggy           | <input checked="" type="checkbox"/> UTV Side by side |
| <input type="checkbox"/> Race Course                        | <input type="checkbox"/> Skills riding course |  |

Other Type here: 4x4 vehicles (jeeps)

Please explain how you intend to manage conflict between users.

**13. Scope of Work:**

With the proposed funding, the Carson and Bridgeport Ranger Districts of the Humboldt-Toiyabe National Forest plan to conduct summer ground operation and patrol activities in the Nevada portions of each District for a two year agreement. The work would be carried out by seasonal OHV technicians and permanent recreation staff. Ground activities will not only improve and sustain OHV recreation but will provide continual OHV access to areas on each of the Districts so that other recreation activities such as hiking, camping, hunting, fishing, wildlife and plant viewing and horseback riding can take place and can continue to occur on National Forest lands.

The following routine ground operation activities will be performed by OHV technicians:

- Designated route and trail maintenance to include; removal of brush, branches and loose rocks and down logs from the route corridors
- Install, repair and replace signage to keep motorized recreation on designated routes
- Install and repair and replace barriers to keep motorized use on designated routes
- Maintain erosion control structures
- Make positive visitor contacts to provide general information, promote responsible riding, check OHV registrations in conjunction with educating users of the benefits to OHV users that registration fees provide and how.
- Enforcement of registration requirements and where to register their OHV's, along with all other National Forest Lands rules and regulations through citations and warnings as Forest Protection Officers.

**Bridgeport Ranger District:** Nevada OHV grant funds would allow Bridgeport to hire a crew lead and two OHV forestry technicians who would focus on the Pine Grove Hills and Desert Creek areas. Bridgeport Recreation Staff officer will conduct regular field visits at least once per pay period over the course of the summer field season, and directly supervise this crew to include procuring materials, supplies and equipment and grant administration as in-kind contribution. Our crew would survey and document (pictures and GPS) the Pine Grove Hills and Desert Creek areas for route maintenance needs that require mechanized equipment and/or engineering expertise that are beyond the scope of their duties for routine

maintenance. The Humboldt-Toiyabe's engineering department has the appropriate trail equipment and trained personnel for this level of maintenance, but as they are shared with the entire Forest, getting on their schedule can be difficult. The documentation the crew will provide may serve to substantiate the need for additional crews, equipment or contracts to address high priority safety concerns and/or critical routes. County roads also provide access to the Forest OHV trail system, Bridgeport Ranger District will collaborate with the counties by providing documentation of maintenance issues found by the crew, work with the counties to designate where OHV vehicles may legally ride under NRS 490.100.

With grants funds Bridgeport would purchase materials to construct and install 20 new 2-panel kiosks using the same format as the Carson Ranger District. The signs will inform visitors with a map of the vicinity showing authorized motorized routes, and OHV regulations, registration requirements, Forest campfire permits and/or restrictions. During the 2 year term of the grant, kiosks will be installed at primary OHV access points for inter-connective routes, on east side of the Pine Grove Hills - the closest OHV access points for the Walker State Recreation Area, along Pine Grove Road 3C at 42772, 42771, 42100A, 42100, 42123, 42130 junctions, Pine Grove Hills southern boundary along route 42028 and along the Nevada State Hwy 338/208 corridor at: Risue Road 42050 (1-2 signs), Wilson Canyon 42774, Radio Tower access 42192, Sweetwater Summit 42137, 42069. The west side of Desert Creek Nevada and interior access points kiosks would be installed in the second year of the grant at 42779, 42050, 42778, 42302, 42780, 42302, 42195, 22482. Mud, Sweat & Gears OHV Club and Nevada 4-Wheel Drive Association volunteers will assist in installing and constructing these kiosks on the Bridgeport Ranger District.

The Bridgeport crew and permanent staff will lend support to Leave No Trace (Wilson Canyon project), Friends of Nevada Wilderness (signing Wovoka Wilderness boundaries) and Great Basin Institute (single track archeological surveys) if they are successful in their grant applications. Having a crew of 2-3 persons dedicated to Nevada's OHV needs (verses no crew), gives us the ability to have OHV technicians attend OHV recreation events that occur annually on the Bridgeport Ranger District such as the Eastern Sierra Walker ATV Jamboree and reach out to more OHV clubs to promote stewardship projects on the Bridgeport Ranger District's Nevada trails. Mud, Sweat and Gears Off-Road club is eager to help us in achieving this goal, networking with OHV clubs in Nevada to gain their support and participation.

In support of this field work, we are asking for funds to replace the Polaris side by side that was purchase in 2013 with Nevada RTP funds. We will use the older UTV for trade – in value for a reduction in the price of this acquisition. The side by side will reside at the Bridgeport Ranger District Warehouse. The forest will add this new vehicle into the WCF fleet and Bridgeport recreation program will pay a monthly use fee for covering annual maintenance. As part of the FS fleet, the Forest will automatically replace the vehicle on a 5 year schedule. We are asking for funds for each crew member for personal protective safety equipment (helmets, gloves, goggles, batteries for radios and SPOT devices) and purchase accessories for the UTV that are not standard equipment (fire extinguishers, tool racks, hard doors & windows for added protection and extended use into early & late season).

**Carson Ranger District:** Grant funding for Carson OHV techs and will allow them provide routine ground operations duties, new kiosks (4) will be constructed and installed at Garson Trailhead, Hunter Creek and Colin Ranch. Crews will brush out Bronco Creek loop and Peavine Trailheads.

Both Carson and Bridgeport Rangers Districts will be verifying our MVUM map in preparation for printing with updates to correct errors and/or changes. We will share our trail GIS and information for the Nevada Trail Map Collaborative so that our premier OHV trails can be highlighted.

**14. Standards/Guidelines that will be applied to your project:**

- ☒ Universal Access to Outdoor Recreation - A Design Guide  
☒ USFS Standard Specifications for Construction & Maintenance of Trails  
☐ BLM Handbook 9114-1 Trails  
☒ NOHVCC Handbooks  
Other: \_\_\_\_\_

**15. Has the applicant received funding from the OHV Program in the past?**

☐ No ☒ Yes

Number of projects funded: 2

Amount of funding Received: \$142,000 \_\_\_\_\_

Number of projects Completed: 0 in progress completion by December  
2019 \_\_\_\_\_

**SECTION II – LOCATION, MAPS, PHOTOS**

**Project Location:**

County: Lyon, Washoe

Nearest Municipality/Town/City: Smith Valley, Yerrington, Carson City

Center of project: Latitude: 38° 37' 30" Longitude: 119° 7' 30"

**Shape-files for the trail system are available, in the attached thumb drive.**

**MAPS ARE A VERY IMPORTANT PART OF THE APPLICATION. THEY ARE  
REQUIRED AND CONSIDERED PART OF THE FINAL AGREEMENT IF FUNDED.**

**PLEASE PROVIDE READABLE, PROFICIENT MAPS.**

**Required Maps: for all maps please include a legend, north arrow, scale, and map name.**

**Topographic maps preferred. You may include *additional* aerial/google maps.**

**X General location map (showing project area within the state or county)**

X Topographic map (7.5 minute series quadrangle, 1:24,000 scale) with project boundary and map name Township:\_\_\_\_\_ Range:\_\_\_\_\_ Sections\_\_\_\_\_

☐ Detail map indicating specific project elements (e.g., structures, trail alignment)

**Please attach the following photographs:**

☐ *At least two (2)* overviews of the project area from different angles and distances.

### **SECTION III - Federal Lands or Other**

#### **Federal Environmental Compliance**

**A. If Federal funds or Land are a part of the project and NEPA was completed,** indicate which document was produced, and **please attach the decision document to this application:**

X Record of Decision (ROD)

☐ Finding of No Significant Impact (FONSI)

X Categorical Exclusion (CX)

☐ SHPO 106 compliance/concurrence letter.

☐ Other compliance documents already completed. (do not attached the EA or EIS)

☐ Not applicable

**If NEPA or planning is a part of the project describe the steps in the Scope Section I, #13.**

### **SECTION IV - BUDGET**

Item Description	Item Description	\$\$ OHV Grant Request	Federal \$\$	Other Funds	Total Cost
Contracts: studies					
Contracts: planning , design, engineering construction					
Direct labor costs	BP OHV lead	\$49,400.			
Salaries, including fringe, actual costs	tech 260 days @ \$190/day				
	OHV Tech crew	\$72,800			
	BP (2) @ \$140/day				
	520 days				

	BP Rec Staff Officer\$387/day 26 days Federal 48 days	\$10,062	\$18,576	
	Carson OHV manager \$286/day 26 days	\$7,436	\$7,436	
	Carson OHV tech (1) 120 days @140/day	\$16,800		
	Cartographer /GIS support 4 days@\$426/day		\$1,704	
	<b>TOTAL</b>	<b>\$156,498.00</b>	<b>\$37,697</b>	<b>\$194,195.00</b>
<b>Volunteer or donated labor/in-kind # Hrs. skilled labor @\$23.56/hr. (not required but is important for scoring higher) (You will have to provide paperwork for this in your reporting to receive score points)</b>	Mud, Sweat & Gears 4 volunteers 4 days per summer (8 days total)		\$6,031	\$10,931.00
	Fred Whorf, individual volunteer 13/days per summer 26 days total \$188.48/day		\$4,900	
	Purchase UTV side x side Make TBD (Polaris, Honda, CanAm shopping for best deal)	\$16,000	\$3000 trade in Polaris sidexside	
<b>Purchase or rental of equipment - Specify type of equipment – cost- # of days. Attach estimate or quote.</b>	UTV accessories-tool rack, roof, fire windows, enclosures, fire extinguisher	\$2,000		\$21,000
<b>Purchase of Materials, Items &amp; cost or group of items.</b>	24- 2 panel kiosks materials\$500/sign Printed signs & map	\$12,000		
	BP - PPE/safety \$500/pers (3)	\$1,500		

	Carson PPE/Safety (1) person crew	\$500			\$14,000
<b>Travel Costs, Per - diem</b>	training Bridgeport crew		\$1,500		\$1500
<b>Vehicle gas and maintenance standard is now at .54 per mile. Estimate miles.</b>	BP 4WD PU \$.54/mile 30000 miles Carson 4WD PU \$.54/mile miles 30,000		\$16,200  \$16,200		  \$32,400
<b>Other: Overhead</b>					
<b>Totals</b>		\$187,998	\$73,097		\$261,095
<b>Percentages</b>		72%	28%		100%

## **SECTION V – PRIORITIES AND SCORING NARRATIVE**

### **THE SCORING PRIORITIES ARE LISTED IN ORDER OF PRIORITY.**

**Address the following twelve (12) criteria in the order listed below.**

- **Please tell us how your project/program meets each criteria.**
- **Be specific and concise with your answers.**
- **Please submit no more than five (5) double-sided pages for your Narrative.**
- **Please type directly into this application.** *If the form doesn't work for you, please cut and paste into another document and answer in the same order as given below. (If not applicable, answer N/A.)*

**1. *Law Enforcement Strategy that addresses enforcement as well as Public Education & Outreach aimed at increasing renewals and new registrations:***

*The OHV crew members will be certified as Forest Protection Officers (FPO) which requires 40 hours training and 8 hours of practical scenarios for certification. This gives them the authority to write violation notices for Forest regulations under the Title 36 Code of Federal Regulations 261 Subpart A General Prohibitions and Subpart B General Prohibitions when provided by a Forest Order. Forest order 04-17-05-12 section 36 CFR 261.50(a) and (b) assimilates the Nevada State Law; Title 43 of the Nevada Criminal and Traffic law Manual which Forest officers are allowed to cite Nevada OHV violations under. Campfire prohibitions, violations of for riding off designated routes and OHV registration violations in that order are the most common violations the OHV crew would be likely to encounter. As they are not sworn officers, they cannot perform VIN inspections, however they will be able to provide registration information to any OHV riders who are not registered may issue warnings or violations notices. A "fixit ticket" approach Forest Protection Officers can use at their discretion, when the encounter looks like it may be hostile or if the OHV tech is not certified as FPO, they can make the contact and write an incident report to be turned over to Forest Law Enforcement Officers for follow up. The person is advised that they can register their OHV and provide proof of registration to avoid a violation notice that may (or may not) be issued from the information on the incident report. OHV technicians will keep daily logs of number and nature of personal contacts and number of violations, warnings and incident reports issued.*

**2. *Trail mapping, signing and maintenance of existing trails and facilities:***

*All Forest roads on the Carson and Bridgeport Ranger Districts have already had Travel Management plans completed. A Motorized Vehicle Use Map has been created for all designated routes on both districts and are available to the public in paper form as well as downloads on the Humboldt-Toiyabe website. A free smart phone application (Avenza) is available for smart phones which works with the phones GPS to show where you are on the map as you drive. Our maps should be updated in the near future, OHV field crews will verify routes on the map, noting any errors, routes no longer passable by OHV's, or changes in private property ownership where access is no longer permitted.*

*Bridgeport –Nevada makes up approximately 800,000 acres of the 1.2 million acres of the Bridgeport Ranger District. There has not been funding available for the Forest Service to hire OHV technicians to work consistently on Nevada side of the Bridgeport Ranger District other than grants for Great Basin Institute to install carsonite route numbers in 2013/14 (RTP- Bridgeport) and in 2017/18 (RTP-HTNF-Forest-wide). With Nevada OHV grant funding Bridgeport would hire a crew lead and two crew members to perform routine maintenance of existing trails – brushing, water bars, rock clearing- and documenting routes that need higher level of repair or maintenance that requires mechanized equipment. They will make visitor contacts, checking for OHV registrations and documenting visitor use. The crew members who are certified as Forest Protection Officers (FPO) may issue violation notices to those without Nevada or reciprocal out of state OHV registrations, non-FPO employees may issue warning incident reports and refer them to Forest Law Enforcement Officers for follow up. Forest Protection Officers may exercise discretion whether to offer an opportunity for un-registered OHV users a timeframe in which to provide proof of registration to avoid being issued a violation notice.*

*Kiosks with a map of the area, pertinent OHV and Forest regulations (registration/campfire) as well as Leave No Trace education would be installed at key entry points to the Pine Grove Hills and Desert Creek areas where our heaviest OHV recreation use occurs. Key entry points are further defined as, it's on FS land, there's connectivity to other routes, there is a turn out and/or nearby space for parking. Spur or dead end routes would not be signed with a kiosk, only a carsonite route number.*

- 3. Training:** *All Forest Service field employees receive First-Aid & CPR training and certifications. For the OHV crew specific training includes: ATV/UTV with towing and endorsements on their government drivers license. Forest Protection Officer Training 40 hour course or 8 hour refresher as appropriate. Additional training may include chainsaw certification or annual refresher as appropriate and water bar construction. Associated costs for training materials and travel would be covered by the Forest Service funding.*
- 4. Law Enforcement, SAR with NO Registration component:** *N/A*
- 5. Access:** *This project would improve and preserve access in two ways: First- There would be a crew that provides trail maintenance and documents where heavy maintenance is needed so that we can plan for those needs to be addressed. Because there has been a lack of a Forest Service workforce in Nevada, it is not unusual for routes to remain closed/impassable for long periods of time after storm damage simply because there is no one in the field to document what needs to be done to fix it. Too often, minor maintenance that could be addressed by a hand crew, becomes major maintenance. Volunteers have been extremely helpful in doing what they can but having field personal available to recruit and direct volunteers would increase our capacity to consistently address OHV trail maintenance. Second- having kiosks with maps to show trail connectivity improves access by providing visitors an overview of the area and where they can legally ride. When the public consistently rides in closed areas – there is always a threat that the area would be*

*closed to all OHV access, a part of the kiosk messaging is to ride on authorized routes – respected access is open access.*

**6. Economic Integration:**

*One of the reasons Bridgeport chose to start our kiosk signing and OHV trail maintenance in the Pine Grove Hills and Desert creek areas is the newly designated Walker River State Recreation Area. We know that OHV use in this area is already very popular, but the addition of a new state park adjacent to the east side of the Pine Grove Hills will bring more new users to the area. The Forest has a responsibility to see that our trails are signed, maps and information are readily available and trails maintained not only for visitor enjoyment, but for their safety as well. The proximity of the new State Park is only a 2 1/2 hour drive away from Reno and Carson City, it is not unrealistic to expect that this may become very popular for urban OHV enthusiasts looking for a new quick get-away place to explore. Local economies stand to benefit from the increased recreation use and demand for services as demonstrated in other parts of the state such as Caliente and Logandale, whose outstanding OHV trail systems are attracting more tourism to their communities. There is potential for the Pine Grove Hills and other areas on Carson and Bridgeport Ranger Districts to rise to the same level if we can get a handle on the back log of trail maintenance provide better information for our visitors.*

**7. Connectivity/Loops:** *The kiosks on the Bridgeport District will be installed at access points on routes that connect with other routes. Maps on the kiosks will clearly demonstrate where riders will be able to legally ride and connect with other routes. In conjunction with signage, these routes must be regularly maintained, so that the OHV opportunity is not compromised by impassable routes.*

**8. Planning, Environmental Studies, Conservation:** *N/A*

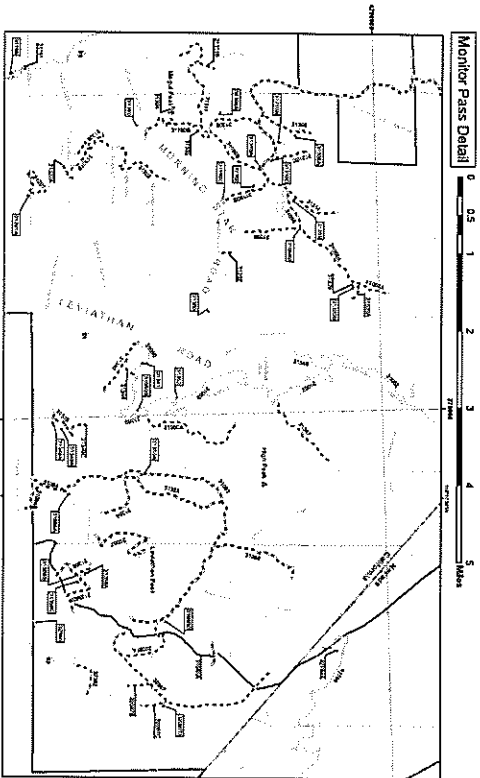
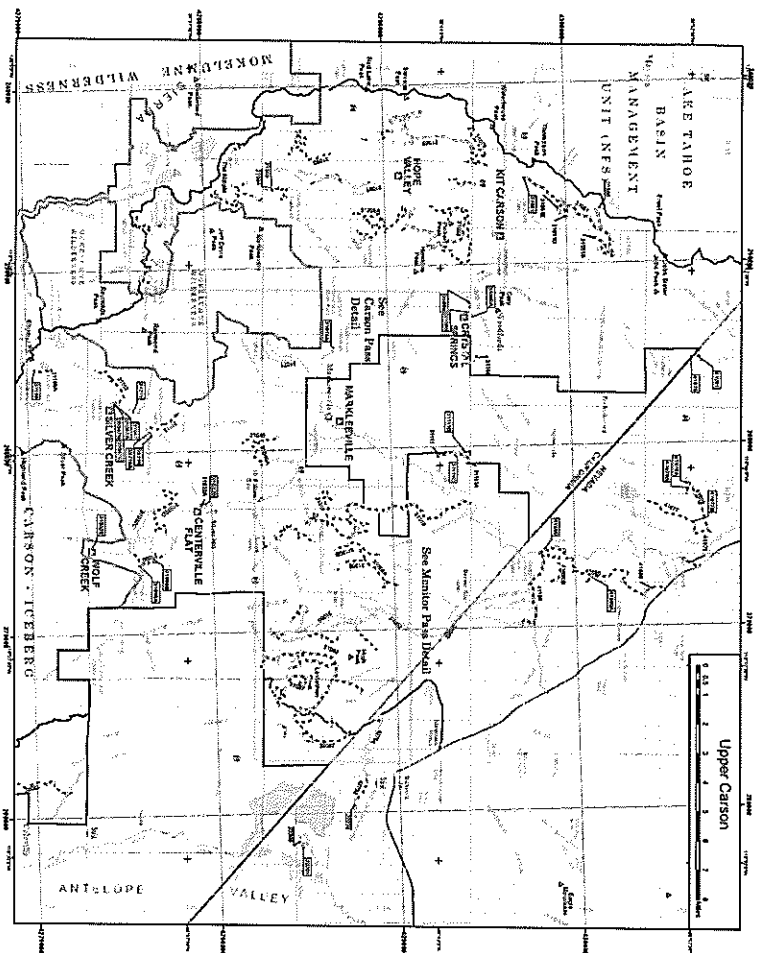
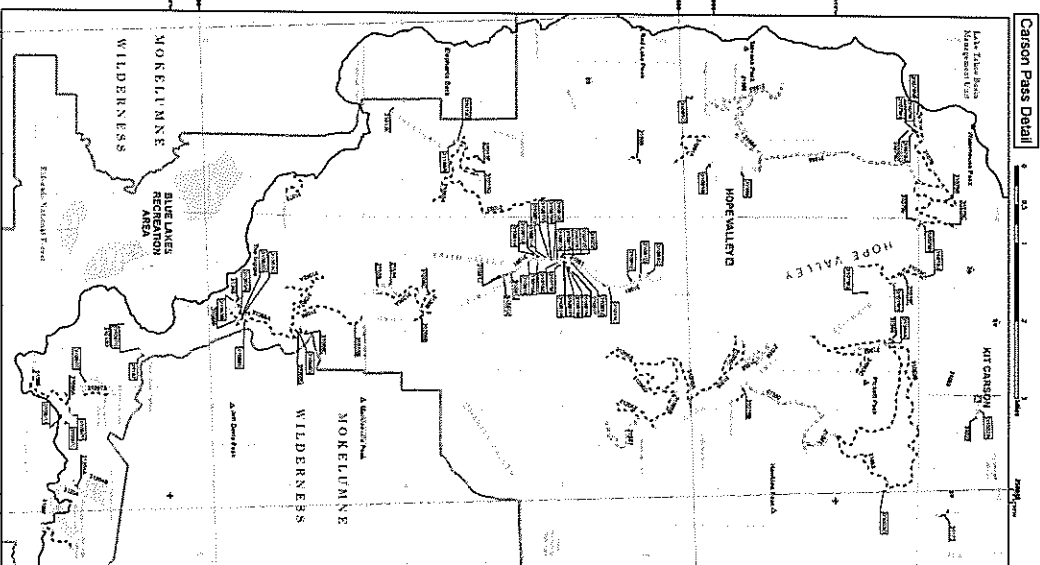
**9.** *We have several outstanding clubs and individuals that support the Bridgeport and Carson Ranger District OHV programs by volunteering their time helping us install signing and performing minor maintenance projects. Among these are Mud, Sweat and Gears, a four-wheel drive club from Sonora California that participates in an “Adopt a Trail” program by adopting our Mt. Patterson trail and Walker ATV Jamboree, annual recreation event that performs trail maintenance prior to their event.*

**10. Demand for New Facilities:** *Bridgeport Ranger District OHV trails have carsonite route number signing, but there is a lack any signing with maps and pertinent OHV/Forest regulation’s that help the public to know the full extent of the riding opportunities available in the area. It is also helpful to know where they are **not** permitted to ride and prevents illegal routes from being formed, or sensitive areas being damaged by unauthorized OHV use.*

**11. Maintenance:** *The Forest Service also works on a regular basis with non-profit organizations, Great Basin Institute, Leave No Trace and Friends of Nevada Wilderness who have contributed in the past helping the Forest Service in signing projects and maintenance. With what few OHV personnel we've had, we have to rely heavily on volunteer OHV groups and our recreation OHV event groups, the Walker ATV Jamboree when undertaking projects such as installing kiosks or performing trail maintenance. We have been successful on the California side of our District with "adopt a trail" concept for OHV clubs in maintaining some of our heaviest use trails that are in highly sensitive environments such as Mt Patterson, adopted by Mud, Sweat & Gears 4WD club, where there are Federally listed threatened and endangered plant species and Leavitt Lake where there are threaten and endangered amphibians and wildlife. With a dedicated Nevada OHV crew to help facilitate stewardship projects, we can reach out other clubs in the Nevada communities to join our "Adopt A Trail" program.*

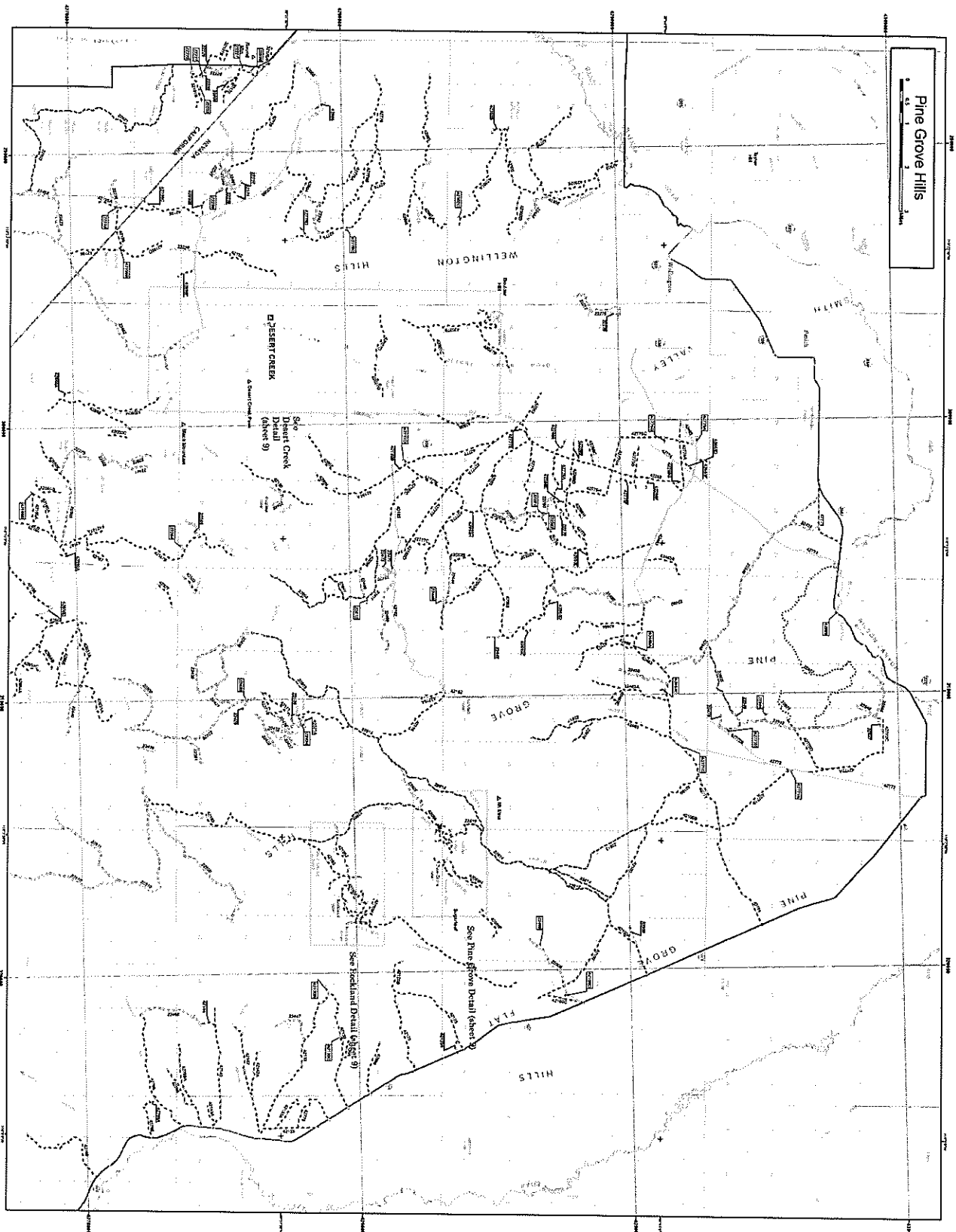
MAPS:



[illegible][illegible]



Age Group	Percentage
18-24	10%
25-34	20%
35-44	30%
45-54	25%
55-64	15%
65-74	10%
75-84	5%
85+	5%



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Designations for Short Poles		
Number #	Short Pole Designation	Length in Feet
4720A	Full span to 4th wireline, Vibration	100
4720B	Full span to 4th wireline, Vibration	100
4720C	Full span to 4th wireline, Vibration	100
4720D	Full span to 4th wireline, Vibration	750
4720E	Full span to 4th wireline, Vibration	400
4720F	Full span to 4th wireline, Vibration	200
4720G	Full span to 4th wireline, Vibration	150
4720H	Full span to 4th wireline, Vibration	100
4720I	Full span to 4th wireline, Vibration	50
4720J	Full span to 4th wireline, Vibration	25
4720K	Full span to 4th wireline, Vibration	12.5
4720L	Full span to 4th wireline, Vibration	6.25
4720M	Full span to 4th wireline, Vibration	3.125
4720N	Full span to 4th wireline, Vibration	1.5625
4720O	Full span to 4th wireline, Vibration	0.78125
4720P	Full span to 4th wireline, Vibration	0.390625
4720Q	Full span to 4th wireline, Vibration	0.1953125
4720R	Full span to 4th wireline, Vibration	0.09765625
4720S	Full span to 4th wireline, Vibration	0.048828125
4720T	Full span to 4th wireline, Vibration	0.0244140625
4720U	Full span to 4th wireline, Vibration	0.01220703125
4720V	Full span to 4th wireline, Vibration	0.006103515625
4720W	Full span to 4th wireline, Vibration	0.0030517578125
4720X	Full span to 4th wireline, Vibration	0.00152587890625
4720Y	Full span to 4th wireline, Vibration	0.000762939453125
4720Z	Full span to 4th wireline, Vibration	0.0003814697265625
4720AA	Full span to 4th wireline, Vibration	0.00019073486328125
4720AB	Full span to 4th wireline, Vibration	0.000095367431640625
4720AC	Full span to 4th wireline, Vibration	0.0000476837158203125
4720AD	Full span to 4th wireline, Vibration	0.00002384185791015625
4720AE	Full span to 4th wireline, Vibration	0.000011920928955078125
4720AF	Full span to 4th wireline, Vibration	0.0000059604644775390625
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4720AN	Full span to 4th wireline, Vibration	0.00000002328306436538696390625
4720AO	Full span to 4th wireline, Vibration	0.000000011641532182693481953125
4720AP	Full span to 4th wireline, Vibration	0.0000000058207660913467409765625
4720AQ	Full span to 4th wireline, Vibration	0.00000000291038304567337048828125
4720AR	Full span to 4th wireline, Vibration	0.000000001455191522836685244140625
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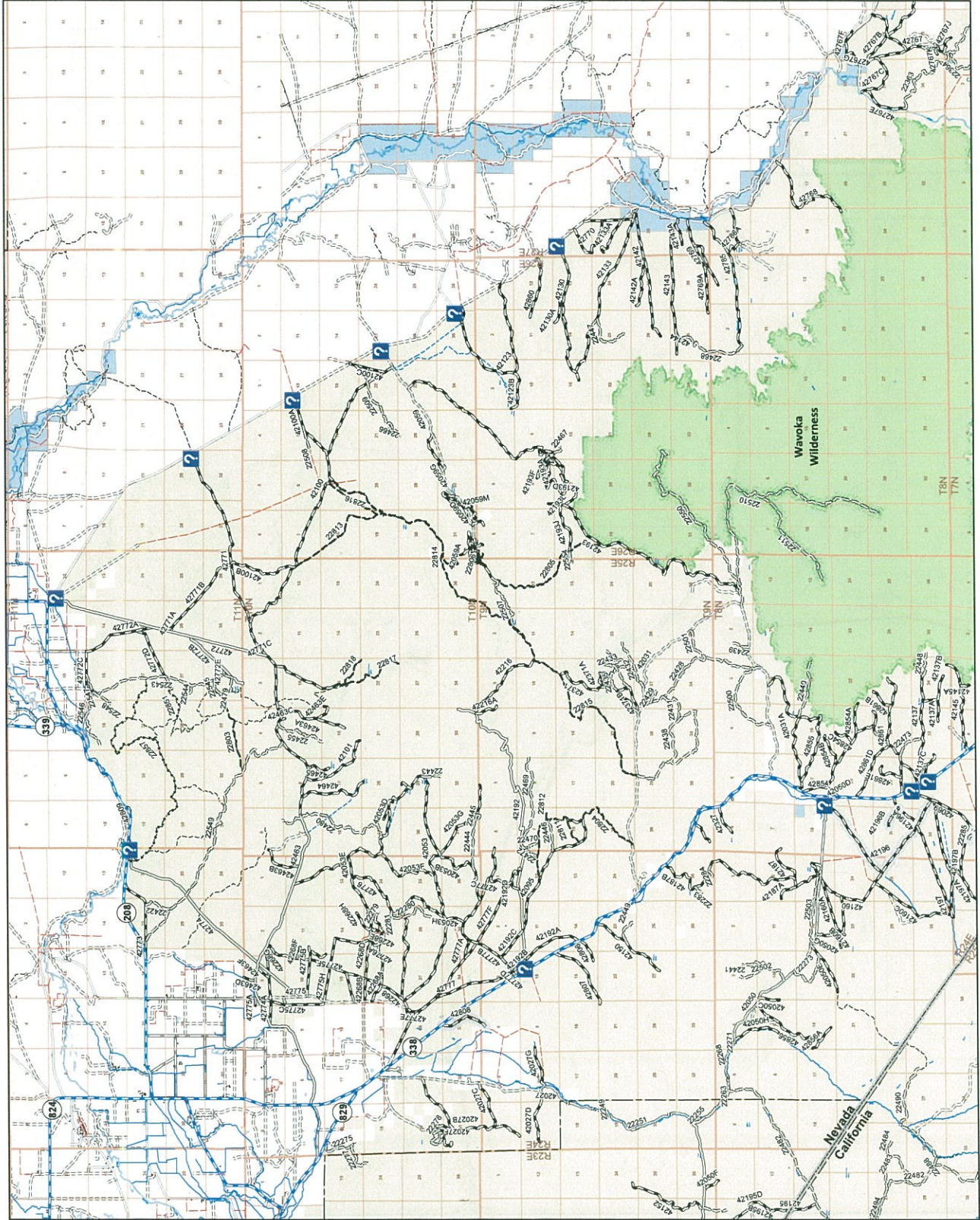
Seasonal Designations for Routes			
Route Number	Legend	Days Allowed	Delivery interrupted
42505	Route open to all services, seasonal	05/15-05/19	1, 2
42705	Route open to all services, seasonal	05/19-05/19	0



OHV Grant Application  
Kiosk Locations  
Overview Map  
Bridgeport Ranger District  
Humboldt-Toiyabe NF



- ? Proposed Kiosk Location
- State Boundary
- State Highway
- Road-all vehicles
- Road-all vehicles, seasonal
- Road-highway legal
- Trail-all vehicles
- Trail-all vehicles, seasonal
- Trail-ATV
- Trail-motorcycle
- other roads
- USDA Forest Service
- Non-FS
- Walker River SRA
- Wovoka Wilderness Boundary

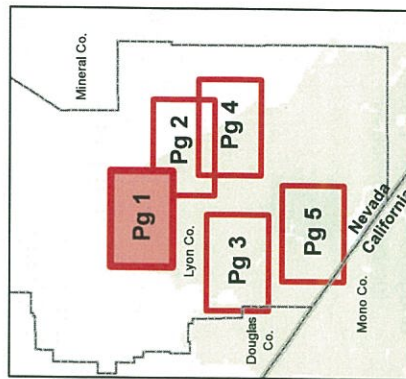
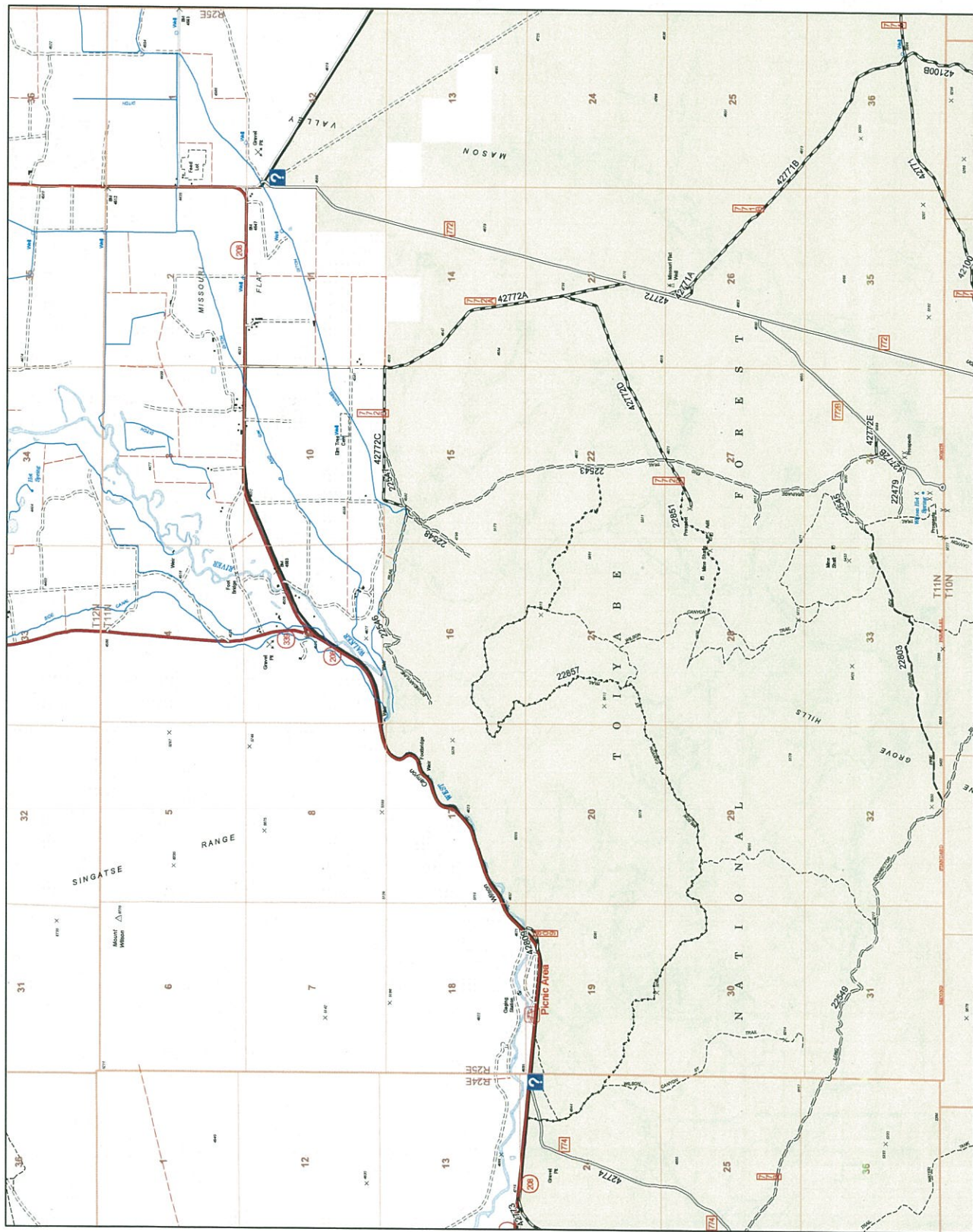


# OHV Grant Application Kiosk Locations Bridgeport Ranger District Humboldt-Toiyabe NF



Page 1 of 5

- ? Proposed Kiosk Location
- Road-all vehicles
- Road-highway legal
- Trail-all vehicles
- Trail-ATV
- Trail-motorcycle
- USDA Forest Service
- Non-FS
- Wovoka Wilderness Boundary



# OHV Grant Application

## Kiosk Locations

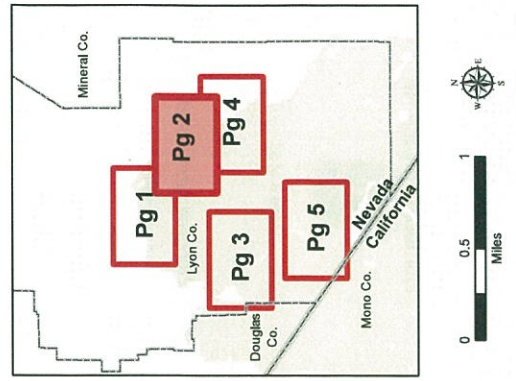
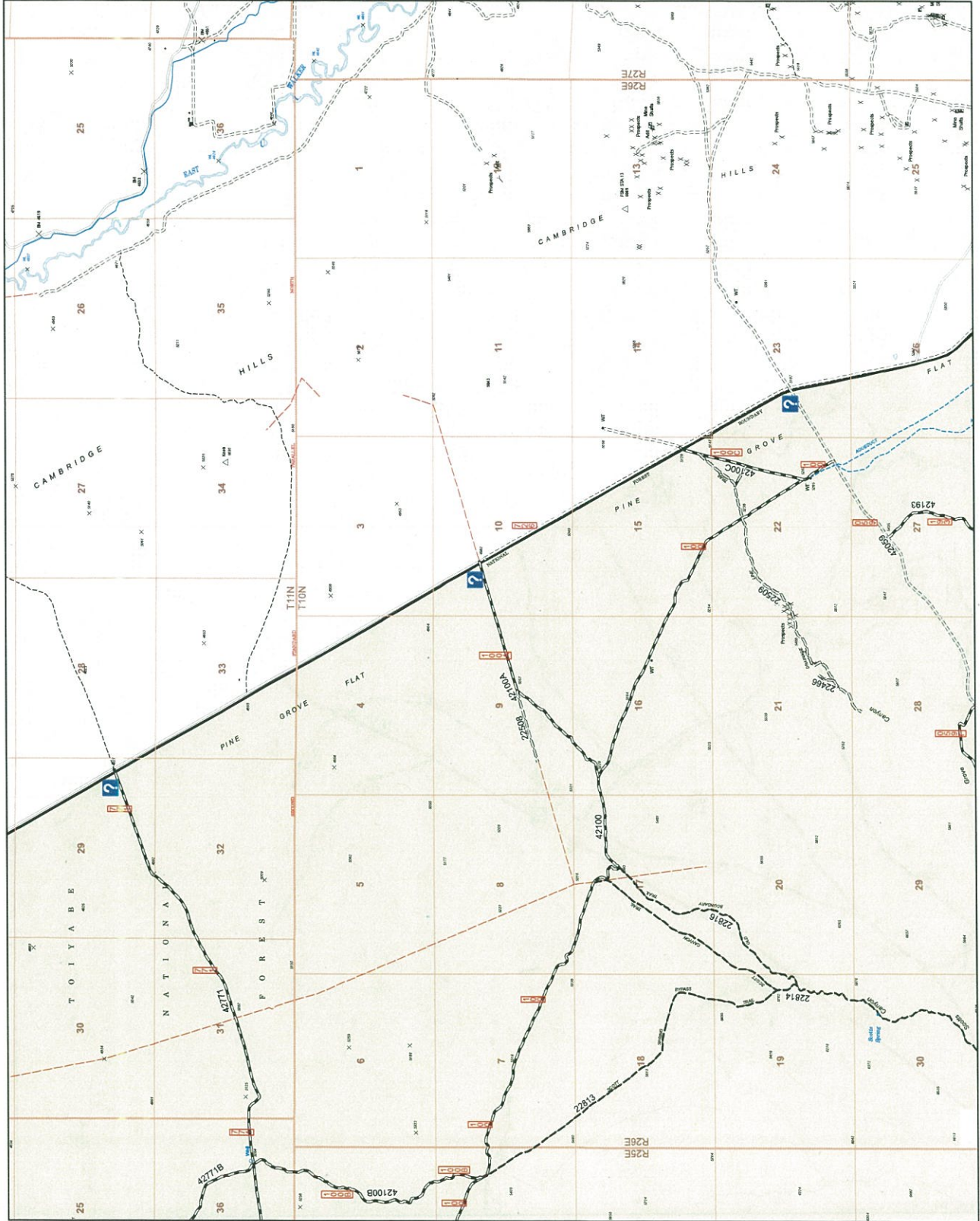
### Bridgeport Ranger District

### Humboldt-Toiyabe NF








Page 2 of 5

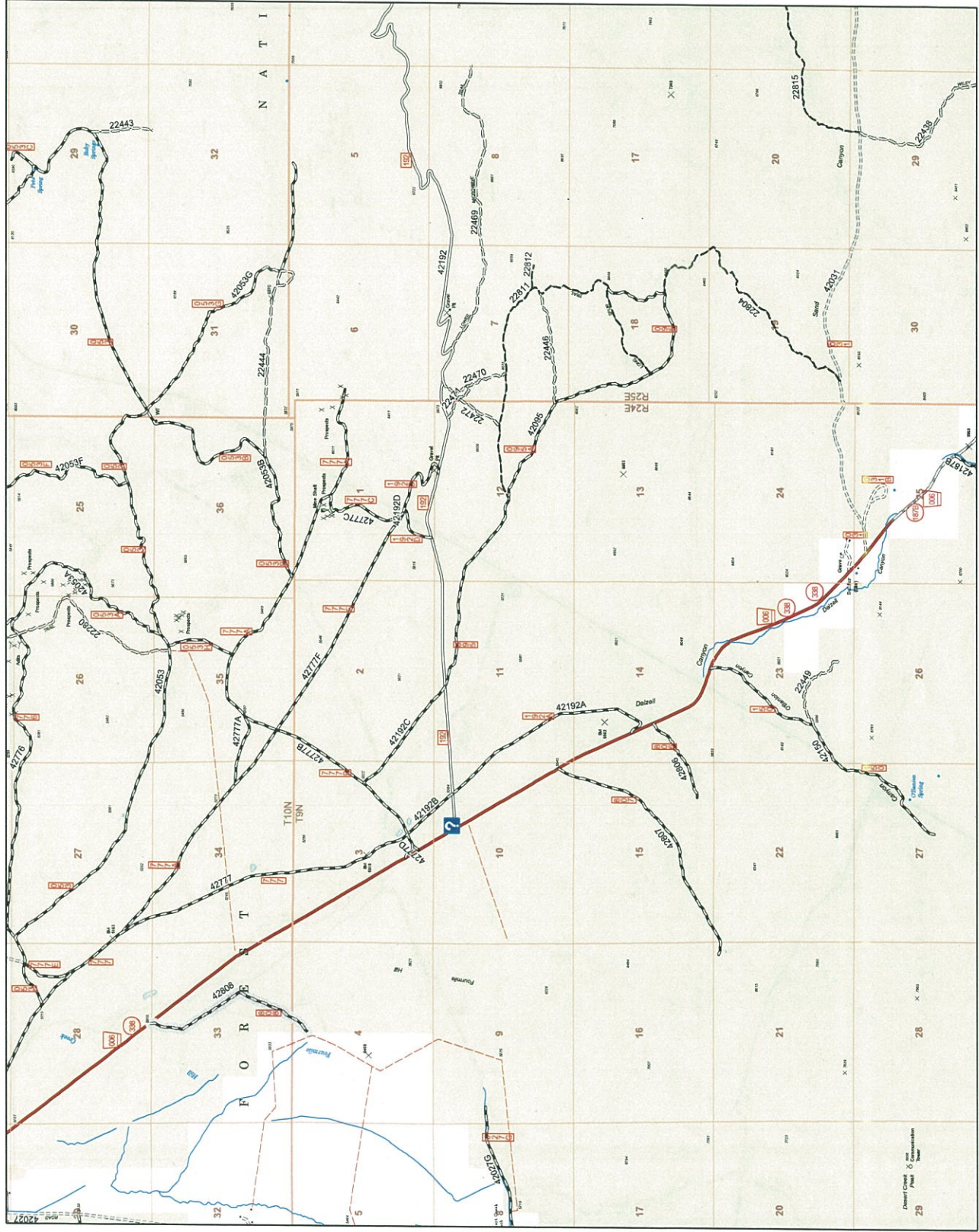
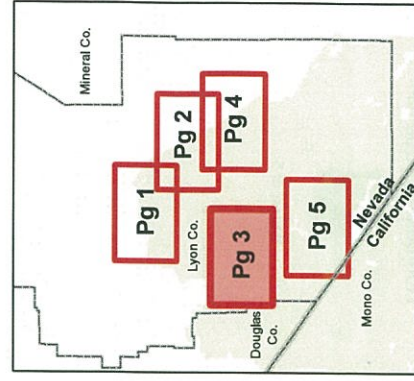
- ? Proposed Kiosk Location
- Road-all vehicles
- Trail-all vehicles
- Trail-ATV
- other roads
- USDA Forest Service
- Non-FS
- Wovoka Wilderness Boundary





**? Proposed Kiosk Location**

-  Road-all vehicles
-  Road-all vehicles, seasonal
-  Road-highway legal
-  Trail-all vehicles
-  Trail-ATV
- other roads
- USDA Forest Service
- Non-FS
- Wovoka Wilderness Boundary



OHV Grant Application  
Kiosk Locations  
Bridgeport Ranger District  
Humboldt-Toiyabe NF



Page 4 of 5

Proposed Kiosk Location

Road-all vehicles

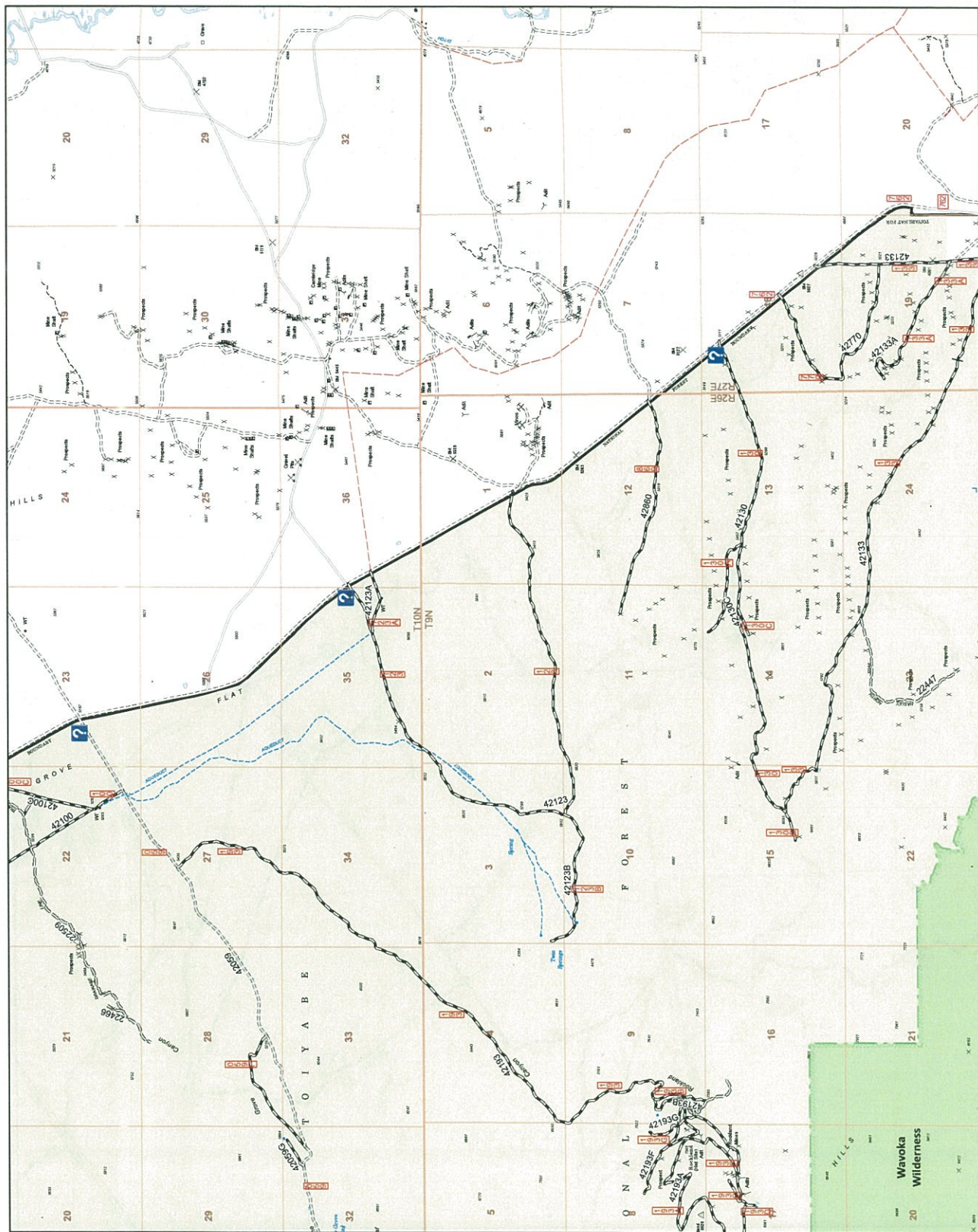
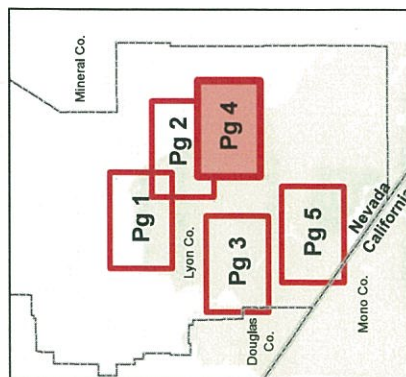
Trail-all vehicles

other roads

USDA Forest Service

Non-FS

Wovoka Wilderness Boundary

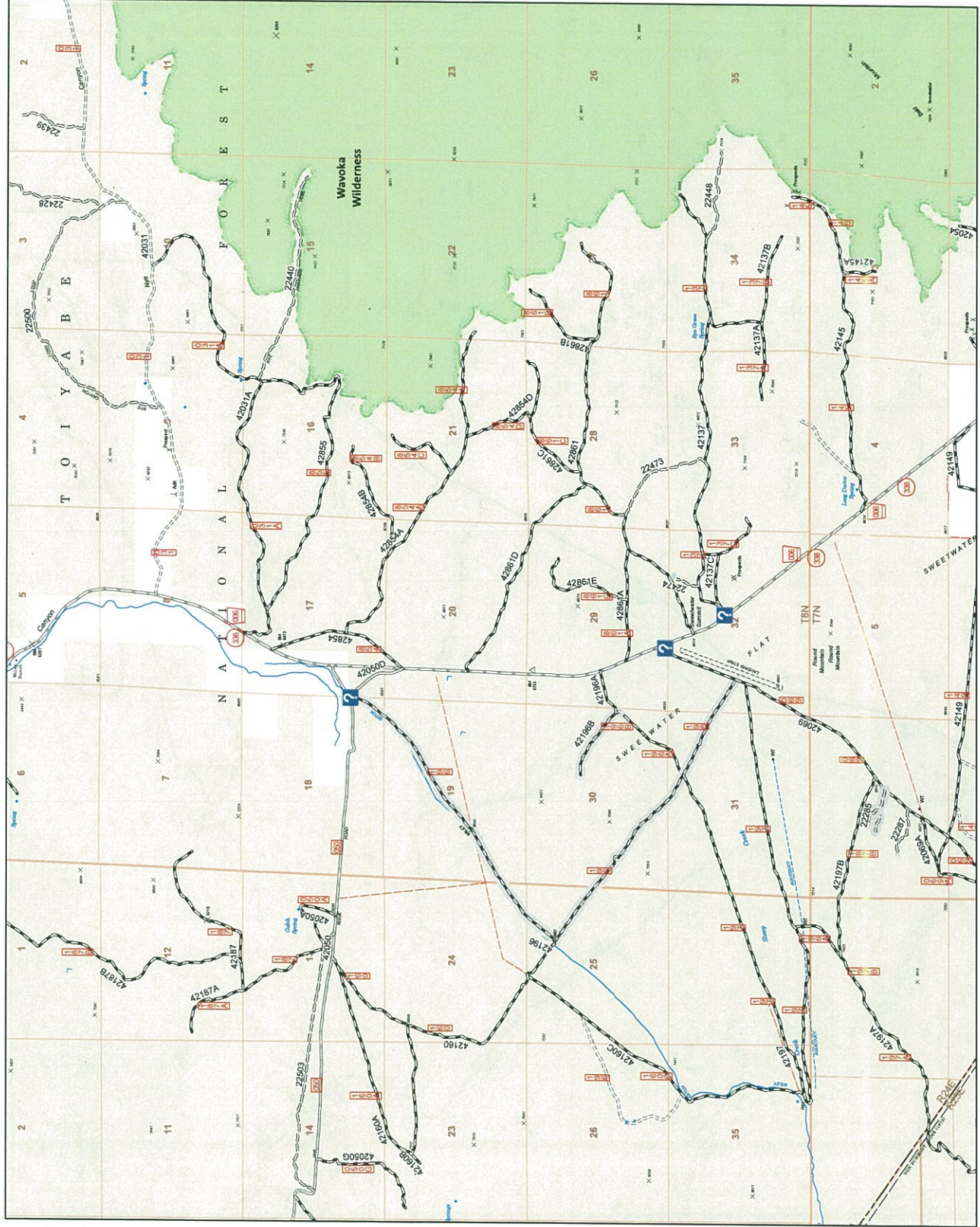
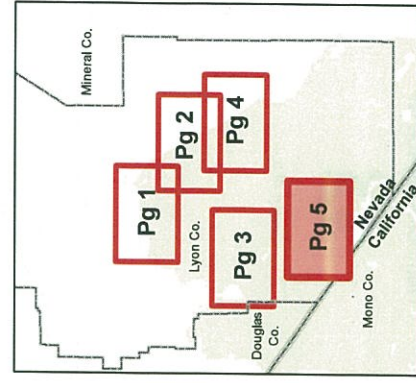


# OHV Grant Application Kiosk Locations Bridgeport Ranger District Humboldt-Toiyabe NF



Page 5 of 5

- Proposed Kiosk Location
- Road-all vehicles
- Road-all vehicles, seasonal
- Road-highway legal
- Trail-all vehicles
- Trail-all vehicles, seasonal
- other roads
- USDA Forest Service
- Non-FS
- Wovoka Wilderness Boundary



# Bridgeport Carson Project Area

## Legend

- Bridgeport Pine Grove Desert Creek
- Peak
- Walker River State Recreation Area

Carson City

88

89

4

95

839

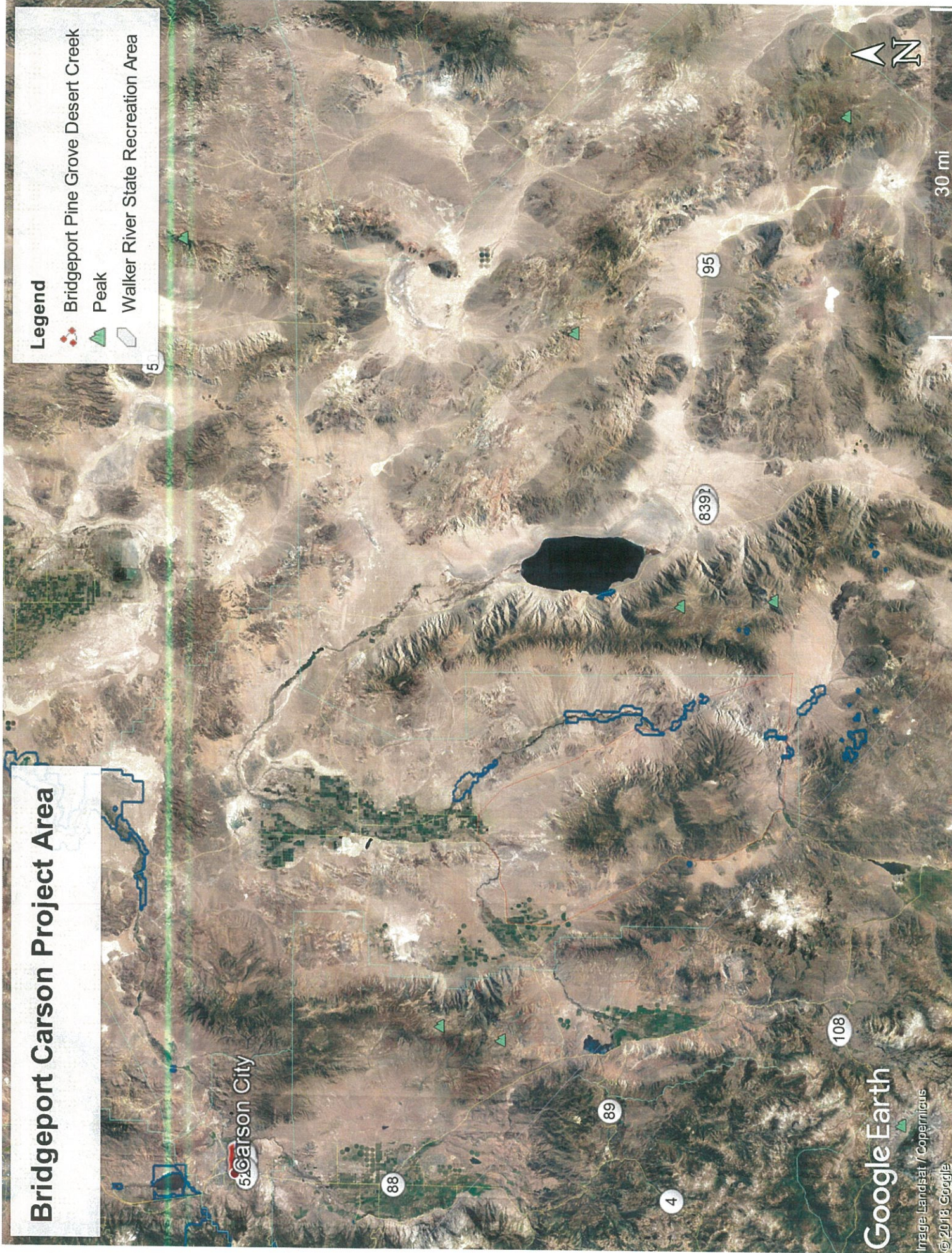
108

Google Earth

Image Landsat / Copernicus  
© 2018 Google

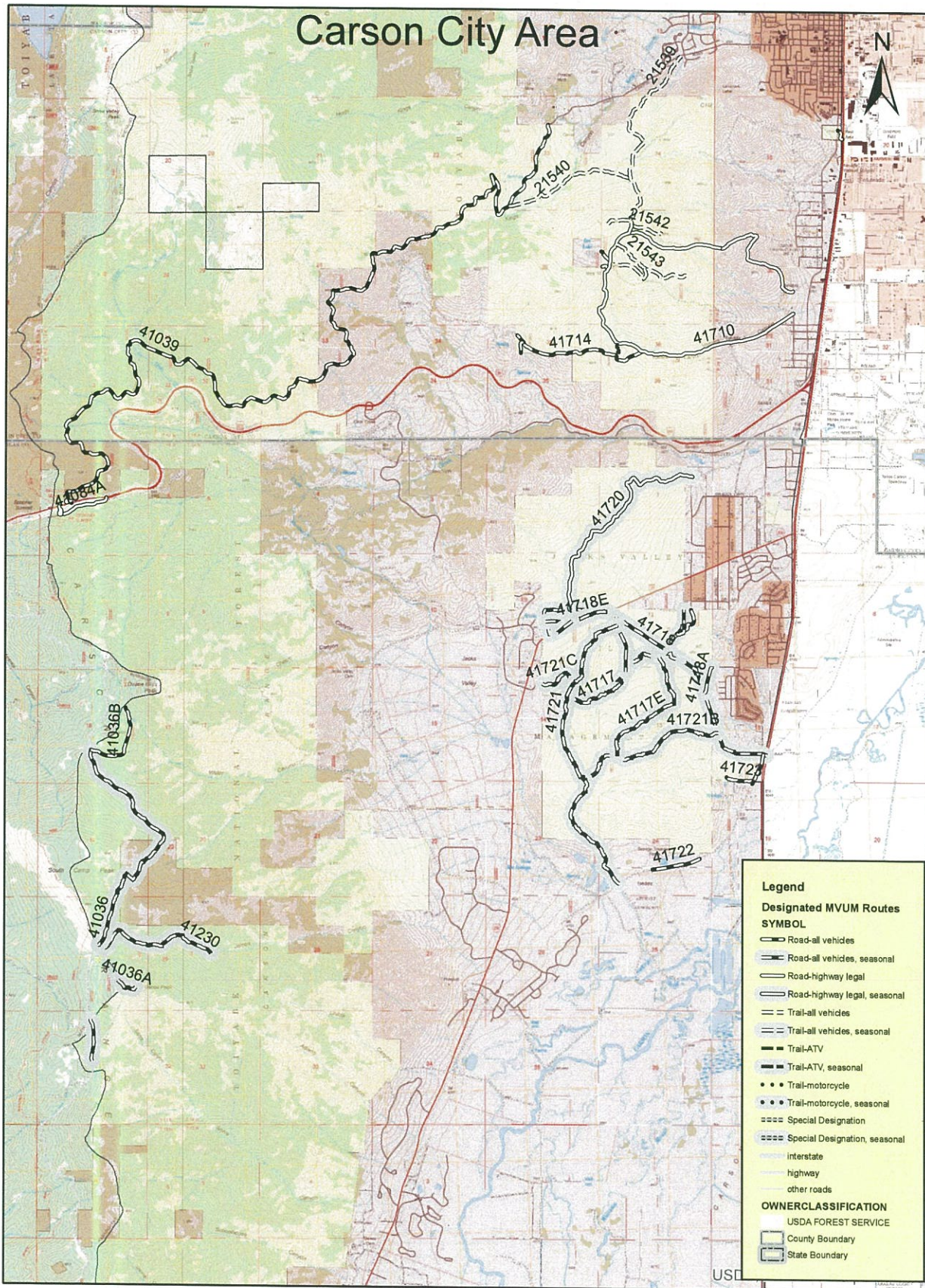


30 mi



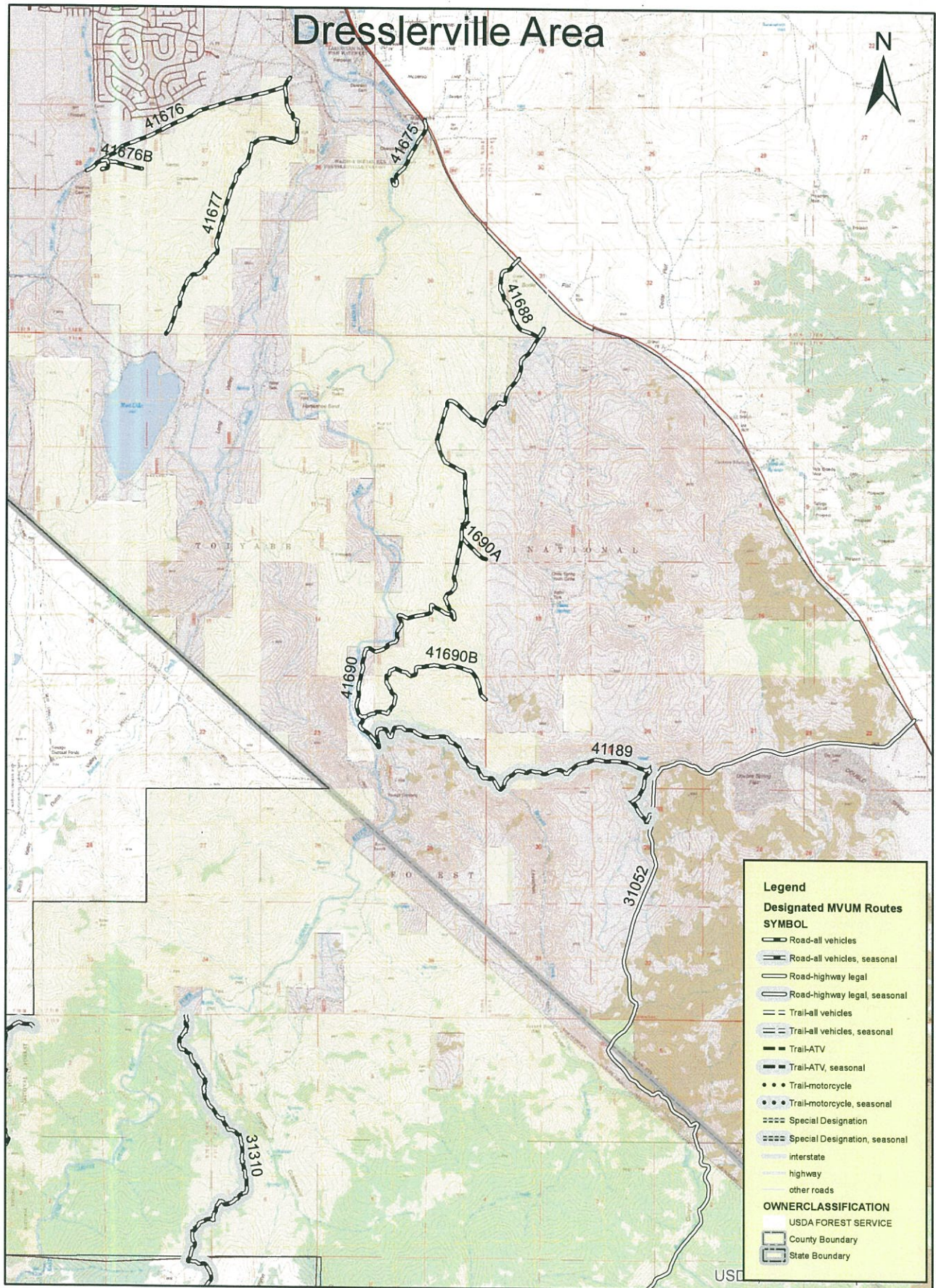


# Carson City Area



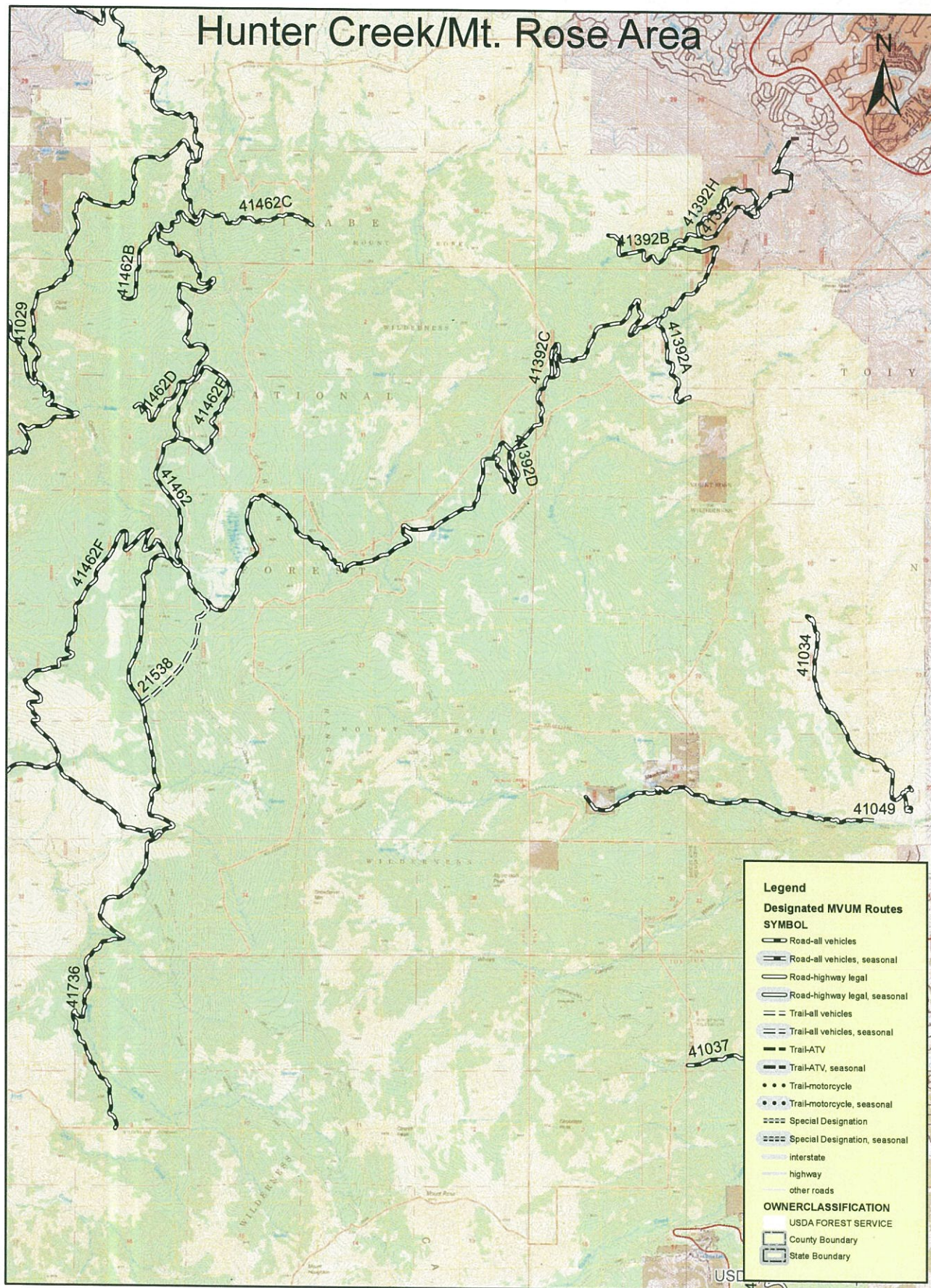


# Dresslerville Area





# Hunter Creek/Mt. Rose Area



**Legend**

**Designated MVUM Routes**

**SYMBOL**

- Road-all vehicles
- Road-all vehicles, seasonal
- Road-highway legal
- Road-highway legal, seasonal
- Trail-all vehicles
- Trail-all vehicles, seasonal
- Trail-ATV
- Trail-ATV, seasonal
- Trail-motorcycle
- Trail-motorcycle, seasonal
- Special Designation
- Special Designation, seasonal
- Interstate
- Highway
- Other roads

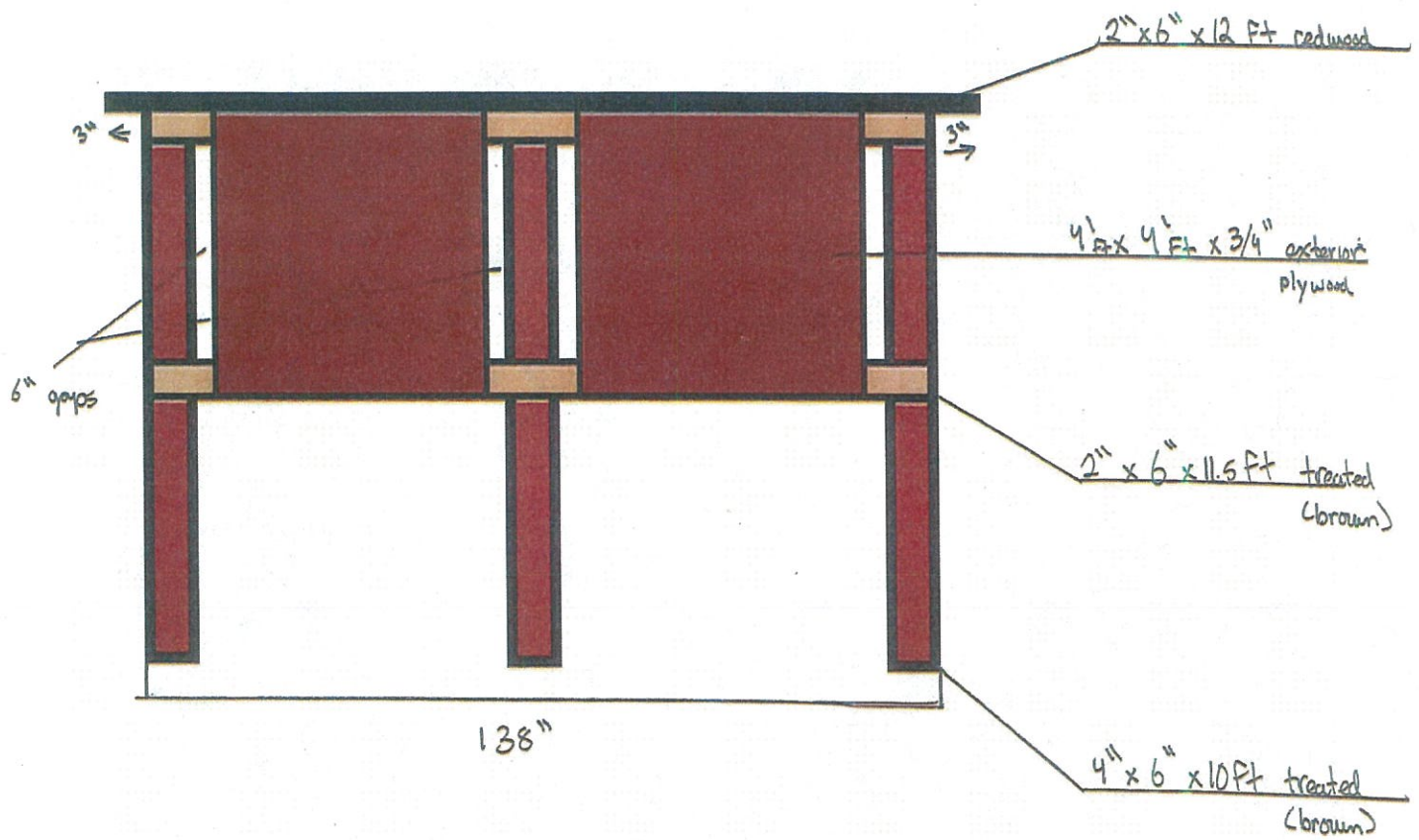
**OWNER/CLASSIFICATION**

- USDA FOREST SERVICE
- County Boundary
- State Boundary





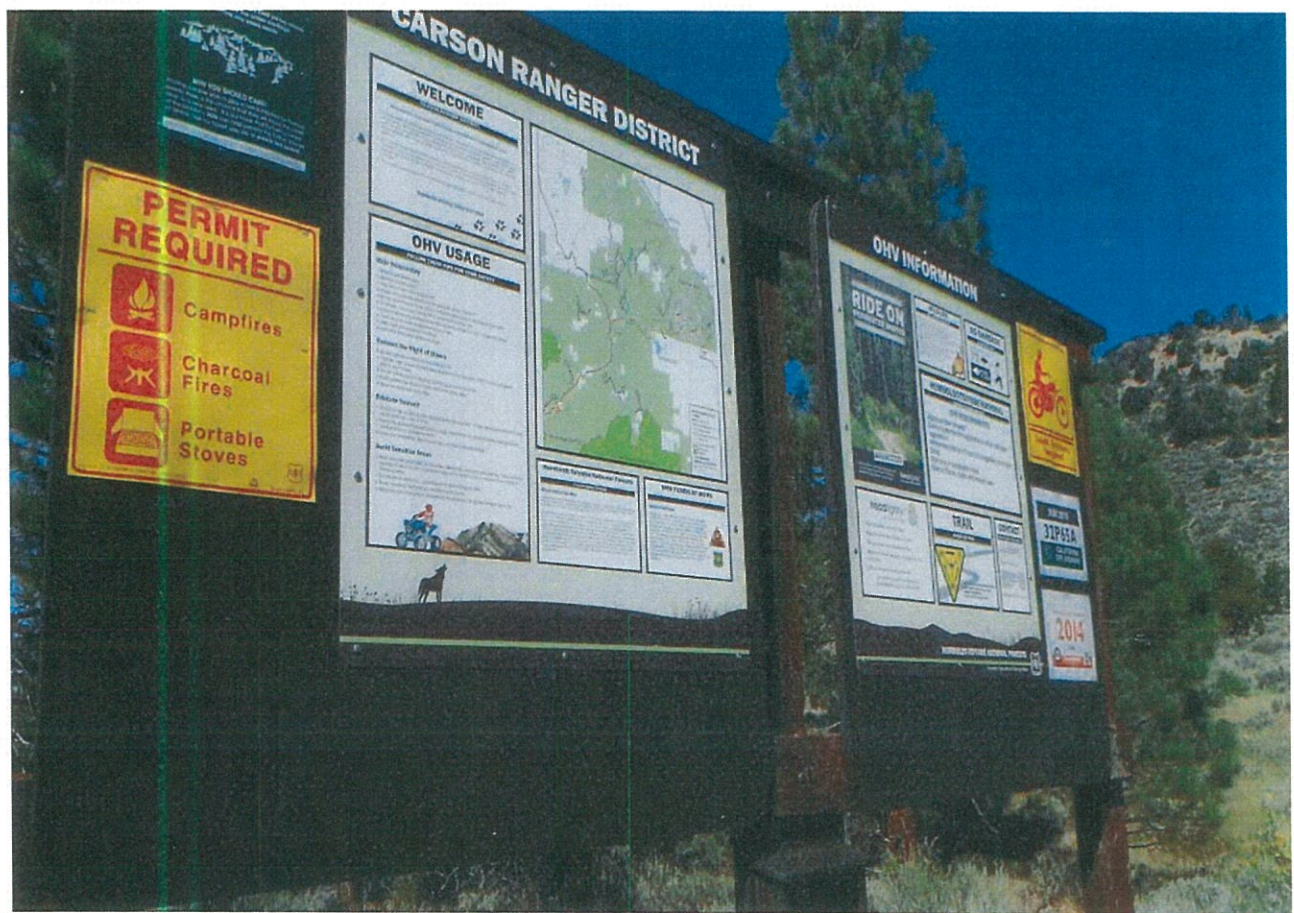




Valspar Brown Velvet

8" Carriage bolt + washer + nut x (10)

=

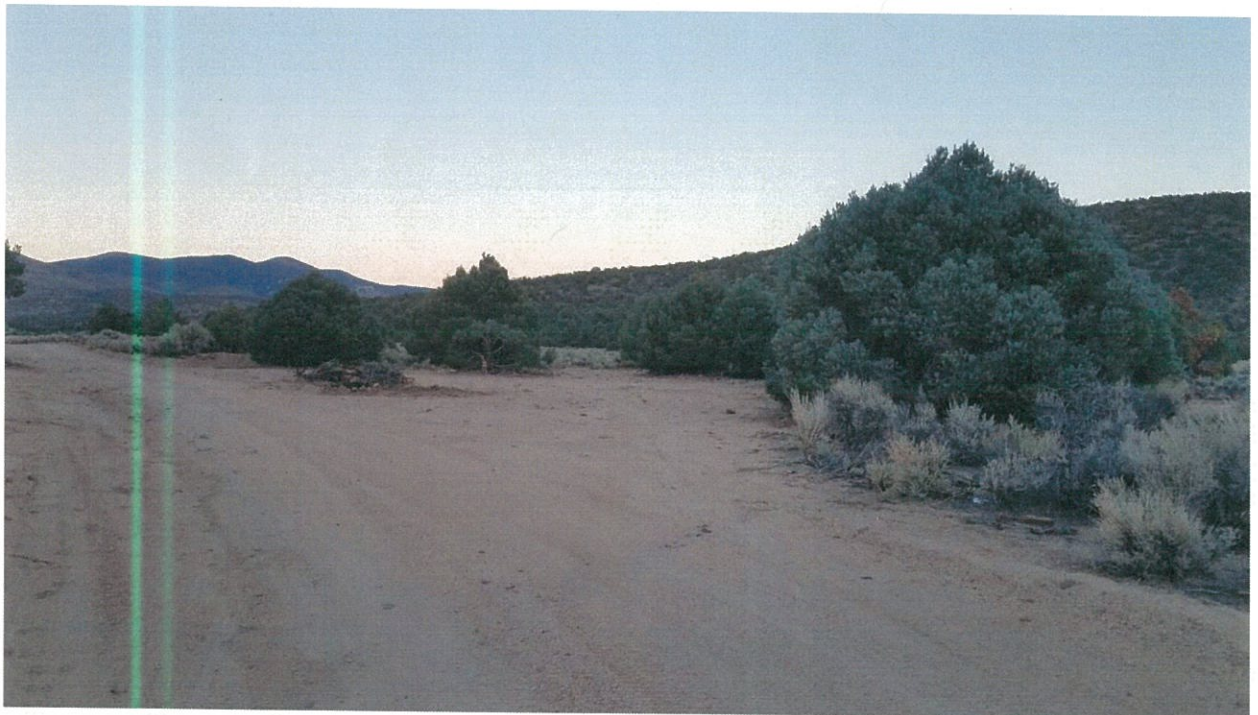


## SAMPLING OF BRIDGEPORT KIOSK SITES ALONG HWY 338

*Kiosk Site at 42192*



*Kiosk Site Sand Canyon*





Cost estimates

Materials		WEEKS	PHONE QUO	per sign	cost per item	per sign	TOTAL 24 signs
lumber 4x6x10 treated				3	\$ 31.28	\$ 93.84	\$ 2,252.00
2"x6"x12' redwood				1	\$ 22.28	\$ 22.28	\$ 535.00
2"x6"x12' treated				2	\$ 14.92	\$ 29.84	\$ 716.00
exterior plywood				1	\$ 21.98	\$ 21.98	\$ 22.00
hardware	8" carriage bolts, washer, nuts			10	\$ 15.00	\$ 15.00	\$ 360.00
paint	1 gal			2	\$ 18.00	\$ 36.00	\$ 864.00
quick crete 50lb bag				12	\$ 9.98	\$ 119.76	\$ 2,874.00
posters	laminated signs					\$ 150.00	\$ 360.00
						\$ 488.70	\$ 7,983.00
UTV 1000cc 4wd EPS							
UTV	GSA (Federal General Services Administration)						
Polaris ranger	\$ 15,032.52	2018 2 seater					
Honda Pioneer	\$ 16,584.45	2018 4 seater converts to 2 seater w/large cargo box					
Can Am Commander	\$ 15,241.59	2016 2 seater					
	\$ 16,889.00	2018 ATV.com					



<b>Budget Line Item:</b>	<b>Fiscal Year:</b>	<b>Project Total:</b>	<b>\$187,998.00</b>
<b>Project Name:</b>	Bridgeport Carson Nevada OHV Grant 2 years 2019-2020		
<b>Target Name</b>	( If no Target assigned, please state so )		
<b>Target Assigned</b>		<b>Target Planned</b>	
<b>Description:</b>	2 year plan=Nevada OHV season begins May thru October (sometimes into November) 13 pay periods 130 days Because temporary techs are limited 1039 hours - winter crew (a lead and two techs, same as summer crew) would cover the start of the season, summer crew would cover the end.		
<b>Submitted By:</b>		<b>Team Leader:</b>	

<b>Personnel</b>	<b>Rate per Day</b>	<b>Days</b>	<b>Travel, Training, TOS</b>		<b>Total</b>
Bridgeport Lead Rec tech GS7	\$190.00	260	\$0.00		\$49,400.00
Bridgeport Field Rec Techs (2)	\$140.00	520	\$0.00		\$72,800.00
Carson Field Rec tech GS 5	\$140.00	120	\$0.00		\$16,800.00
Bridgeport Rec Officer	\$387.00	26	\$0.00		\$10,062.00
Carson OHV Manager	\$286.00	26	\$0.00		\$7,436.00
	\$453.50	0	\$0.00		\$0.00
	\$0.00	0	\$0.00		\$0.00
	\$0.00	0	\$0.00		\$0.00
	\$0.00	0	\$0.00		\$0.00
	\$0.00	0	\$0.00		\$0.00
	\$0.00	0	\$0.00		\$0.00
<b>Total</b>					<b>\$156,498.00</b>

<b>Fleet</b>	<b>FOR Rate/Month</b>	<b>Months</b>	<b>Use Rate</b>	<b>Use Units</b>	<b>Total</b>
UTV purchase BP est w/o trade-	\$0.00	0	\$0.00	0.00	\$16,000.00
UTV accessories BP	\$0.00	0	\$0.00	0.00	\$2,000.00
safety PPE, helmets, BP					\$1,000.00
safety PPE Carson					\$500.00
<b>Total</b>					<b>\$19,500.00</b>

<b>Other Resources (supplies, contracts, etc.)</b>	<b>Unit of Measure</b>	<b>Quantity</b>	<b>Unit Price</b>	<b>Total</b>
sign materials - lumber, hardware, paint, map	ea	20	\$500.00	\$10,000.00
Bridgeport	ea	4	\$500.00	\$2,000.00
Carson				\$0.00
				\$0.00
<b>Total</b>				<b>\$12,000.00</b>



## MATCH

## Humboldt-Toiyabe Work Plan

<b>Budget Line Item:</b>	<b>Fiscal Year:</b>	<b>Project Total:</b>	<b>\$73,097.52</b>
<b>Project Name:</b>	Bridgeport Carson Nevada OHV Grant		
<b>Target Name</b>	MATCH NEVADA OHV	(If no Target assigned, please state so)	
<b>Target Assigned</b>		<b>Target Planned</b>	
<b>Description:</b>	2 year plan summer permanent full time staff		
<b>Submitted By:</b>		<b>Team Leader:</b>	

<u>Personnel</u>	<u>Rate per Day</u>	<u>Days</u>	<u>Travel, Training, TOS</u>	<u>Total</u>
Bridgeport Rec Officer	\$387.00	48	\$0.00	\$18,576.00
volunteers \$23.56/hr	4 ppl/day	8	\$0.00	\$6,031.28
volunteer, Fred Whorf	8 hr day	26	\$0.00	\$2,450.24
Carson OHV Manager		26	\$0.00	\$7,436.00
GIS cartographer maps		4	\$0.00	\$1,704.00
training- travelseasonal temps		0	\$1,500.00	\$1,500.00
		0	\$0.00	\$0.00
<b>Total</b>			\$1,500.00	<b>\$37,697.52</b>

<u>Fleet</u>	<u>FOR</u>	<u>Rate/Month</u>	<u>Months</u>	<u>Use Rate</u>	<u>Use Units</u>	<u>Total</u>
vehicles mileage, BP 6013		\$0.00	6	\$0.54	30000.00	\$16,200.00
vehicles , mileage CARSON		\$0.00	6	\$0.54	30000.00	\$16,200.00
<b>Total</b>						<b>\$32,400.00</b>

<u>Other Resources (supplies, contracts, etc.)</u>	<u>Unit of Measure</u>	<u>Quantity</u>	<u>Unit Price</u>	<u>Total</u>
trade-in value 2012 polaris				\$3,000.00
PPE, gloves, inreach devices	ea			\$0.00
				\$0.00
				\$0.00
<b>Total</b>				<b>\$3,000.00</b>





United States  
Department of  
Agriculture

Forest  
Service

Humboldt-Toiyabe National Forest

Bridgeport Ranger District  
HC 62 Box 1000  
Bridgeport, CA 93517  
760-932-7070

**Date:** October 31, 2018

Nevada Off-Highway Vehicles Program  
Department of Conservation and Natural Resources  
901 S. Stewart Street, Ste 1003  
Carson City, Nevada 89701

RE: Humboldt-Toiyabe NF Bridgeport and Carson RD Ground Operations Grant

Dear Commissioners:

As the District Ranger on the Bridgeport Ranger District of the Humboldt-Toiyabe National Forest I completely support the Bridgeport-Carson Ground Operations Grant request for which the Bridgeport and Carson Ranger Districts are applying. The above stated off-highway project has my approval as of October 30, 2018.

The funding that is requested will help the Districts to improve the OHV/OSV programs and ultimately provide better product and overall experience for motorized recreation in Nevada by providing personnel in the field where our Off Highway Vehicle use is occurring. Our OHV technicians will provide a consistent basic level of maintenance to our motor vehicle use system routes and to educate our visitors thru kiosk signing and personal contacts what they can do in riding responsibly to protect our natural and cultural resources.

I have read the Request for Grant Application package and attachments, I agree with the application and the terms of the grant. I am committed to maintaining the trail/facility and will allow for motorized access to those facilities for 25 years or the normal life of the project, whichever is greater. I agree to provide any match or other tasks in the application that are assigned to me.

In my capacity as District Ranger, I hold interest in the subject land that is sufficient in scope and authority to allow the applicant to complete the proposed project and operate and maintain the proposed project after its completion. The project is located on National Forest System land and is in conformance with the Humboldt-Toiyabe National Forest land management direction, and other appropriate licenses, clearances, and Federal environmental analyses necessary to comply with federal laws. The Record of Decision for the Bridgeport Travel Management Plan and documentation of the applicable category exclusion for are included with in the application package.



If you have any questions or would like to discuss this further, please contact the Bridgeport Ranger District Office at 760-932-5812.

Thank you for your consideration of this grant application.

Sincerely,



JAN CUTTS  
District Ranger



October 30, 2018

Nevada Department of Conservation and Natural Resources  
Off Highway Vehicles Program  
Attn. J. Scanland  
901 S. Stewart St., Suite 1001  
Carson City, NV 89701

Dear Ms. Scanland;

The Sonora California based Mud Sweat & Gears 4-wheel drive club offers its enthusiastic support of support for the Carson and Bridgeport USFS Ranger District's OHV grant application. Mud Sweat & Gears, affiliated with the California 4-Wheel Association, promotes the safe and responsible use of public lands for off-road recreation.

Mud Sweat & Gears has reviewed the scope of work and terms of the grant application and we confirm that we will conform to these terms and scope. MS&G is committed to providing an in-kind match in the form of labor to install the Kiosks described in the grant application. We will supply a minimum crew of 4 individuals for 8 days during the term of grant.

MS&G is already an active partner with the Humbolt-Toiyabe National Forest's Bridgeport Ranger District and have adopted the Mt. Patterson trail in the Sweetwater Range. We have provided trail maintenance, installed a

Kiosk and provided education to other users of this unique trail. In addition to our commitment to this new grant, our club will continue to offer our help and support of the Forest's efforts on Mt. Patterson. Our work on this trail was featured in the Cal 4Wheel magazine's October/November issue located on page 17 at <https://cal4wheel.com/phocadownload/in-gears/in-gear-oct-nov-18-web.pdf>.

In addition to supporting this grant's activities and continuing our work on Mt. Patterson, MS&G has reached out through the Nevada 4 Wheel Drive Association to local clubs to encourage their support of OHV activities in the Carson/Bridgeport Ranger Districts. We have contacted clubs from South Lake Tahoe, Reno, Dayton, Gardnerville, and Wellington to tell them about this opportunity to assist the Forest Service. We will work to involve these Nevada clubs in this project to encourage them to promote responsible off-road recreation and partnering with the State of Nevada and Forest Service.

MS&G strongly supports the Carson-Bridgeport grant application and urges its full funding and we are committed to working with the Forest Service to encourage and promote responsible off-roading.

Thank you,

*Greg Romelfanger*

Greg Romelfanger  
President, MS&G



Northern Mono  
Chamber of Commerce

Nevada Department of Conservation and Natural Resources  
Off Highway Vehicles Program  
Attn: J Scanland  
901 S. Stewart St, Suite 1001  
Carson City, NV 89701

October 31, 2018

Ms. Scanland,

On behalf of the Northern Mono Chamber of Commerce and the Eastern Sierra ATV & UTV Jamboree, we are offering our support for the Carson-Bridgeport USFS Ranger District's OHV grant application.

Our group of riders, the Eastern Sierra Ridge Riders, is committed to keeping our public lands in safe conditions and look forward to partnering with the USFS during the term of the grant and beyond.

As stewards of our public land, we annually support the safe and responsible use of our public lands. Yearly, we provide trail maintenance on 100+ miles of trails and offer public education every year through our permitted event (Eastern Sierra ATV & UTV Jamboree, [www.easternsierrajamboree.com](http://www.easternsierrajamboree.com)) and during many other times while out riding on our public lands.

NMCC and ESJ strongly support the Carson-Bridgeport grant application and urge its full and complete funding. We are 100% committed to working with the USFS to promote safe and responsible off-roading on our public lands.

Respectfully,

Tim Fesko  
NMCC Director and ESJ Co-Founder

---



## **Documentation of Categorical Exclusion**

### **USFS Bridgeport Ranger District and Carson Ranger District Ground Operations**

**Bridgeport Ranger District and Carson Ranger District, Humboldt-Toiyabe National Forest.  
Washoe County, Douglas County, Lyon County, Mineral County, Nevada**

**October 2018**

#### **Proposed Action:**

This project consists of routine motorized route/trail annual maintenance including logging out fallen trees, brushing, and maintaining/installing route designation marker and route closure barriers. This project will focus on addressing annual maintenance on the designated motorized routes and trails on the Bridgeport and Carson Ranger Districts.

#### **Location:**


See Map

#### **Categorical Exclusion:**

The CEQ has identified specific actions that may be categorically excluded from documentation in an Environmental Assessment or Environmental Impact Statement, if there are no adverse impacts to extraordinary circumstances (36 CFR 220.6 (a); FSH 1909.15, Chapter 30). This project is consistent with the National Environmental Policy Act because the activities outlined in this decision fit within the following identified categorical exclusion: Repair and Maintenance of Trails (FSH 1909.15, Ch. 30 Sec. 31.12(4)).

#### **Decision:**

I have decided to allow these maintenance activities and repair of existing structures as described in the proposed action. I have determined that these activities require no further analysis.

  
JAN CUTTS  
District Ranger  
Bridgeport Ranger District

10/31/2018





United States  
Department of  
Agriculture

Forest  
Service

Intermountain  
Region

March 2010



**RECORD OF DECISION**  
**for the**  
**Bridgeport Travel Management Project**

**BRIDGEPORT RANGER DISTRICT**  
**HUMBOLDT-TOIYABE NATIONAL FOREST**

**Lyon, Douglas, and Mineral Counties, Nevada**  
**and Mono County, California**

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## INTRODUCTION

This Record of Decision (ROD) documents my decision for the Bridgeport Travel Management Project on the Bridgeport Ranger District of the Humboldt-Toiyabe National Forest (Forest). The purpose of this project is to implement provisions of the 2005 Travel Management Rule (36 CFR Part 212, Subpart A and B). This project is designed to sustain natural resource values through more effective management of motor vehicle use and to provide opportunities for motorized recreation experiences on National Forest System (NFS) lands. The Forest Service has prepared an environmental impact statement (EIS) in compliance with the National Environmental Policy Act (NEPA) and other relevant federal and state laws and regulations. This EIS documents the direct, indirect, and cumulative environmental impacts that would result from implementation of the proposed action and alternatives. The Bridgeport Travel Management Project Final Environmental Impact Statement (FEIS) discloses impacts associated with the agency's proposed action, a no action alternative, and one other action alternative. This range of alternatives meets the purpose and need and responds to issues raised by the public.

## Background

---

Over the past few decades, the availability and capability of motorized vehicles, particularly off-highway vehicles (OHVs) and sport utility vehicles (SUVs) has increased tremendously. Nationally, the number of OHV users has climbed sevenfold, from approximately 5 million in 1972 to 36 million in 2000. California is experiencing the highest level of OHV use of any state in the nation. There were 786,914 all-terrain vehicles (ATVs) and off-highway (OHV) motorcycles registered in 2004, up 330 percent since 1980. Annual sales of ATVs and OHV motorcycles in California were the highest in the U.S. for the last 5 years. Four-wheel drive vehicle sales in California also increased by 1,500 percent to over 3 million from 1989 to 2002.

Unmanaged OHV use has resulted in unplanned roads and trails, some of which have contributed to erosion and watershed and habitat degradation and have caused impacts to cultural resource sites. Riparian areas and aquatic dependent species are particularly vulnerable to OHV use. Unmanaged recreation, including impacts from OHVs, is one of "Four Key Threats Facing the Nation's Forests and Grasslands" (USDA FS 2004).

On August 11, 2003, the Intermountain and Pacific Southwest Regions of the Forest Service entered into a Memorandum of Understanding (MOU) with the California Off-Highway Motor Vehicle Recreation Commission and the Off-Highway Motor Vehicle Recreation Division of the California Department of Parks and Recreation. That MOU set in motion a statewide effort to "Designate OHV roads, trails, and any specifically defined open areas for motorized wheeled vehicles on maps of the 19 national forests in California by 2007."

On November 9, 2005, the Forest Service published final travel management regulations in the Federal Register (36 CFR Part 212). This Travel Management Rule requires designation of those roads, trails, and areas that are open to motor vehicle use on national forests. Designations are to be made by class of vehicle and if appropriate, by time of year. The final rule prohibits the use of motor vehicles off designated roads, trails, and areas.

On some NFS lands, long managed as open to cross-country motor vehicle travel, repeated use has resulted in unplanned and unauthorized roads and trails. These routes generally developed without environmental analysis or public involvement, and are not included in the Forest Transportation System (FTS). Nevertheless, some unauthorized routes are well-sited, provide

excellent opportunities for outdoor recreation by motorized and non-motorized users, and would enhance the FTS. Other unauthorized routes are poorly located and cause unacceptable impacts.

Following this decision, the Bridgeport Ranger District will publish a motor vehicle use map (MVUM) identifying those roads, trails, and areas that are designated for motor vehicle use. The MVUM shall identify the classes of vehicles and, if appropriate, the times of year for which use is designated. Only designated routes will be mapped on the MVUM, and use inconsistent with the designations will be prohibited under 36 CFR 261.13.

## **Travel Management on the Bridgeport Ranger District**

---

Management of motorized travel on the Bridgeport Ranger District has been a dynamic process. During the past century, the Forest has added roads to the FTS and decommissioned roads that were causing resource impacts or were no longer needed for the use and management of the Forest. The Forest has also identified and mitigated road-related resource concerns. On portions of the District, motor vehicles are already restricted to designated roads and trails through previous travel management decisions. These areas of restricted travel total about 300,000 acres, primarily in the Sierra Nevada Mountains, in and adjacent to the Hoover Wilderness and adjacent to the Carson Iceberg Wilderness, and in the Sweetwater Mountains. Other restrictions have occurred along the Walker River at Rosaschi Ranch and in Wilson Canyon.

### **The Use of the Travel Analysis Process (TAP)**

The travel analysis process is an ongoing effort to provide a sustainable system of roads and trails to meet resource management and recreational needs. The Bridgeport Ranger District used an interdisciplinary and science based approach to conduct travel analysis that included working with the public to identify proposals for changes to the existing FTS. This travel analysis process is documented in the TAP, in compliance with 36 CFR 212, subpart A. This process began in 2005 when the Forest developed the *Humboldt-Toiyabe Route Designation Guide*. In the route designation guide, the relevant portions of the Forest Plan are identified, as are several resource based areas of concerns and directions on how to map them. The most recent version of this guide and the TAP is available in the project record.

The District prepared the TAP to provide background information for the development and analysis of a proposed action addressing a minimum road system needed for safe and efficient travel and for administration, utilization, and protection of NFS lands pursuant to the 2005 Travel Management Rule (36 CFR 212.5b). Currently the FTS on the District includes approximately 1,290 miles of NFS roads. These roads include both arterial routes that cross the mountain ranges, and spur routes that access single canyons, ridgelines, and a variety of distinct locations such as range developments, and dispersed campsites. Unauthorized routes, by definition, are not NFS roads or trails.

In developing and reviewing the TAP, the District considered unauthorized routes and NFS roads and trails on a case by case basis to determine how they contribute to the FTS. Most of the NFS roads will continue to be used to meet the minimum road system. However, the District did identify several of these NFS roads that are almost exclusively used for recreation purposes. In response, the proposed action included changing these NFS roads to NFS "trails open to all vehicles" to better reflect the rugged nature and recreational use of the routes. The proposed action also added unauthorized routes to the FTS as NFS roads or trails based on information derived from public input, the travel analysis process, and IDT meetings.

The 1986 Toiyabe National Forest Land and Resource Management Plan (Forest Plan) states that “off-road vehicle use will be allowed where such is not incompatible with other resource programs and that generally, the Forest will be open to OHVs.” The Forest Plan states that closure or restrictions will occur where there is obvious conflict with other uses and where natural resource damage results, and that Forest resources will not be degraded from indiscriminate off-road use. District Further, the plan directs that motorized off-road use is managed to minimize use on resources such as deer winter range, fawning, and lambing areas and these areas should be closed either through the year or seasonally to off-road use (USDA FS 1986, p. IV-2).

The Forest Plan (USDA FS 1986, pp. IV-49 to IV-50) requires the following:

- Maintain meadows in sage grouse range in high ecological status.
- Maintain desirable sagebrush habitat within two miles of leks.
- Maintain desirable sagebrush habitats on known sage grouse wintering areas.
- Protect critical areas for sage grouse brood rearing.
- Manage ecosystems containing sensitive, threatened, and endangered animal populations to maintain or increase these populations to recovery.
- Minimize disturbing activities on key mule deer habitat (fawning areas, winter range, riparian areas, holding areas, migration corridors, etc.).
- Manage aspen stands at a mid-succession or higher ecological status with emphasis on improving age-class structure.

Executive Order (EO) 11644 requires that each agency develop regulations that provide for administrative designation of specific areas and trails on public lands on which the use of off-road vehicles may be permitted and areas where such use is prohibited. The Travel Management Rule (36 CFR 212) represents the revised implementing regulations for EO 11644 and 11989. This rule identifies criteria which the Forest uses throughout the travel management planning process to determine the effects of routes on District resources.

The District is complying with the Forest Plan and EO 11644 with this travel management process and decision. The TAP provided background information regarding public access for recreation and effects from unauthorized routes on cultural resources, aquatic species, riparian resources, water quality, wildlife, and rare plants. Key conclusions reached by the TAP include:

- Public access is important to both local and non-local visitors and to local economies.
- Public access to traditionally enjoyed dispersed camping areas is very important.
- Both motorized and non-motorized recreation opportunities are desired by the public.
- Off-road use has caused environmental damage, particularly in key ecosystem components such as aquatic species, terrestrial wildlife species, and riparian ecosystems.

## **Purpose and Need**

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On November 9, 2005, the Secretary of Agriculture adopted rules which provided for a fundamental change in the management of motor vehicle use on National Forests. The Travel Management Rule (36 CFR Part 212) provides policy to control the proliferation of unauthorized routes and to manage the FTS in a sustainable manner by designating roads, trails, and areas for motor vehicle use. Until that time, there was a presumption that all roads, trails, and areas were open to use by motor vehicles. If use by motor vehicles was not appropriate for any reason, the Forest Service had to take action to close specific roads, trails, or areas and prohibit motorized

use. This resulted in a largely unplanned transportation system, with many routes established by repeated use, and damage to resources occurring from uncontrolled cross-country motorized travel.

The 2005 rule provides the mechanism for transition to a new system for managing motor vehicle use. Following appropriate environmental analysis and public involvement, those roads, trails, and areas designated for motorized use would be identified on a motor vehicle use map (MVUM), and any motor vehicle use not consistent with those designations would be prohibited by the rule (36 CFR 261.13). In this way, National Forests would provide sustainable transportation systems for travel and recreation, and for management and protection of resources prone to damage from unmanaged use.

This proposal is needed to provide the primary framework for sustainable management of motor vehicle use on the Bridgeport Ranger District. Currently, motor vehicles may travel off designated routes on approximately 900,000 acres of the District. In their enjoyment of NFS lands, motor vehicle users have created many unauthorized routes.

Prohibiting motor vehicles from traveling off designated roads and trails, and outside areas would reduce the effects to natural and cultural resources caused by cross-country travel. This action responds to the goals and objectives outlined in the Forest Plan. It helps move the project area towards the desired conditions described in the Forest Plan by allowing motor vehicle use where it would not impact Forest resources or unnecessarily impact other Forest users.

The purpose of the proposed action is to designate roads, trails, and areas for motor vehicle use to meet recreation, access, and management objectives while limiting environmental impacts and moving toward a more sustainable transportation system across the District (36CFR 212.51).

The rule also provides that the management of motor vehicle use is to be an ongoing process, with continuing evaluation of the designations and revision as needed (36 CFR 212.54). It is expected that many changes to the designated system will be made over time in order to meet recreation and transportation needs and protect national forest resources.

## Decision

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Based on the analysis in the Bridgeport Travel Management Project FEIS and the associated project record, I have decided to implement the Proposed Action Alternative with some key changes. My decision includes modifications made to the Proposed Action Alternative in response to comments I received on the DEIS from the public, as well as additional resource analysis in the FEIS. I believe this alternative best meets the purpose and need and responds to the issues of motorized recreation opportunity and natural resource protection. I have determined that the Proposed Action Alternative also represents the minimum road system needed for safe and efficient travel and for administration, utilization, and protection of NFS lands. To review a list of routes being added to the FTS in this decision please refer to appendix A of the FEIS. The FEIS map can also be used to determine which NFS roads and trails and which proposed NFS road and trails will be designate in this decision.

I have made one key change to the Proposed Action Alternative as described in the DEIS and the FEIS. I have decided to eliminate the proposed 85-acre cross-country motorized area. This area was proposed in an inventoried roadless area (IRA) and I believe the impacts to roadless characteristics would not be consistent with current direction for roadless areas. I will explain this portion of the decision in more detail in my rationale section.

My decision will limit motor vehicle use by the public to designated NFS roads and trails. Under this decision, the total mileage of NFS roads and trails on the District will increase from 1,290

miles to 1,515 miles. Most of the additional routes have been in existence for many years, but have never been formally adopted as part of the FTS. This means most of these unauthorized routes have not had environmental analysis completed until this FEIS. All roads and trails designated for motor vehicle use will be identified on a MVUM. Motor vehicle use that is not consistent with the designations will be prohibited. Key elements of this decision follow.

- Based on the stated purpose and need for action, and informed by travel analysis, the District will add 220 miles of existing unauthorized routes to the FTS. About 9 miles of these added routes will be open only seasonally to protect important deer winter range and sage grouse habitat.
- To reflect on the ground conditions, about 180 miles of existing NFS roads will be converted to NFS trails open to all motorized vehicles.
- To protect and sustain natural resources, motor vehicle use will be restricted to designated routes on the entire 1.2 million acre Bridgeport Ranger District. Unauthorized cross-country motorized use will no longer be allowed on the District.

As part of this analysis the Forest Engineer conducted and prepared an Engineering Judgment concerning mixed-use of NFS roads by both highway legal vehicles and non-highway legal vehicles. This Engineering Judgment found that allowing mixed use on the proposed NFS roads was consistent with the current use of the roads (that mixed use was currently occurring on the proposed NFS roads), that allowing mixed use on the proposed NFS roads was consistent with state law, and that there was no documented crash history on NFS roads on the District. Considering that all of the NFS roads being proposed in the mixed use analysis are maintenance level two roads, and they are by nature rough, narrow routes with native surfaces, low traffic volumes, and low speeds, the Forest Engineer recommended that mixed-use be allowed to continue on these NFS roads.

Some exemptions to designations (36 CFR 212.51(a)) and prohibitions (36 CFR 261.13) will apply under this decision. Exemptions provide for motor vehicle use for emergencies, national defense, Forest Service administration, and activities authorized in writing. Examples of emergency use could include fire, law enforcement, and search and rescue activities. Activities allowed under written authorizations could include but are not limited to vegetation management (timber, fuel reduction), firewood gathering, wildlife management and research, livestock operations, mining, access to private lands, and outfitter-guide operations. Written authorizations will specify when, where, who, and under what circumstances motorized travel is allowed.

Road and trail maintenance will continue under all alternatives, as funded by Congress. Maintenance will continue to be prioritized on an annual basis to address the most important safety and resource protection needs. On the Bridgeport Ranger District many routes, particularly those proposed as motorized trails will not have regular maintenance as they are creating no environmental concerns and visitors want the challenge of lower standard routes.

## **Modifications Made in Response to Public Comments**

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Refer to appendix A of the FEIS and the Proposed Action Map for a complete listing of additions and changes to the FTS. The District received over 4,500 comment responses from the public and other agencies on the DEIS. I have made some minor modifications to the Proposed Action Alternative in response to these comments.

During the DEIS comment period several groups and individuals provided comments regarding specific routes they believed the Forest should reconsider. In 10 cases, routes were removed from the proposed action because they were found to be nonexistent, or were contributing to degraded

conditions. In 52 cases, routes were added to the proposed action to provide access to dispersed campsites and opportunities for single-track OHV use. While the specific route numbers have changed in a few cases, the mileage under consideration has only changed by about 15 miles as most of the additions are less than 0.1 mile. During preparation of the FEIS, the interdisciplinary team (IDT) members completed their analysis with full knowledge of these changes and addressed the impacts accordingly.

The changes are detailed below:

- I modified the vehicle class on motorized trails proposed for addition to the FTS from “trails open to vehicles less than 50 inches wide” to “trails open to all motor vehicles.” This was primarily done to allow for the wider utility vehicles (UTV).
- I added 28 miles of routes for single-track motorcycle use only. The majority of these single track trails are located at the north end of the Pine Grove Hills. These trails will be surveyed for cultural resources before they are shown on the MVUM. If no cultural resources are found or no effect to cultural resources is anticipated, State Historic Preservation Office (SHPO) consultation will be completed on those trails and the MVUM will be modified to include them. If cultural resources are found, potential impacts must be mitigated prior to incorporation in the MVUM.
- I added several trails open to all motor vehicles that were needed for public access to NFS lands.
- I added 52 spur routes located across the District, primarily in the Desert Creek area along NFS roads 42050 and 42057, to enable continued dispersed camping.
- I added mitigation measures to protect wildlife habitat, rare plant and alpine habitat, and cultural and natural resources.
- I eliminated 10 routes that would have caused impacts to cultural and/or biological resources.
- I eliminated the proposed 85-acre cross-country motorized area.

In addition to these minor modifications, the November 2008 proposed action inadvertently included certain roads in the baseline FTS that had in fact been closed to public use by previous decisions. The description of the baseline FTS changed from 1,500 miles of routes in the notice of intent (NOI) to the actual current FTS of 1,290 miles described in this FEIS. The net effect of these modifications decreased the mileage to be added to the FTS from 300 to 220 miles.

## Design Features

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My decision includes the implementation of design features identified to reduce or eliminate impacts on sensitive cultural and natural resources. These design features include:

- To reduce the impacts of motor vehicle use on riparian resources, some or all of these mitigation measures may be used in Desert Creek dispersed camping sites (along NFS roads 42050 and 42057).
  - ✓ Kiosks at entry points to the area with maps of open sites, regulations, educational materials describing the resources in the area, and tread lightly principles.
  - ✓ Barriers to effectively define terminal points of NFS roads and trails where there is risk of damage to creeks or sensitive habitats.
  - ✓ Signs to define camping and parking areas.

- ✓ Rock barriers to protect tree roots, creeks, and meadows.
  - ✓ Further regulations to prevent parking/camping within 50 feet of the creek.
  - ✓ Closure of sites where damage to resources is unacceptable, or where barriers, signing, and season of use mitigations are proving to be ineffective.
- Use of Route DP026 (Kavanaugh Ridge) will be subject to Sierra Nevada bighorn sheep monitoring. Limited Operating Period restrictions will be put in place by the District if lambing is detected within the zone of influence of the route (300 meters).
  - Information will be posted on the sign at the beginning of DP026 (Kavanaugh Ridge) which explains the importance of staying on the designated routes to avoid damage to fragile alpine vegetation and soils.
  - Route DP026 (Kavanaugh Ridge) will be monitored annually to determine if motorized users are staying on the designated trail and stopping at the end of the trail on the ridge. If they are travelling off the trail or extending the trail, physical barriers will be placed to deter such activity. If barriers, education, and enforcement are not successful within two full field seasons following publication of the MVUM, the trail will be closed to motorized vehicles at the lake without further analysis.
  - In the Sweetwater Mountains, particularly along trails 32226 and 32115, the Forest will use a variety of methods to educate motorized users about the rare and sensitive plants in the area.
  - NFS trails 32226/32115 will be monitored annually to determine if motor vehicle use is being confined to designated trails. If evidence of travel off the trails is found, the District will work with partners to construct barriers. If, after two full field seasons of use, barriers, education, and enforcement are not successful, the trails will be closed to motor vehicle use at manageable locations without further analysis.
  - In the Leavitt Lake area, the Forest will use a variety of methods to educate motorized users about the impacts of vehicle use on Critical Aquatic Refuges (CARs) and species that rely on those habitats.
  - Routes 42808, DH03, and DH03A will be seasonally closed to motorized vehicles during the sage grouse breeding season from March 1 to May 1, reducing impacts from vehicles to breeding sage grouse.
  - Route U42529 will be seasonally closed to motorized vehicles from November 1 to April 1 to reduce impacts to wintering mule deer.

On the 28 miles of single-track trails added to the FTS, the trails will be surveyed for cultural resources before they are put on the MVUM. If no cultural resources are found or no effect to cultural resources is anticipated, SHPO consultation will be completed on those trails and then the MVUM modified to include them. If cultural resources are found, potential impacts must be mitigated or the trail will not be included in the modified MVUM. If appropriate, further site specific analysis will be conducted prior to implementation of design features.

## **Monitoring**

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Monitoring is important to evaluate the effectiveness of management decisions and the accuracy of analysis assumptions and conclusions. If routine monitoring determines that motor vehicle use inconsistent with the designation is occurring, and measures to prevent that use are ineffective, steps to prevent further damage will be taken. These steps can include additional signage,

construction of barriers, additional enforcement, and route closure. If inconsistent use, or adverse effects continue, the route will be immediately closed to motor vehicle use until the effects have been mitigated or eliminated and measures have been implemented to prevent future recurrence (36 CFR 212.52(b)(2)). User satisfaction and/or conflict will also be monitored. If user conflict is occurring, the District may intensify education efforts or may consider other responses in the future.

The District has always and will continue to depend on District personnel and Forest users to report on road conditions across the unit. This monitoring puts multiple sets of eyes on the roads and trails and has provided timely input on route conditions. When a report is received, the District will investigate to assess the conditions and make recommendations. In sensitive locations, I have added mitigation measures to conduct annual monitoring.

The publication of the MVUM and the consistent nationwide recognition that these maps are the enforcement tool will move the Forest Service a long way toward enforceable prohibition of motor vehicles off designated routes.

As stated in the FEIS, the majority of the current NFS roads and the routes being proposed for addition to the FTS are low-density, self-maintaining native surface four-wheel drive roads suitable for high clearance four-wheel drive vehicles, not standard highway legal passenger vehicles. Travel speeds are slow because of the rough native surface, and use is low. If a route deteriorates to the point that maintenance is required, it may be closed and decommissioned instead of spending maintenance dollars on a route that gets little use. This is unlikely to change with designation of additional routes.

Cultural resource monitoring will occur at seven newly designated sites with a potential for some form of damage. If new threats are identified, mitigation measures will be applied as necessary to eliminate any newly identified risks to cultural resource values.

## Implementation Strategy

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After this decision is made, a Motor Vehicle Use Map (MVUM) will be created and made available to the public at no cost. This map is the legal document that identifies those roads, trails, and areas on the District designated for motor vehicle use, including class of vehicle and time of year. The MVUM will be reissued annually and any changes or corrections necessitated by future travel management decisions will be incorporated. Most NFS roads and trails will be signed on the ground with a road or trail number.

User education and enforcement of the new travel management regulations will occur including public meetings and brochures describing the new travel management policy and use of the MVUM. Free MVUM will be available at local Forest Service offices and, as soon as practicable, on Forest Service websites.

Limited physical restoration, barricading, and naturalization of unauthorized routes will be conducted following this decision. Routes may be closed administratively or with posted signs and installation of gates. Other methods include, but are not limited to, placing of boulders, hand seeding or raking, piling brush or debris on the road surface, or other activities with no or limited ground disturbance.

After this decision is implemented, the MVUM will be revised and reissued as needed to address human and natural resource needs. Further changes to the FTS are envisioned, as outlined in the travel analysis report. These may include closure of NFS roads and trails that are impassable or no longer needed, development of new routes as needed for public use and resource management,

or closure of routes in response to changes in conditions on the ground. Any such changes to the FTS will be accompanied by appropriate environmental analysis and public involvement.

The District will also pursue collaboration with interested stakeholders to assist them in management and implementation of the FTS. Activities of these groups may include, but are not limited to:

- Developing a strategy for keeping motorized users on the designated routes, particularly in the fragile alpine ecosystems along DP026 and trails in the Sweetwater Mountains.
- Developing a public volunteer strategy for the public to help implement, enforce, and maintain the FTS.
- Developing a public education strategy to educate visitors about the FTS.
- Assisting with the implementation of actions included in the decision such as mitigations, signage, and physical route closure or rehabilitation.

## **RATIONALE FOR MY DECISION**

### **Recreational Opportunities**

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#### **Cross-country Motorized Area**

In the DEIS and the FEIS, the proposed action included an 85-acre area proposed to remain open to cross-country motorized travel. Members of the public had identified the site as a general area where cross-country use would, in their opinion, be appropriate. The area is located about 45 minutes east of Highway 338, south of Smith Valley, Nevada. It is a dry, desert site with very little existing vegetation due to the lack of rainfall. There are no noxious weeds in the area and sediment from the hillslopes within the area would not reach the East Walker River several miles downstream. Although part of the Mt. Etna and Pine Grove-North IRAs, the area is surrounded on three sides by roads. The proposed area has been used as a motorized play area, and hill climb tracks are visible on all sides. The proposed boundary location on ridge tops would be relatively easy to locate.

To determine the effects of leaving this area open to cross-country motorized use, resource specialists surveyed the site. Several archeological artifacts and habitat for a rare plant were found. As mentioned above, the area is within an IRA.

The District received many comments for and against designation of this area. Most people who did not agree with designation of the area were opposed to its location in the IRA. Several commenters agreed with designation of an area for cross-country motorized use, but questioned the size and location of the current proposal. They said that the area was too small and located too far off the beaten path to be used much. Many people appreciated the Forest's efforts to include a remnant of cross-country motorized use in the travel management plan.

I have weighed this information and have decided to remove the cross-country motorized area from my decision. Foremost, designating a cross-country motorized area in an IRA is not consistent with current direction on management of IRAs. In addition, while the boundaries could be easily identified on the ground, enforcing the boundaries would be time-consuming and problematic. Since our resources are limited, I feel they will be better spent in other areas such as the Sweetwater Mountains and Leavitt Lake. In those areas, sensitive plants and rare amphibians stand to lose if we cannot enforce the travel management regulations. I feel it is wiser to put our finite resources into planning, signing, educating, and enforcing in those areas at this time.

### **Dispersed Camping**

Dispersed camping is an important use of NFS lands. While dispersed camping occurs across the entire Bridgeport Ranger District, it is most widespread on the Nevada side of the District, where there are very few developed campgrounds. The most popular dispersed camping areas include Desert Creek, Lobdell Lake, and Sweetwater Summit. Forest personnel spent many hours identifying dispersed camping spurs in these locations and others. My decision designates these dispersed camping spurs to the FTS, unless there were resource concerns. I believe it is important and indeed, part of the Forest Service mission, to facilitate public use of the Forest. In the Desert Creek area, along NFS roads 42050 and 42057, I have designated dispersed camping spurs with mitigation measures to protect and restore the riparian resource while still allowing camping.

To accommodate dispersed camping activities along routes and not impede travel, my decision allows parking up to one vehicle length from the side of the road. I received comments on the DEIS suggesting that that distance is not enough to allow camping activities. I disagree with this assertion and find that in most areas, people generally do not camp any farther than that off the road. In one instance, commenters identified a camp location that is typically used by people camping with horses and horse trailers. I have identified this location and configured the route so that it encompasses enough space to turn a trailer around. As I stated above, we are designating the actual spur to the campsite; therefore, a buffer along the road is not needed.

While I have added 52 spur routes, primarily for dispersed camping, I know there are many routes we have missed. I encourage Forest visitors to identify those routes and inform the Forest Service so we can analyze and potentially update the MVUM to provide for this important activity.

### **Single-Track Trails**

During the comment period on the initial proposed action and the DEIS, many people were concerned with the lack of designated single-track (motorcycle) trail opportunities. During initial scoping, most comments were focused on the Sweetwater and Wilson Canyon areas. One group of single-track trail users provided trail location information on some trails in those areas. The IDT inventoried those proposed trail locations and identified some major resource concerns, particularly in the Sweetwater Mountains. My predecessor had proposed inclusion of motorcycle trails across the top of the Sweetwater Range going (roughly) north and south and then east and west. Upon first glance, these areas look like scree fields with nothing growing in them when, in fact, they are populated by many rare and sensitive plants. Many of these plants are endemic and only grow in that mountain range. The populations are showing signs of stress due to the motorized use in the area. In the future, inventory and analysis would be completed if single-track routes were identified in the area. Addition of these routes to the FTS would require a separate site-specific NEPA decision.

In the Wilson Canyon area, the Proposed Action includes two single-track trails that had been identified by user groups. Many riders commented that there were many more routes and that our proposal still did not provide adequate opportunities. The commenters indicated they look for long loop systems with rugged, steep terrain and that 20 miles of trail on 1.2 million acres was not adequate to provide for the use. They proposed and provided global positioning system (GPS) location information for a spider-web network of trails in the Wilson Canyon area and other locations on the District. Maps of these routes were posted on the Forest Service website and the IDT considered them in preparation of the FEIS.

In December of 2009, the previous District ranger and IDT reviewed each of the trail proposals. The team proposed the addition of a mix of routes that offered opportunities for a variety of

riders. The trails added to the proposed action are all existing routes and include long loop systems and varied terrain. Many other unauthorized trails across the District were not included in my decision because they are redundant and the road density increased the potential for resource conflicts. I have reviewed the analysis of effects and I have determined that based on that analysis, 28 miles of single-track trails should be added to the FTS. As listed in the mitigation section of my decision, the trails will have to be surveyed for cultural resources before they are put on the MVUM. If no cultural resources are found or no effect to cultural resources is anticipated, SHPO consultation will be completed on those trails and then the MVUM modified to include them. If cultural resources are found, potential impacts must be mitigated or the trail will not be included in the modified MVUM.

## **Resource Concerns**

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### **Inventoried Roadless Areas (IRAs)**

Approximately 600,140 acres of the Bridgeport Ranger District are mapped as IRAs. During travel management analysis, approximately 180 miles of unauthorized routes were identified within the boundaries of IRAs. The Proposed Action proposes designating approximately 55 miles of those unauthorized routes in IRAs as NFS trails open to motor vehicles. The routes selected only included those where there was a very compelling need, and where the route was clearly established. The majority of the proposed additions to the FTS access dispersed campsites that have been used for many years. The remaining routes include jeep, ATV, and motorcycle trails that have existed for many years.

It is clear from my review of the 2001 inventory of roadless areas on the Bridgeport Ranger District that all of these areas contain routes that have been used for motorized access. It is also clear that these routes are longstanding and pre-date the 2001 Roadless Area Conservation Rule. Most are relatively short (less than 0.50 mile) and many access long-used, traditional dispersed camping areas. I have seriously considered that these routes and associated dispersed picnic and campsites in the 2001 roadless areas have been incorporated into the public's traditional use pattern for the District.

The majority of the proposed NFS trails that are being added as "motorized trails open to all vehicles" are only suitable for high-clearance, short wheel-based vehicles. The routes I am adding as trails are trails for motorized vehicles. They cannot be navigated by passenger cars and many standard four-wheel drive vehicles could not use the routes because they are narrow, twisting, and boulder-strewn in sections. These jeep trails are labeled "motor vehicles trails open to all vehicles" primarily because that terminology reflects terminology in the Travel Management Rule and on the MVUM. On the ground, the trails are narrow, rough, steep, and require a high-clearance four-wheel drive vehicle.

For the reasons outlined above, I am designating approximately 55 miles of proposed NFS trails (6 miles are currently designated) within areas identified as roadless under the 2001 Roadless Area Conservation Rule. By restricting motor vehicle use to designated routes, my decision also prohibits the expansion of routes in these roadless areas and will help protect those roadless characteristics for generations to come.

### **Wildlife**

The FEIS analysis showed there would be very little impact to wildlife from incorporating the unauthorized routes. Overall, route density across the District is low and the addition of 220 miles of motorized routes spread out across 1.2 million acres is almost immeasurable. At the

local area level, however, some wildlife concerns were identified with specific routes. To address these concerns, the IDT identified seasonal road closures to protect key habitat characteristics. In critical sage grouse breeding habitat, routes 42808, DH03, and DH03A will be closed from March 1 to May 1 to reduce impacts from vehicles on breeding sage grouse. Route U42529 will be closed from November 1 to April 1 to reduce impacts to wintering mule deer. Route DP026 will be closed if Sierra Nevada bighorn sheep lambing is documented in the area. These site-specific mitigations and the relative low route density across the District will continue to provide habitat for sustainable wildlife populations.

### **Cultural Resources**

The Bridgeport Ranger District has the highest number of known cultural resource sites of any District on the Forest. The cultural resources include historic mining features and prehistoric and historic Native American sites. To assess the effects of the alternatives on these important features, unauthorized routes proposed to be included in the FTS were surveyed. Many routes were eliminated due to impacts on cultural resources. As specified in the design features, and previously in the Single-track Trails section, 28 miles of the trails I am bringing into the FTS have not been surveyed for cultural resources. These trails will have to be surveyed for cultural resources before they are put on the MVUM. If no cultural resources are found or no effect to cultural resources is anticipated, SHPO consultation will be completed on those trails and the MVUM modified to include them. If cultural resources are found, potential impacts must be mitigated or the trail will not be included in the modified MVUM.

Some commenters were concerned that allowing motorized access into areas would result in looting of sites and loss of cultural resource assets. Others were concerned that without motorized access, many people could not experience those historic and prehistoric features. I have weighed these arguments and my predecessor looked at many of the disputed routes in person.

In particular, some members of the public were concerned about the Pine Grove Hills area. Although cultural resources are abundant in this area, it is currently open to cross-country motorized travel. Designating NFS roads and trails in the area and prohibiting use that is inconsistent with the designation should reduce the impacts to sensitive historic properties. As a result of this decision, I anticipate effects to remote historic properties will be reduced.

### **Geographic Areas**

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#### **Sweetwater Mountain Range**

The Sweetwater Mountains are a spine of mountains between the Sierra Range and the Great Basin Desert. This range is used by diverse groups for recreational activities. In addition to diverse user groups, it is home to many endemic plants. The north end of the mountain range is largely unroaded, with one IRA capable of providing wilderness attributes. The southern end of the mountain range has an extensive network of old roads and trails carved into the steep hillsides and over ridges to the many mines and geologic features. In the decades since the routes were built or pioneered, they have deteriorated into jeep trails used by intrepid explorers. In this area, more than any other on the District, the public's desire to utilize their NFS lands collides with sustaining the diversity of plant and animal species and cultural resource assets. For decades this area has been used by both motorized and non-motorized recreationists, miners, livestock grazers, water users, and others.

With all these convergent uses, conflicts have arisen over the years. In 1990, several areas were closed to vehicle use and forest closure orders were signed. My decision will supersede the closure orders issued in 1990. Through the designation of NFS roads and trails in this decision, unauthorized use inconsistent with the designation will be prohibited. The enforcement tool for this designation and prohibition is the MVUM.

Motorized use has continued in the Sweetwater Range, and new uses by motorcycles and other recreational vehicles have added to the growing number of conflicting uses. In an attempt to strike a balance between these uses, the initial Proposed Action envisioned that the northern end of the range would be kept largely primitive and non-motorized. Along the southern end of the range, unauthorized routes would be brought into the FTS if resource damage was not occurring along them. The proposed trails were surveyed and the inventory showed there were many rare and sensitive plants in the area, more than previously known. The motorized use was negatively affecting these rare plant populations. The routes originally proposed to provide a north-south route across the Sweetwaters would have an adverse impact on rare plants; therefore, they were removed from the Proposed Action.

I have decided to re-open NFS routes 32115 and 32226 which provide an east-west motorized route over the mountain range, across the shoulder of Mt. Patterson. These and many other routes have been used consistently for decades. These routes provide a primitive and challenging motorized opportunity. The trails are only suitable for high-clearance, short wheel based vehicles and skilled drivers. The analysis shows that designating these two routes will not have a significant adverse impact on the environment through which they cross. North of these routes, the Sweetwater Range would remain largely non-motorized.

Route U42050P travels up Desert Creek for approximately 3 miles. This route is adjacent to and within the stream corridor for much of its length. Desert Creek is considered a popular fishery but the presence of the route in the riparian habitat and adjacent to the stream is impacting the resource. For this reason, I am not designating this route. There is access both above and below this route on Desert Creek which allows access to the stream and several dispersed campsites.

The greatest adverse impact has come from the proliferation of motorized use in the area. Thus, in these sensitive environments I am going to direct my staff to develop an education and enforcement plan that incorporates signs to educate the public about the importance of staying on the designated routes in this area. National Forest System trails 32226/32115 will be monitored annually to determine if motor vehicle use is being confined to the designated trails. If evidence of travel off the trails is found, the District will work with partners to construct barriers. If after two seasons of use, barriers, education, and enforcement are not successful, the trails will be closed to motor vehicle use at manageable locations without further analysis. I believe this solution strikes a balance between sustaining the natural resources in the Sweetwaters while preserving motorized and non-motorized opportunities

### **Wilson Canyon Area**

In the Wilson Canyon area, the FTS incorporates new routes to provide for single-track and motorized trail opportunities. This area has few natural or cultural resource issues, and routes have been added where possible. This area is discussed in detail in the section on "single-track trails."

### **Leavitt Lake Area**

The Leavitt Lake area is a spectacular high elevation lake that is accessible by motorized vehicles. The area is within five hours of Sacramento and San Francisco and is used extensively

for dispersed camping. It provides easy access to the Pacific Crest Trail, the Hoover and Emigrant Wildernesses, and the Yosemite backcountry. My predecessor and I believe that allowing continued access into this area for managed dispersed camping and associated activities is very important.

The IDT and my predecessor studied this area in the office using maps, aerial photographs, and geographic information system (GIS) data and in the field. Field surveys showed that much of the existing dispersed camping areas are within the critical aquatic refuge (CAR) which provides habitat for the Yosemite toad, a candidate species for listing under the Endangered Species Act. After much discussion, the proposal was modified to incorporate routes to dispersed campsites on the northeast corner of the lake, outside of the riparian area but still inside the CAR. To provide safe habitat for the toads, the routes to dispersed camping sites in the riparian area east and south of the lake will not be added to the FTS. The U.S. Fish and Wildlife Service (USFWS) has concurred with my fisheries biologist's determination that this decision is not likely to adversely affect these species. To further protect the CAR and the amphibian species there, I have added an additional design feature. In the Leavitt Lake area, the Forest will use a variety of methods to educate motorized users about the impacts of vehicle use on critical aquatic refuges and species that rely on those habitats. I will also direct my staff to apply for California OHV grant monies to augment Forest Service funds for physical barriers and restoration in this area.

### **Kavanaugh Ridge Road**

Motorized trail DP026 is an existing jeep trail that ends on a ridge overlooking the Hoover Wilderness and the Yosemite backcountry. The trail is only one of few along the entire mountain range that provides motor vehicle access to a backcountry scenic vista of the high Sierra. I have decided to bring the last 2.4 miles of the trail into the FTS. This trail is a rough, narrow, four-wheel drive experience that is mainly used by locals. In public meetings and discussions with residents of northern Mono County, designation of trail DP026 up to Kavanaugh Ridge was requested more than all other routes together. Motorized user groups and individuals stated that this trail provided access for elderly and disabled relatives to experience the grandeur of the Sierras. Based on discussions with my predecessor, I believe it is safe to say that this segment of trail is the most important part of this proposed action for motorized users in northern Mono County. Several environmental groups requested there be no changes to the designated route because under a previous decision the route was closed. Others feel that because it is located in an IRA, I should not designate the trail.

According to the FEIS, designating this trail segment will not have significant impacts to resources. While trail DP026 does extend almost to the edge of the Hoover wilderness, the wilderness boundary is very manageable at this location and there is no danger of a vehicle entering the wilderness after leaving the ridge top. It is important to ensure that vehicles do not travel north along the ridge and affect the alpine ecosystem. To prevent this, I have included a design feature that the trail will be monitored annually to determine if motorized users are stopping at the end of the trail on the ridge. If users are travelling off the trail or extending the trail, physical barriers will be placed to deter such activity. If barriers, education, and enforcement are not successful within two seasons, the trail will be closed to motorized vehicles at the lake without further analysis. In addition, information will be posted on the sign at the beginning of DP026 which explains the importance of staying on the designated routes.

The trail also passes through 0.2 mile of Sierra Nevada bighorn sheep habitat. I have included a design feature to ensure that designation of this route will not adversely affect Sierra Nevada bighorn sheep. Limited Operating Period restrictions will be enforced if lambing is detected

within the zone of influence of the trail (300 meters). The U.S. Fish and Wildlife Service has concurred with this determination.

I have spent considerable time thinking about this trail. It is the only access into this area. It is located in the Hoover-Virginia Lake IRA. It is located in endangered Sierra Nevada bighorn sheep habitat. It accesses sensitive alpine habitat and may impact sensitive rare endemic plant species. While it does not enter a designated wilderness or present boundary management issues, there could be some visual impacts associated with its use. On the other hand, the trail has been in its current location for over 100 years and is depicted on a Forest Service map printed in 1909. As 100-year-old trails go, it is in good shape. There is not a lot of braiding on this trail and it is fairly well drained. The tracks are well defined and people who use the trail for the most part stay on the trail. At the terminal end, there is a place where people turn around; the surrounding country is steep which limits people from driving up or down the ridge. I believe that our monitoring and mitigations will help us to protect the bighorn sheep and the alpine ecosystem while allowing access to this important backcountry vista.

## **TRIBAL AND PUBLIC INVOLVEMENT**

### **Tribal Consultation**

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Government to government consultation took place through letters and at informational meetings. Scoping letters were sent to the Washoe Tribe, Bridgeport Indian Colony, Tuolumne Mi-wok Tribe, as well as the Walker River Paiute, Yerington Paiute, and the Bishop Paiute Tribes. During 2007 and 2008, numerous meetings were held at tribal offices of the Tuolumne Mi-Wok, Washoe Tribe, Yerington Paiute Tribe, and Bridgeport Indian Colony during which travel management was discussed. The tribes were also provided with maps depicting the current FTS and the proposed FTS. A summary of the concerns expressed are listed below.

- Ensure that access to tribal resources and sites are not restricted and their ability to continue traditional practices such as pinyon nut gathering, are not adversely affected.
- Protect cultural resource sites from damage by motorized use.
- The Wellington Hills area was of particular concern to the Washoe Tribe because of the high number of sites and potential for motorized access to impact those sites.

### **Public Involvement**

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#### **Transportation System Identification**

Informal public involvement was initiated in 2006. Throughout the spring of 2006, the public was invited to participate in a series of workshops in Smith Valley, Reno, Gardnerville, and at the Bridgeport and Carson Ranger District offices. The public was invited to review the forest transportation atlas, identify unauthorized routes that should be considered for designation, and give their ideas on which routes are most important for public use and which routes have environmental concerns. This information was used to develop an initial list of proposed changes to the FTS. Unauthorized routes proposed for possible addition to the FTS were the focus of extensive field inventories from 2006 to 2008. This work led to the development of the proposed action presented in the notice of intent to prepare an EIS. Following the development of the proposed action and publication of the DEIS, additional information from the public was used to further refine the actual transportation system.

### **Formal Scoping and the Notice of Intent**

On November 26, 2008, the Forest Service published the *Proposed Action and Notice of Intent to Prepare an Environmental Impact Statement* in the Federal Register. Scoping continued throughout the finalization of the FEIS. Presentations to a variety of groups, phone calls, news releases, website postings and emails were used to alert the public of the opportunity to comment on the proposal. Public meetings were held in Smith Valley, Hawthorne, and Bridgeport to explain the proposal. Over 50 comments were received via e-mail and hard mail.

Among other efforts such as mailings and person to person contact, a series of public open houses were held to explain the proposed travel plan and route designation process and to provide an opportunity for public input. These open houses were held in early December 2008 in Hawthorne, Nevada; Bridgeport, California; and Smith Valley, Nevada. In December of 2008, the District also met with the Bridgeport and Antelope Valley Regional Planning Advisory Committees and the Smith Valley Planning Advisory Council. The District also strove to work closely with affected counties. Attendees at one or more of the meetings included a Mono County supervisor, Lyon County Commissioner, Mineral County Commissioner, and the planning directors for Lyon and Mono Counties. In March of 2009, a presentation and question and answer session occurred with Douglas County. Team members have discussed the proposed action with groups such as Friends of Nevada Wilderness, livestock grazing permittees, OHV riders, and mining companies, as requested.

### **DEIS and Notice of Availability**

When the DEIS was distributed to the public, a Notice of Availability was published in the Federal Register. The DEIS was initially available for a 45-day comment period. Based on comments from the public, the comment period was extended for 66 days. During the month after the DEIS was issued for comment, the District hosted open houses in Reno, Hawthorne, Smith Valley, and Topaz Ranch Estates, Nevada, and Bridgeport, California. Written comments were received from approximately 3,500 individuals, groups, and governments. In addition to the open houses, IDT members attended planning committee and other meetings, upon request.

While the District strove to integrate all comments and suggestions into the analysis and alternative design, some suggestions were beyond the scope of the project or were encompassed by one or more of the existing alternatives. All parties commenting on the proposal recognize how this action will change the way people use and experience the resources on the Bridgeport Ranger District. That people treasure those resources and wish to see them perpetuated was a common thread through all of the public comments.

## **ALTERNATIVES CONSIDERED IN THE FEIS**

### **Development of the Alternatives**

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In 2006, the Humboldt-Toiyabe National Forest undertook an inventory of transportation routes on the Bridgeport Ranger District. This inventory used satellite imagery, historic travel route atlases, and aerial photography to display the existing motorized routes. The Forest Service displayed these routes on the internet and distributed maps to interested public to solicit comments. Through this effort, more accurate information on road locations, conditions, and potential resource issues was received.

In 2007, the IDT reviewed the route maps with respect to public comments and known natural resource locations and issues. The team included specialists in recreation, wilderness, fire, fuels,

rangeland management, archeology, wildlife biology, special uses, minerals, botany, engineering, and hydrology. The team reviewed each route and determined whether the road or trail should be included in the initial proposed action.

After the initial proposed action was developed, specialists went into the field to ground truth the routes and to inventory for plants, animals, and cultural resources. In addition, specialists developed GIS models to determine where proposed routes intersected key habitat features or potential habitat for plants and animals. This information changed the proposal to reduce impacts to the sensitive resources.

In December of 2008, the Notice of Intent to prepare an EIS was published and public scoping began under the NEPA regulations. During this effort, many comments were heard from the public regarding the proposed action. The IDT reviewed all comments and discussed each road segment. The proposed action was refined because of what was heard from the public.

## **Alternatives Considered But Not Selected**

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The Forest Service analyzed three alternatives in detail, No Action, Proposed Action, and the Current System, in response to issues raised during the scoping process. Several other alternatives were considered but not analyzed in detail.

### **No Action Alternative**

Under the No Action Alternative, current management plans would continue to guide management of the project area. No changes would be made to the current FTS that includes 1,290 miles of roads open to motorized use by the public. Unauthorized routes would continue to have no status or authorization as FTS facilities. No MVUM would be issued and no additional areas would be closed to cross-country motor vehicle travel.

Under this alternative, motor vehicle use would not be limited to current NFS roads, except as specified in Forest closure orders and other designations. This means that on about 300,000 acres, motorized use would be restricted to designated routes and about 900,000 acres would continue to be open to cross-country travel. The open areas include about 650 miles of unauthorized routes that would continue to be available for public motorized use.

I did not choose this alternative because of the continued environmental effects that would occur from extensive cross-country motorized use. This alternative would not meet the purpose and need nor would it be in compliance with the Travel Management Rule.

### **Current System Alternative**

The Current System Alternative makes no changes to the current FTS. It differs from the No Action Alternative through the publication of the MVUM and its subsequent prohibition of uses not designated on the map. The net effect of this alternative would be to restrict motor vehicles to designated routes across the entire District. None of the existing unauthorized routes would be added to the FTS.

I did not choose this alternative because it does not provide for the minimum route system as identified in the TAP. Motorized recreation opportunities would be limited to routes in the FTS. Many routes that have been used continuously for decades would be eliminated. These routes are not causing significant resource damage and are integral in providing for motorized recreation opportunities. The Current System Alternative would not provide for dispersed camping opportunities since few of the spurs to dispersed camping areas are on the current FTS. In

addition, this alternative eliminates many routes that are not part of the FTS because the land was acquired from the Bureau of Land Management (BLM) in the Nevada Enhancement Act.

### **Alternatives Considered, but Eliminated from Detailed Analysis**

The Forest Service rigorously explored and objectively evaluated all reasonable alternatives. Many alternatives were considered and evaluated but were not carried forward for detailed study (40 CFR 1502.14). Public comments received during the scoping process provided suggestions for alternative methods of achieving the purpose and need. Some of these alternatives were outside the scope of travel management, duplicative of the alternatives considered in detail, did not meet the purpose and need, or would cause unnecessary environmental harm or unnecessarily restrict public use of the Bridgeport Ranger District. These proposals were grouped into two themes, which include suggestions for increased access and those that suggested less access. The FEIS lists those alternatives and describes why they were not brought forward for detailed consideration.

## **COMPLIANCE WITH LAW, REGULATION AND POLICY**

The NEPA requires that all major federal actions significantly affecting the human environment be analyzed to determine the magnitude and intensity of those impacts, that the results be shared with the public, and the public given opportunity to comment. My decision complies with the laws, policies, and executive orders listed below and described in the FEIS.

### **Legislative and/or Regulatory** \_\_\_\_\_

#### **National Forest Management Act**

This decision is consistent with the Toiyabe National Forest Land and Resource Management Plan (as amended).

#### **Endangered Species Act**

A biological assessment for federally endangered Sierra Nevada bighorn sheep and threatened Lahontan cutthroat trout was completed and submitted to the USFWS for concurrence. The USFWS concurred with the Forest Service that the project may affect but is not likely to adversely affect any listed or candidate species (USFWS letter, January 2010). No other federally endangered or threatened species are known to reside in the project area.

#### **National Historic Preservation Act**

Cultural resource surveys have been conducted on NFS land in the Bridgeport Ranger District Travel Management Project area. In conducting these surveys, the Forest is complying with a survey protocol developed in conjunction with the Nevada State Historic Preservation Office and with the programmatic agreement with the state of California. Federally-recognized tribal governments have been consulted, and public comment has been encouraged. The opportunity to discuss known or suspected cultural resources in or near the project area was also encouraged during scoping. On August 17, 2009, the Forest received concurrence from the Nevada State Historic Preservation Office with its finding of No Adverse Affect on cultural resource sites located within the Nevada side of the project area. The potential impacts to cultural resource sites

on the California side are treated as prescribed in the programmatic agreement between the USDA Forest Service and California State Historic Preservation Office (2006).

### **Clean Water Act**

Designation of roads and trails made will be in accordance with standards, guidelines, and direction contained in the Forest Plan, best management practices (BMPs), and applicable Forest Service Manual and Handbook direction.

### **Clean Air Act**

Emissions and fugitive dust expected from implementation of any of the action alternatives would be of short duration and are not expected to exceed State of Nevada Ambient Air Quality Standards (46 FR 43141) or contribute significantly to the PM10 non-attainment area in Mono Basin.

### **Travel Management Rule**

This decision meets the requirements of 36 CFR 212.5b in that it provides for safe and efficient travel and for administration, utilization, and protection of NFS lands.

### **Effects on Prime Farm Land, Range Land, and Forestland**

No prime farm land or range land would be adversely affected by the action alternatives. Forestland would maintain its long-term productivity.

### **Effects on Civil Rights, Women, and Minorities**

This decision will not have adverse effects on civil rights, women, or minorities. See the Civil Rights discussion below.

### **Use of the Best Available Science**

All practical means to avoid or minimize environmental harm have been adopted in the design of the selected alternative. I have included all of the project design features and mitigation measures that I believe are necessary to avoid, minimize, or rectify impacts on resources affected by implementation of the decision. My conclusion is based on a review of the record that shows a thorough review using the best available science. The resource analyses disclosed in Chapter 3 of the FEIS identify the effects analysis methodologies, reference scientific sources which informed the analysis, and disclose limitations of the analysis.

### **Executive Order 11593 (Cultural Resources)**

Executive Order 11593 directs federal agencies to provide leadership in preserving, restoring, and maintaining the historic and cultural environment of the nation. The work accomplished in accordance with Section 106 of the National Historic Preservation Act for the Bridgeport Ranger District Travel Management Project meets the intent of this executive order.

### **Executive Order 11644 (Use of Off-road Vehicles on Public Lands)**

National direction for travel planning, specifically off-road use of motor vehicles on federal lands, is provided by EO 11644 as amended. Section 3(a) of EO 11644 directs the Forest Service to promulgate regulations that provide for designation of trails and areas for off-road motor vehicle use. The regulations require that designation of these trails and areas be based upon protection of national forest resources, promotion of public safety, and minimization of conflicts among uses of NFS lands. Section 9(b) was added to EO 11644 when it was amended by EO 11989. Section 9(b) specifically authorizes the Forest Service to adopt the policy to designate those areas or trails that are suitable for motor vehicle use and to close all other areas and trails to that use.

### **Executive Order 11989 (Off-road Vehicles on Public Lands)**

Executive Order 11644, as amended by EO 11989, provides direction for federal agencies to establish policies and procedures to control and direct the use of OHVs on public lands in order to: 1) protect the resources of those lands; 2) promote the safety of all users of those lands; and 3) minimize conflicts among various users of those lands. In response, the Forest Service developed regulations at 36 CFR 216, 219, and 295. Under these regulations, OHV use can be restricted or prohibited to minimize: 1) damage to soil, watershed, vegetation, or other resources of the public lands; 2) harm to wildlife or wildlife habitats; or 3) conflicts between the use of OHVs and other types of recreation.

The selected alternative makes substantial improvements in reducing redundant routes and minimizing resource impacts and use conflicts as required by 36 CFR 212.55 and EO 11644.

### **Executive Order 11988 (Floodplains)**

Executive Order 11988 directs federal agencies to take action to avoid, to the extent possible, the long- and short-term adverse impacts associated with the occupancy and modification of floodplains. A floodplain is defined as "the lowland and relatively flat areas adjoining inland and coastal waters including flood prone areas of off shore islands, including at a minimum that area subject to a 1 percent or greater of flooding in any given year." Forest Plan standards and guidelines identify floodplains as a process group within riparian management areas. This decision is consistent with the EO by reducing potential and ongoing effects in riparian areas across the district. The selected alternative would prohibit motor vehicle use along 21 miles of unauthorized routes in riparian habitat on the district.

### **Executive Order 11990 (Wetlands)**

Executive Order 11990 requires federal agencies to avoid, to the extent possible, the long-term and short-term adverse effects associated with the destruction or modification of wetlands. Wetlands are discussed in detail in reference to riparian areas and meadows. This decision is consistent with the EO by reducing potential and ongoing effects in riparian areas across the district. The selected alternative would prohibit motor vehicle use along 21 miles of unauthorized routes in riparian habitat on the district.

### **Executive Order 12962 (Recreational Fishing)**

Executive Order 12962 directs federal agencies to conserve, restore, and enhance aquatic systems to provide for increased recreational fishing opportunities nationwide. Section 1 of the EO

directs federal agencies to evaluate effects on aquatic ecosystems and recreational fisheries, develop and encourage partnerships, promote restoration, provide access, and promote awareness of opportunities for recreational fishery resources.

The effects of this project on freshwater resources were evaluated during the analysis. With the application of Forest Plan standards and guidelines, including those for riparian areas, no significant adverse effects to freshwater resources will occur.

#### **Executive Order 12898 (Environmental Justice)**

Executive Order 12898 directs federal agencies to identify and address the issue of environmental justice, which concerns adverse human health and environmental effects of agency programs that disproportionately affect minority and low-income populations.

Public scoping and meetings were available to all people of the region and were advertised through the local media. For more information, see the Public Involvement section in chapter 1 of the FEIS. During the course of this analysis, none of the alternatives considered resulted in any identifiable effects or issues specific to any minority or low-income population or community. The agency considered all public input from persons or groups regardless of age, race, income status, or other social/economic characteristics. Examination of community composition, as required under EO 12898, found no minority or low-income communities to be disproportionately affected under any of the alternatives. This was not raised as an issue during scoping.

#### **Executive Order 13007 (American Indian Sacred Sites)**

Executive Order 13007 directs federal agencies to accommodate access to and ceremonial use of American Indian sacred sites by Indian religious practitioners and to avoid adversely affecting the physical integrity of such sacred sites. There are no known sacred sites in the Bridgeport Ranger District Travel Management Project area.

#### **Executive Order 13186 (Migratory Birds)**

Executive Order 13186 directs federal agencies taking actions that have or are likely to have a negative impact on migratory bird populations to work with the USFWS to develop an agreement to conserve those birds. Each of the project alternatives was reviewed to determine if migratory birds would be affected by project operations. Potential effects are disclosed in the Wildlife section of the FEIS. The selected alternative is consistent with other federal and state environmental laws and executive orders. These laws and orders have been met to the extent practicable, and the effects have been analyzed and documented in the FEIS and project record. Impacts to migratory birds from the selected alternative are expected to be minor as road densities are relatively low and because the routes have been in use for long periods of time, allowing populations in the area to potentially become accustomed to motorized use on these routes.

#### **Executive Order 13443 (Hunting Opportunities/Game Species)**

The purpose of EO 13443, signed in 2007, is to direct federal land management agencies to facilitate expansion and enhancement of hunting opportunities and the management of game species and their habitats. The selected alternative provides ample hunting opportunities and provides a range of motorized and non-motorized hunting opportunities taking into account the various methods of hunting.

## **Civil Rights**

U.S. Department of Agriculture (USDA) civil rights policy requires each agency to analyze the civil rights impact(s) of policies, actions, or decisions that will affect federally conducted and federally assisted programs and activities. A civil rights impact analysis facilitates the identification of the effects of eligibility criteria, methods of administration, or other agency-imposed requirements that may adversely and disproportionately impact employees or program beneficiaries based on their membership in a protected group. Protected groups include multiples of similarly situated persons who may be distinguished by their common race, color, national origin, age, disability, and where applicable, sex, marital status, familial status, parental status, religion, sexual orientation, genetics, political beliefs, or receipt of income from any public assistance program.

During the course of this analysis, none of the alternatives considered resulted in any identifiable effects or issues specific to any minority or low-income population or community. The agency considered all public input from persons or groups regardless of age, race, income status, or other social/economic characteristics. Examination of community composition, as required under EO 12898, found no minority or low-income communities to be disproportionately affected under any of the alternatives.

## **ADMINISTRATIVE APPEAL OPPORTUNITIES**

This decision is subject to administrative review (appeal) pursuant to 36 CFR Part 215.

The appeal must be filed (regular mail, fax, email, hand-delivery, or express delivery) with the Appeal Deciding Officer, Forest Supervisor, at Appeal Deciding Officer, Intermountain Region USFS, 325 25<sup>th</sup> Street, Ogden, Utah 84401, or by fax to 801-625-5277, or by email to [appeals.intermtn-regional-office@fs.fed.us](mailto:appeals.intermtn-regional-office@fs.fed.us).

The office business hours for those submitting hand-delivered appeals are: 8 a.m. to 4:30 p.m. Monday through Friday, excluding holidays. Electronic appeals must be submitted in a format such as an email message, plain text (.txt), rich text format (.rtf), or Word (.doc) to [appeals.intermtn-regional-office@fs.fed.us](mailto:appeals.intermtn-regional-office@fs.fed.us). In cases where no identifiable name is attached to an electronic message, a verification of identity will be required. A scanned signature is one way to provide verification.

Appeals, including attachments, must be filed within 45 days from the publication date of this notice in the Reno Gazette Journal, the newspaper of record. Attachments received after the 45-day appeal period will not be considered. The publication date in the Reno Gazette Journal, newspaper of record, is the exclusive means for calculating the time to file an appeal. Those wishing to appeal this decision should not rely upon dates or timeframe information provided by any other source.

Individuals or organizations who submitted substantive comments during the comment period specified at 215.6 may appeal this decision. The notice of appeal must meet the appeal content requirements at 36 CFR 215.14.

## **IMPLEMENTATION DATE**

If no appeals are filed within the 45-day appeal period, implementation of the decision may occur on, but not before, five business days from the close of the appeal filing period. When appeals are filed, implementation may occur on, but not before, the 15<sup>th</sup> business day following the date of the last appeal disposition.

## CONTACT PERSON

The FEIS and supporting documentation are available for review at the Bridgeport Ranger District, Highway 395, Bridgeport, California 93517. For further information on this decision, contact Jim Winfrey ([jwinfrey@fs.fed.us](mailto:jwinfrey@fs.fed.us) or (775) 355-5308) or Daniel Morris ([danielmorris@fs.fed.us](mailto:danielmorris@fs.fed.us) or (760) 932-5812).



GRACE G. NEWELL  
Acting District Ranger  
Bridgeport Ranger District

03-05-2010

Date

