

NEVADA OFF-HIGHWAY VEHICLES PROGRAM

GRANT PACKAGE

Table of Contents

Application pg. 2 – 14
Budget Breakdown pg. 15
Landowner Letter pg. 16
Letters of Support pg. 17 – 21
Maps pg. 22 – 27
Photos pg. 28 – 40
NEPA pg. 41 – 47

Project Information

Project Name: HTNF Spring Mountains National Recreation Area – OHV/Motorized Trails Program

Select all that describes the project type(s) NRS 490.069 Sec.2c?

- | | | | |
|-------------------------------------|--|-------------------------------------|-----------------------------------|
| <input checked="" type="checkbox"/> | OHV compliance and enforcement | <input checked="" type="checkbox"/> | OHV safety training and education |
| <input type="checkbox"/> | Studies or planning for trails and facilities | <input checked="" type="checkbox"/> | Enhancement or maintenance |
| <input checked="" type="checkbox"/> | Mapping and signing | <input type="checkbox"/> | Construction of trails/facilities |
| <input checked="" type="checkbox"/> | Restoration of areas damaged by OHVs | <input type="checkbox"/> | Acquisition of land |
| <input checked="" type="checkbox"/> | Construction of trail features to minimize impacts on environmentally sensitive areas or important wildlife habitats | | |

Project Cost (grant request and matching funds directly related to the project)

OHV grant request	\$ 139,740.23
Matching Funds	\$183,393.00
Total Project Amount	\$323,133.23

What are the sources or partners for your leveraged (matching) funds?

- | | | | |
|-------------------------------------|-------------|-------------------------------------|---|
| <input checked="" type="checkbox"/> | Federal | <input checked="" type="checkbox"/> | In-kind |
| <input type="checkbox"/> | State | <input type="checkbox"/> | Private |
| <input type="checkbox"/> | City/County | <input checked="" type="checkbox"/> | Other: Existing USFS equipment/tools, vehicles, signage, supplies, etc. |

Please describe leveraged (matching) funds (ex. another grant, volunteer hours, cash donation, etc.):

Type here:
 SMNRA Dispersed Recreation Staff Officer and Recreation OHV Technician time and salary used to administer and operate the SMNRA OHV program, as well as coordinate with OHV partners will be used as in-kind match. Volunteers from Dunes and Trails ATV Club, Nevada Offroad Association (NVORA), Pahrump Valley 4 Wheelers, SNOT, and individual volunteers will be contributing their in-kind labor for trail maintenance, education & outreach, and OHV events. Forest Service will also be providing in-kind for the vehicles used to patrol, maintain, and improve these areas.

User group(s) that will be able to utilize this project (check all that apply):

- | | | | |
|-------------------------------------|-------------------------|--------------------------|-----------------|
| <input checked="" type="checkbox"/> | Single Track Motorcycle | <input type="checkbox"/> | Snowmobiles |
| <input checked="" type="checkbox"/> | ATV/Quads | <input type="checkbox"/> | Dune Buggy |
| <input checked="" type="checkbox"/> | UTV/Side by Side | <input type="checkbox"/> | Mountain Bikers |

Hiking/Backpacking
 Snowshoers/Skiers

Equestrian
 Other: _____

If applicable, please explain how this project will aid with managing user interactions:

Type here:

Educational outreach at local OHV events (Hump N’ Bump – Vegas Valley 4 Wheelers, MINT 400 Festival, Best In the Desert: Vegas to Reno, etc.) providing information about OHV opportunities on the SMNRA. Updating signage in OHV areas to keep forest rules and regulations up to date and accessible to motorized users. Public contacts in OHV areas offering maps and information about responsible motorized recreation.

Proposed Scope of Work

Please describe exactly what work will be completed. Programs, planning, NEPA, surveys, mapping, include miles of trail, trail type and any other pertinent information (NAC 490.1375). If purchase of equipment is included, please explain where/how it will be housed and maintained.

Type here:

SMNRA requests funding to purchase a UTV and an enclosed trailer that will be both transport and storage for the UTV. The UTV and trailer will be used by SMNRA Recreation OHV Technicians to properly perform trail management, trail maintenance, law enforcement (NRS 490), and education (field interactions and signage).

The UTV and trailer will reside at the Kyle Canyon Fire Station within a storage shed that will also be purchased through these grant funds, to properly protect it from the outside elements while stored in the winter months. In addition, the storage shed will be housing for all OHV recreation tools and supplies (hand tools, signs, wood, chainsaws, etc.). The SMNRA recreation program will pay a monthly use fee that covers annual maintenance.

Additional funding will support SMNRA Recreation OHV Technicians with personal protective safety equipment (helmets, gloves, goggles, batteries for radios, and service, etc.), and purchase required standard safety equipment (fire extinguisher, tool rack, additional fuel storage, safety flags, tie-downs, shovels, etc.).

OHV Technicians and Recreation Staff Officer will attend educational outreaches and trainings for UTV and Trailer operation and safety, Forest Protection Officer (FPO) trainings, local OHV community events, and other Nevada wide conferences for OHV/Motorized trails use in Nevada. In addition, weeds treatments and planting of native vegetation will occur to assist with revegetation and naturalization of areas damaged by unauthorized OHV use.

OHV technicians will be working daily on motorized trails/road maintenance (clearing logs and opening up trail corridor), replacing/updating and adding new road signage throughout the entire SMNRA for an enhanced OHV user experience, mapping unauthorized motorized routes and restoring/naturalizing, collecting data to update our

outdated Motor Vehicle Use Map (MVUM), law enforcement (NRS 490) and education (making sure OHV’s are registered and are following current forest regulations), removal of trash/abandoned property, protection of sensitive habitats and cultural/historical sites, data collection of work needed and work completed in all OHV areas, etc. All of the efforts of the OHV program will be to enhance the OHV user experience on the SMNRA, and to protect motorized access on the National Forest land.

Project Deliverables

Please describe *quantitative* outcomes for your project. Examples could include miles of trail created, number of enforcement overtime hours, presentations held, programs facilitated, users engaged, pounds of trash collected, etc.

Type here:
 These Deliverables are for CY25
 Community Outreach Events/Local Club Meetings: 6
 Public Contacts: 1200
 Volunteer Events: 8
 Enforcement: Check for tags on 75% of all public contacts with OHVs present
 Enforcement and Education: 100 citations, incident reports or warnings issued
 Carsonite Signage Updated: 100 signs
 Miles Patrolled: 700
 Miles of Roads and Motorized Trail Maintained: 250
 Number of Naturalized Unauthorized Routes: 25
 Number of Fallen Trees Removed from Motorized Roads and Trails: 40
 Survey Unauthorized Routes for Invasive Plant Species: 25
 Treat All Noxious Weeds found in Surveys
 Plant 625 Native Container Plants at unauthorized route access points

Project Timeline: Funding Agreements are two years unless specified. Please complete the table below providing a timeline of your project.

Quarter	Date	Project Goals	Deliverables
---------	------	---------------	--------------

Q1	Jan-Mar, 25	Create contracts and put in for bid for UTV and Storage Shed. Continue patrols, repair and maintenance of all OHV areas as weather allows	Meet 10% of deliverables listed above
Q2	Apr-Jun, 25	Have UTV, Trailer, and Storage Shed delivered and ready for operation on SMNRA. Continue patrols, repair and maintenance, volunteer events, etc.	Meet 30% of deliverables listed above
Q3	Jul-Sep, 25	Start weeds treatments of OHV areas. Continue patrols, repair and maintenance, volunteer events, etc.	Meet 65% of deliverables listed above
Q4	Oct-Dec, 25	Finish weed treatments of OHV areas for the year. Continue patrols, repair and maintenance, volunteer events, etc. Finish and submit all reporting to NVOHVP	Meet 90% of deliverables listed above
Q1	Jan-Mar, 26	Planting may take more than a year to grow plant in nursery and get out in the ground so this will be the only deliverable left at this time.	
Q2	Apr-Jun, 26	Planting may take more than a year to grow plant in nursery and get out in the ground so this will be the only deliverable left at this time.	
Q3	Jul-Sep, 26	Planting may take more than a year to grow plant in nursery and get out in the ground so this will be the only deliverable left at this time.	

Q4	Oct-Dec, 26	Planting may take more than a year to grow plant in nursery and get out in the ground so this will be the only deliverable left at this time.	Meet 100% of deliverables listed above
----	-------------	--	--

Priorities and Scoring Narrative

Grants will be scored based on answers to the ten (10) criteria listed below. Each criteria carries a weight determined by the OHV Commission, voted upon during the open meeting on 9/7/2021. Please reference Grant Manual Appendix A.

<p>Law Enforcement Strategy that addresses registration enforcement, including Public Education & Outreach aimed at increasing renewals and new registrations: <i>How will your project increase the number of OHV registrations in the district. How will the equipment and time be used to increase OHV safety and awareness? Please reference the Law Enforcement Statistics reporting form.</i></p>
<p>Type here: USFS Recreation OHV Technicians will be certified as Forest Protection Officers (FPO)(NRS 490) and can cite Nevada OHV violations in addition to any violation on federally managed public lands (36 CFR Section 261). FPO initial interactions take the opportunity to engage and educate land users with current National Forest rules and regulations in relation to motorized use. SMNRA Recreation OHV Technicians share NV OHV registration program information, encourage stewardship and the TreadLightly! principles that promote responsible motorized recreation. Data collected through law enforcement interactions/patrols will be shared with partners to improve OHV recreation management in the SMNRA.</p>
<p>Planning, Environmental Studies, Conservation: <i>Describe how the environmental studies, conservation and/or planning will mitigate resources impacted by OHV recreation. How will your project contribute to the conservation of our natural resources, while enhancing OHV opportunities?</i></p>
<p>Type here: USFS land management objectives include the mitigation of OHV damage to sensitive nature resource values and habitats. A NV OHV Commission funded UTV will allow the SMNRA OHV Technicians to better access remote routes that are impassable with standard USFS vehicles. SMNRA will also assess any natural resource damage or endangerment of sensitive habitat and develop mitigation proposals in partnership with the state and local OHV community.</p>

Enhancement or Maintenance of existing trails and facilities: *How will maintenance needs be prioritized and how often will your project hold a maintenance/ trails enhancement event? HOW will your project be maintained and WHO has committed to the ongoing maintenance of the facility or trail (note: a minimum of 2 maintenance/ trail events are required per year).*

Type here:

SMNRA relies heavily on volunteer efforts of NV OHV clubs and associations. As SMNRA continues to develop their Recreation OHV program with support from volunteers and the NV OHV Commission, more enhancement and/or maintenance can be identified and completed. SMNRA currently does not have a UTV for the OHV/Motorized trails program. Purchasing an UTV with NV OHV Commission funding will be vital part to building a more responsive and effective SMNRA OHV management program. All data collected and work completed will be added to a comprehensive OHV map that has updated work needed and work completed by OHV technicians. Dispersed Recreation Officer and OHV technicians will use the comprehensive OHV map keep track of work needed/completed in each OHV area. OHV technicians will perform daily patrol logs that keep track of user type/types of contacts (ATV, UTV, MX), total number of public contacts, law enforcement violations/incident reports (NRS 490), resource observations, work completed/needed. All daily patrol log data is uploaded to USFS spreadsheets that keep track of quarterly accomplishments.

Training: *Please describe the goals and objectives of your public safety training program. Is it a nationally recognized certification? What sets your safety training program apart from the others?*

Type here:

SMNRA provide public safety training through public interactions in the field. With a UTV funded by the NV OHV Commission, the SMNRA Recreation OHV Technicians can better serve the local OHV community. Coordinating with other partners like NVORA, the NV Outdoor School, and local OHV clubs, SMNRA can join and or support ongoing public safety training events. All USFS staff is required to successfully complete a mandatory UTV training. USFS has attended the Nevada Outdoor School NV Off-Highway Vehicle Education Instructor certification so that we could train our employees and partners. The SMNRA has four Nevada OHV Master Instructors for side by side/UTV that is training USFS staff and partners.

Connectivity/Loops: *How will the project impact connectivity of OHV trails, facilities, and local communities? Please include maps of areas impacted by your project and describe those impacts.*

Type here:

SMNRA is preparing to propose more loops to discourage unauthorized incursions and use. As SMNRA continues to grow its OHV community network, they will support ongoing connectivity projects.

Data collection from this project will contribute to the development of adopting existing unauthorized motorized trails on the SMNRA. Environmental assessments and NEPA would be necessary for adopting existing unauthorized motorized routes in the future of the SMNRA OHV program. Updating the MVUM is a future goal that this project will directly contribute to. Creating more loops and connecting more motorized routes is a goal of the SMNRA OHV program due to the current lack of connectivity from existing authorized motorized routes.

Access: *Please describe how your project improves OHV access in the project area. Explain what access/opportunities would be lost or restricted if the project does not occur.*

Type here:

A NV OHV Commission funded UTV will provide SMNRA recreation OHV technicians the proper equipment to access remote OHV routes that are impassable with standard USFS vehicles. Without the assistance of a UTV, SMNRA Recreation OHV Technicians are limited in their ability to properly manage existing public land access including routes important to the NV OHV Community.

Several canyons/OHV areas have been inaccessible for OHV technicians and work needed in those areas are unknown as a result.

By providing and improved experience to authorized motorized routes and education on responsible motorized recreation, there will be less public use on unauthorized motorized routes in sensitive habitat areas and designated wilderness areas. This increase in sustainable and responsible motorized recreation will help protect motorized access on the SMNRA.

Trail mapping and signing of existing trails and facilities: If a mapping component is included in the grant, please describe how it will be integrated with the current web mapping application found on OHV.NV.GOV

Type here: SMNRA Recreation OHV Technicians patrol and verify existing routes in relation to the most recent publication of the HTNF Motorized Vehicle Use Map (MVUM). SMNRA will provide recommendations for additions and/or corrections to the HTNF MVUM. SMNRA OHV program will provide mapping data and information to partners to support ongoing statewide mapping projects and local tourism initiatives.

During patrols, SMNRA Recreation OHV Technicians will document needs for signage or maintenance of existing trails and facilities. As they identify potential collaborative projects, SMNRA will reach out to their local OHV community in partnership to make improvements.

Partnering and Leverage: *Who else is involved in this project? Please describe outreach with stakeholders, partners and local governments, that you have communicated with in planning this project.*

Type here:

SMNRA has previous NV OHV Commission funded collaborative projects in partnership with Dunes & Trails ATV Club for the Lovell Canyon Stewardship agreement to improve the Lovell Canyon signage. SMNRA has also been working with Pahrump Valley Four-Wheelers Club, Vegas Valley 4 Wheelers Club, SNOT, Bronco Off-Rodeo and NVORA. NVORA will assist SMNRA to identify and network with additional partners as SMNRA continues to develop their OHV management program.

Economic Integration: *How will this project improve OHV recreation opportunities that help local, regional, or state economies grow?*

Type here:

USDA, USFS, HTNF, SMNRA identifies economic stimulus as a mission priority in partnership with state, county, city tourism and recreation planning. Better OHV management with the assistance of a NV OHV commission funded UTV will support SMNRA as they sustainably manage the premier Nevada OHV experience offerings within SMNRA for Nevadans and visitors. A well-managed SNMRA OHV program will have a direct positive affect on Nevadan economies.

Demand for New Facilities: *Please provide justification for **NEW** facility/program development: restrooms, trails, signs, and other amenities.*

Type here:

SMNRA is developing their OHV management program. As Recreation OHV Technicians identify project opportunities, SMNRA will develop proposals with the NV OHV community and may seek additional NV OHV Commission funds in the future. SMNRA appreciates the NV OHV Commission registration and grant program and will continue to inform the public that registration funds support collaborative projects that manage and enhance the NV offroad recreation experience.

Project Budget

Proposed Budget: Provide your budget details to include all project expenses, including contracts, labor costs, volunteer or donated labor, equipment, travel, materials, etc. Each section needs to be broken down into specific item costs. You may create your own spreadsheet. (See Grant Manual Appendix B for example)

- Your budget must align clearly with your Scope of Work.

- Be specific. Each section needs to be broken down into individual line items and costs. For example, a lump sum for “travel” should be broken down into items such as lodging, per diem, gas etc.
- All travel expenses should be based off current GSA rates. Rates can be found [here](#) or at <https://www.gsa.gov/travel/plan-book/per-diem-rates>.
- Reminder: Include all sources of funds for the completion of the project including federal, in-kind, private/city/county and state funds.
- **Attach copies of estimates to support your budget and identify what each contract will include.**

LAND MANAGEMENT AND ENVIRONMENTAL COMPLIANCE

Classification of Land Management:

<input type="checkbox"/>	City/Municipal
<input type="checkbox"/>	County
<input type="checkbox"/>	State
<input checked="" type="checkbox"/>	Federal
<input type="checkbox"/>	Private
<input type="checkbox"/>	Lease; Attach copy of lease with expiration date
<input type="checkbox"/>	R&PP; Attach copy of lease with expiration date
<input type="checkbox"/>	Other: _____

Landowner(s): US Forest Service

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

Will there be ground disturbing activities (ex. construction, trail maintenance)?

Yes No

Standards/guidelines that will be applied to your project (if applicable):

<input type="checkbox"/>	Universal Access to Outdoor Recreation - A Design Guide
<input checked="" type="checkbox"/>	USFS Standard Specifications for Construction & Maintenance of Trails
<input type="checkbox"/>	BLM Handbook 9114-1 Trails
<input type="checkbox"/>	NOHVCC Handbooks
<input type="checkbox"/>	Other: _____

THE LANDOWNER MUST PROVIDE A LETTER STATING THAT:

(See Grant Manual Appendix C)

- 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.

Federal Environmental Compliance:

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:**

<input type="checkbox"/>	Record of Decision (ROD)
<input checked="" type="checkbox"/>	Finding of No Significant Impact (FONSI) and a Decision Record (DR)
<input checked="" type="checkbox"/>	Categorical Exclusion (CX)
<input type="checkbox"/>	SHPO 106 compliance/concurrence letter
<input checked="" type="checkbox"/>	Other compliance documents already completed.
<input type="checkbox"/>	Not applicable

If NEPA or planning is a part of the project describe the steps in the Scope of Work.

Location, Maps, Photos

Nearest town/city/municipality of project (list multiple if applicable): Las Vegas, NV
Pahrump, NV

County(s): Clark County, Nye County

Required Maps: All maps must include a legend, north arrow, scale, and map name. Topographic maps are preferred. You may include *additional* aerial/google maps. (See Grant Manual Appendix D for examples)

The following map types are required:

1. General location map (showing project area within the state or county)
2. Detail map indicating specific project elements (e.g., structures, trail alignment)
 - Maps larger than 11x17 will not be accepted

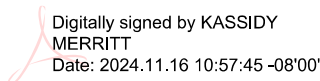
Required Photographs: At least two (2) overviews of the project area from different angles and distances. (Good photographs at trail level and google aeriels help the technical advisory committee and the Commission to understand the location, depth and breadth of your project.)

Trail projects: If the shapefiles for the trail system are available, please submit them in the e-file. The shapefiles of the trail will be required at project end. Contact the Program for assistance in the collection of the data if needed.

Disclaimer and Signature

I certify that my answers are true and complete to the best of my knowledge.

If this application is selected for funding, I understand that false or misleading information in my application or presentations may result in the termination of the grant.

Signature: KASSIDY MERRITT  Digitally signed by KASSIDY MERRITT
Date: 2024.11.16 10:57:45 -08'00' Date: _____

Printed Name: Kassidy Merritt Title: Dispersed Recreation Office

APPLICATIONS DUE: NOVEMBER 17, 2024 AT 11:59 PM, PST

SUBMIT: ONE SINGLE ELECTRONIC FILE; PDF VIA EMAIL TO: KBarmore@ohv.nv.gov

OR

ONE FULL COLOR COPY OR MEMORY DEVICE ENCLOSED WITH APPLICATION
BY MAIL OR HAND DELIVERY
(8.5" X 11" ONLY. Maps should be no larger than 11"X17")

TO: NEVADA DEPT. OF CONSERVATION AND NATURAL RESOURCES
OFF-HIGHWAY VEHICLES PROGRAM
ATTN: KADEN BARMORE
901 S. STEWART STREET, SUITE 1003
CARSON CITY, NV 89701

To request assistance in planning your project or for questions about the OHV Grant program, please contact

Kaden Barmore
KBarmore@ohv.nv.gov
(775) 684-2794



File Code: 1580

Date: November 12, 2024

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

Dear Commissioners,

As the Forest Supervisor for the Humboldt-Toiyabe National Forest, Spring Mountains National Recreation Area (SMNRA), I unreservedly support the SMNRA OHV grant request for the Nevada-Off Highway Vehicles Program.

The funding requested will help the SMNRA improve the OHV program and ultimately provide a better recreational experience for motorized trail users in Nevada. With this grant support, our Recreation OHV Technicians will be able to provide more consistent maintenance to our motor vehicle use system routes and educate our visitors through personal contacts and signage to encourage responsible motorized recreation that will ultimately protect our natural and cultural resources.

I have read the Request for Grant Application package and attachments, and I agree with the application and the terms of the grant. I am committed to maintaining our OHV routes and facilities 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 Forest Supervisor, 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 environmental documentation required is included within the application package.

If you have any questions or would like to discuss this further, please contact the Acting Dispersed Recreation Officer for the Spring Mountains National Recreation Area, Cassidy Merritt, at 702-515-5401 or kassidy.merritt@usda.gov. Thank you for your consideration of the grant application.

Sincerely,

JON M. STANSFIELD
Forest Supervisor



October 22, 2024

Letter of Support for Spring Mountains National Recreation Area NV OHV Grant 2024

To Whom It May Concern:

Dunes and Trails UTV Club recreates in the Spring Mountains National Recreation Area (SMNRA) frequently and enjoys the off-road recreation opportunities that it offers right outside of the Las Vegas Metropolitan Area. Dunes and Trails UTV Club is in support of USFS, Spring Mountains National Recreation Area and their request for funding to improve the OHV recreation opportunities on public lands in Las Vegas.

The SMNRA has many thousands of visitors and off-road enthusiasts a year that utilize these motorized roads and trails. These funds would help support the maintenance and improvement of these areas for the public to enjoy while improving safety.

Dunes and Trails UTV Club has been involved in assisting USFS with the data collection of the motorized roads/trails signage in Lovell Canyon. We are currently working with USFS on signage improvements and installation of new signage to provide an enhanced OHV experience on the SMNRA.

Dunes and Trails UTV Club looks forward to continuing our support and use of the National Forest System Lands on the Spring Mountains National Recreation Area and we hope to continue our partnership with the USFS.

Sincerely,



Kenneth Deutsch,

President Dunes and Trails UTV Club



Kaden Barmore and the Nevada OHV Commission:

October 29, 2024

The Nevada Offroad Association (NVORA) is writing to express our strong support for the USDA Forest Service's request for funding to launch the new Off-Highway Vehicle (OHV) program on the Spring Mountains National Recreation Area (SMNRA). This program will support motorized recreation and protect the integrity of Nevada's outdoor landscape.

The Nevada Offroad Association advocates for responsible and sustainable offroad recreation on public lands, fostering partnerships across agencies, communities, and enthusiasts alike. The addition of two full-time, permanent OHV positions at SMNRA is a significant step forward in supporting this mission. With the proper resources, these positions can effectively manage the maintenance and improvement of motorized trails, ensuring that they remain accessible, well-maintained, and compliant with federal regulations. The proactive clearing of logs, trail corridor expansions, and the updating and addition of road signage throughout SMNRA are essential for safe and enjoyable OHV use and echo NVORA's commitment to access to our public lands.

The mapping and restoration of unauthorized motorized routes are additional efforts we support, as they highlight a focus on stewardship. Protecting sensitive habitats and cultural sites while providing law enforcement support not only protects the environment but enhances the reputation of OHV enthusiasts as responsible stewards of our public lands.

By receiving funding, the NV OHV program can extend this important work to encompass law enforcement, habitat protection, trash removal, and route restoration. Each of these efforts is necessary for fostering a safe, sustainable, and enjoyable experience for all users while upholding the SMNRA's natural and cultural heritage.

The Nevada Offroad Association is proud to support this project and looks forward to collaborating with the USDA Forest Service to ensure the program's long-term success.

Respectfully,


Mathew D. Giltner
Executive Director
Nevada Offroad Association



Alexis Nelson
Associate Director
Nevada Offroad Association

Nevada Offroad Association
PO Box 1111 • Carson City NV 89701
Nevadaoffroad.us • Info@nevadaoffroad.us • 775.430.0000



Pahrump Valley 4 Wheelers
5056 Monte Penne Way
Pahrump, NV 89061

10/17/2024

To Whom It May Concern:

Pahrump Valley 4-Wheelers (PV4W) recreates in the Spring Mountains National Recreation Area (SMNRA) daily and enjoys the off-road recreation opportunities that it offers right outside of Las Vegas Metropolitan Area and Pahrump. PV4W is in support of USFS, Spring Mountains National Recreation Area and their request for funding to improve the OHV recreation opportunities on public lands in Las Vegas, Clark County and Pahrump, Nye County.

We are aware that the SMNRA has many thousands of visitors and off-road enthusiasts a year that utilize these motorized roads and trails. These funds would help support the maintenance and improvement of these areas for the public to enjoy.

PV4W has been instrumental in assisting USFS with maintenance of the Wheeler Well located on the west side of the SMNRA. PV4W has played a substantial part in the success of keeping the Wheeler Well functioning which is in the middle of Wheeler Pass Road and is a major water source to wildlife in the area. We also perform road clearing after storms have downed large branches that have blocked access.

PV4W looks forward to continuing our support and use of the National Forest System Lands on the Spring Mountains National Recreation Area and we hope to continue our partnership with the USFS.

Sincerely,

JPCunningham

J. Paul Cunningham
President

714-329-3499
Paulc89012@gmail.com



Letter of Support for Spring Mountains National Recreation Area NV OHV Grant 2024

To Whom It May Concern:

Southern Nevada Off-Road Trail (SNOT) club recreates in the Spring Mountains National Recreation Area (SMNRA) daily and enjoys the off-road recreation opportunities that it offers right outside of Las Vegas Metropolitan Area. SNOT is in support of USFS, Spring Mountains National Recreation Area and their request for funding to improve the OHV recreation opportunities on public lands in Las Vegas.

The SMNRA has many thousands of visitors and off-road enthusiasts a year that utilize these motorized roads and trails. These funds would help support the maintenance and improvement of these areas for the public to enjoy.

SNOT has been involved in assisting USFS in the data collection of signage located in the Mt. Sterling OHV area on the SMNRA. Mt. Sterling has significant signage updates needed, and SNOT has been an essential part of the data collection of current signage conditions, and where improvements can be made to make the OHV experience more desirable for the local off-road communities and all who recreate on the SMNRA.

SNOT looks forward to continuing our support and use of the National Forest System Lands on the Spring Mountains National Recreation Area and we hope to continue our partnership with the USFS.

Sincerely,

Felicia Evans
Trail Leader/Volunteer Coordinator
SNOT - Southern Nevada Off-Road Trailing



Date: November 10, 2024
Nevada Commission on Off-Highway Vehicles
901 S. Stewart Street, Suite 1003
Carson City, NV 89701

Re: Letter of Support for USFS

Commission Members,

On behalf of Tread Lightly!, I am writing in support of US Forest Service- Spring Mountain National Rec. Area's 2024 application to the Nevada Commission on Off-Highway Vehicles to support their growing OHV program.

Tread Lightly! is a national nonprofit organization with a mission to promote responsible recreation through stewardship programs and ethics education. Tread Lightly!'s educational message, along with its unique training and restoration initiatives, are strategically designed to instill an ethic of responsibility in outdoor enthusiasts and the industries that serve them. The program is long-term in scope with a goal to balance the needs of the people who enjoy outdoor recreation with our need to maintain a healthy environment. Tread Lightly!'s award-winning materials, programs and services are solutions to some of the nation's most pressing recreation issues.

Tread Lightly! supports the efforts of local agencies who help share the Tread Lightly! message, maximizing the effectiveness of the program. The U.S. Forest Service will provide meaningful content and messaging for the public to learn and practice outdoor ethics and safety.

Tread Lightly! appreciates U.S. Forest Service's efforts to promote responsible, respectful and sustainable OHV use through teaching the T.R.E.A.D. Principles and providing Tread Lightly! educational content.

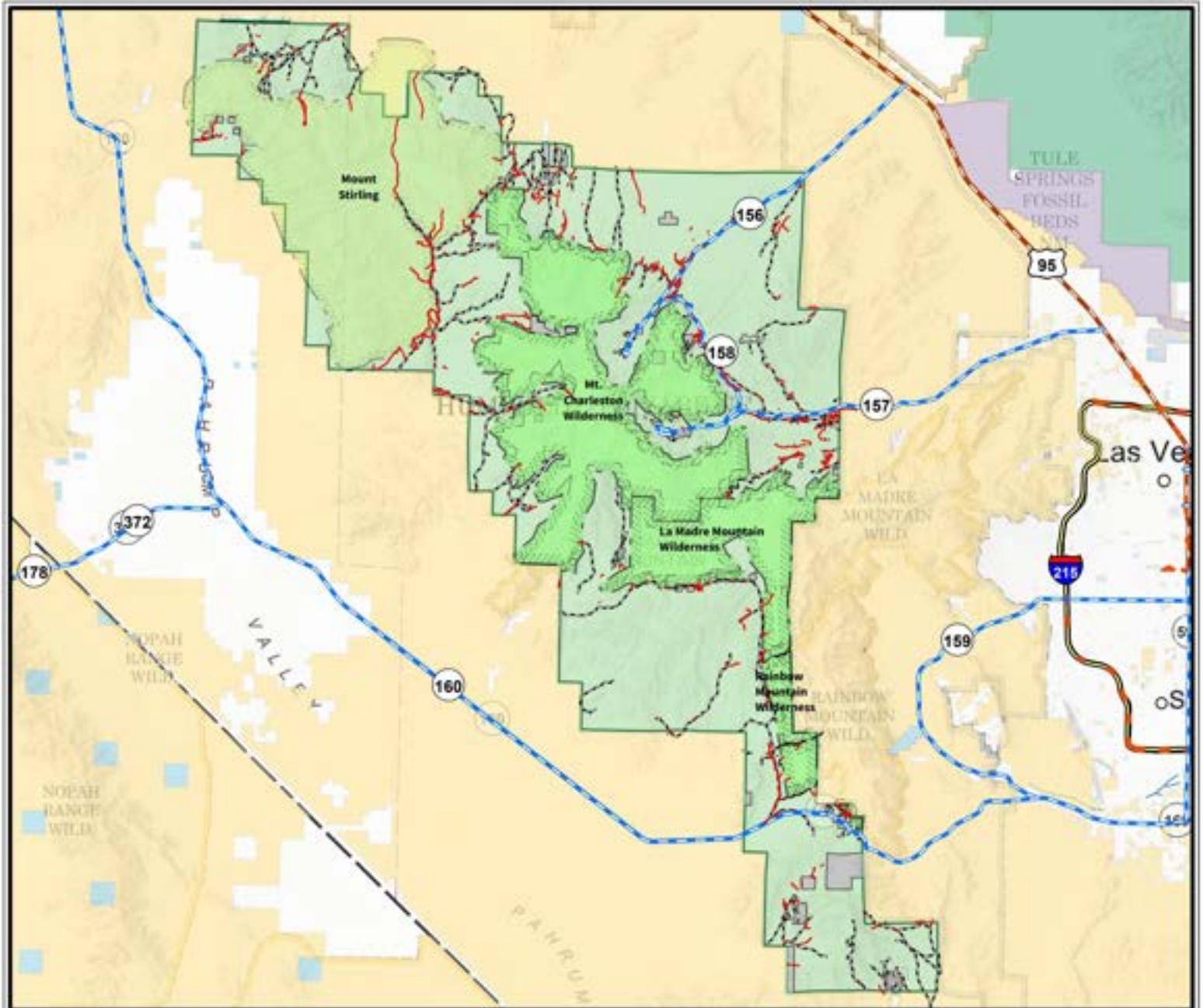
Sincerely,

A handwritten signature in black ink that reads "Ivan Robins". The signature is written in a cursive, slightly slanted style.

Assistant Director-Programs

801 Robinson Dr. #400
North Salt Lake, UT 84054

treadlightly.org



Vicinity Map



Legend

- U.S. Forest Service
- Bureau of Land Management
- National Park Service
- U.S. Fish and Wildlife Service
- State Lands
- Private, Local Government, Undesignated
- Private, Local Government, Undesignated
- Forest Service Wilderness Area
- Forest Service Wilderness Study Area
- Interstate - Two Directions
- Interstate - one direction
- US Highway - Two Way Divided
- ramp/transition
- State Highway
- Roads Open to All Vehicles, Yearlong
- Unauthorized Motorized Route



**Nevada Commission OHV Grant
SMNRA Overview**

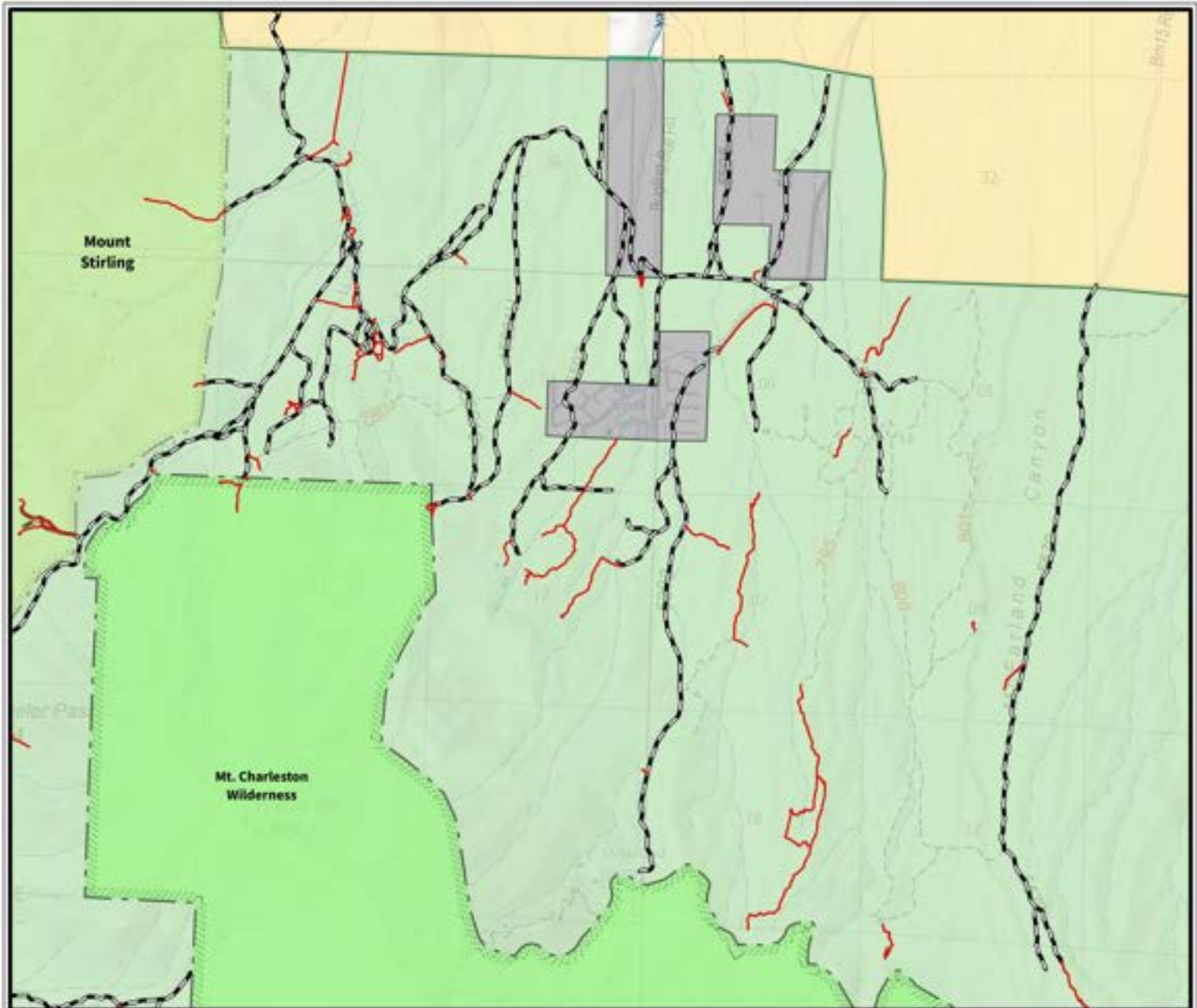
U.S. Forest Service - Intermountain Region
Humboldt-Toiyabe National Forest
Spring Mountains National Recreation Area

Date: 11-05-2024
H-T GIS: JG

Disclaimer

The USDA Forest Service makes no warranty, expressed or implied regarding the data displayed on this map, and reserves the right to correct, update, modify, or replace this information without notification.

Forest Service Roads and Unauthorized Motorized Routes within the Spring Mountains National Recreation Area. Map created for the 2024 Nevada Commission Off-Road Vehicle Grant proposal.



Vicinity Map



Legend

- U.S. Forest Service
- Bureau of Land Management
- Private, Local Government, Undesignated
- Forest Service Wilderness Area
- Forest Service Wilderness Study Area
- Unauthorized Motorized Route
- Roads Open to All Vehicles, Yearlong



**Nevada Commission OHV Grant
Cold Creek**

U.S. Forest Service - Intermountain Region
Humboldt-Toiyabe National Forest
Spring Mountains National Recreation Area

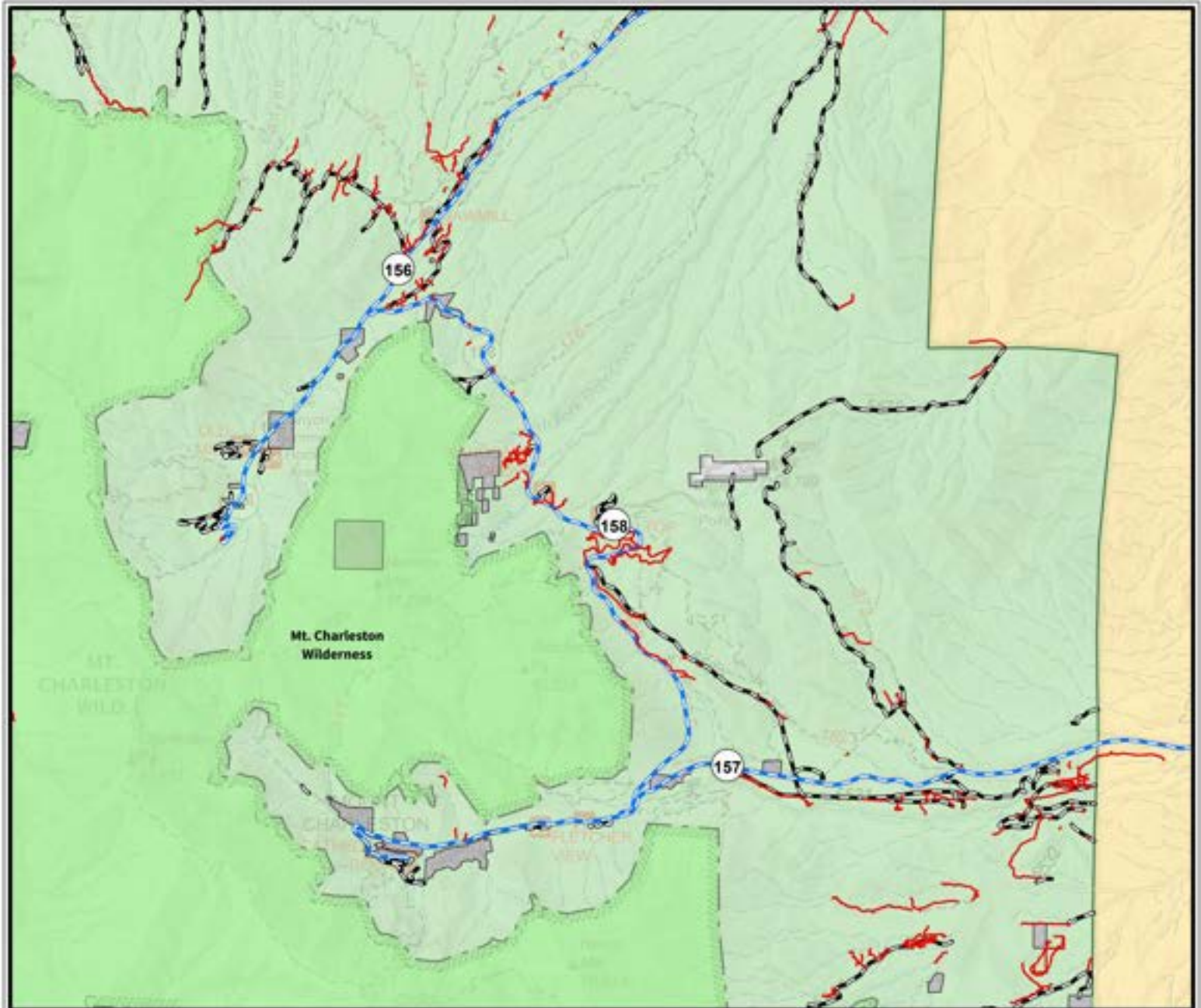
Date: 11-05-2024
H-T GIS: JG

Disclaimer

The USDA Forest Service makes no warranty, expressed or implied regarding the data displayed on this map, and reserves the right to correct, update, modify, or replace this information without notification.

Forest Service Roads and Unauthorized Motorized Routes within Cold Creek of the Spring Mountains National Recreation Area. Map created for the 2024 Nevada Commission Off-Road Vehicle Grant proposal.





Vicinity Map



Forest Service Roads and Unauthorized Motorized Routes within Kyle and Lee Canyon of the Spring Mountains National Recreation Area. Map created for the 2024 Nevada Commission Off Road Vehicle Grant proposal.

Legend

- U.S. Forest Service
- Bureau of Land Management
- Private, Local Government, Undesignated
- Private, Local Government, Undesignated
- Forest Service Wilderness Area
- Unauthorized Motorized Route
- State Highway
- Roads Open to All Vehicles, Yearlong



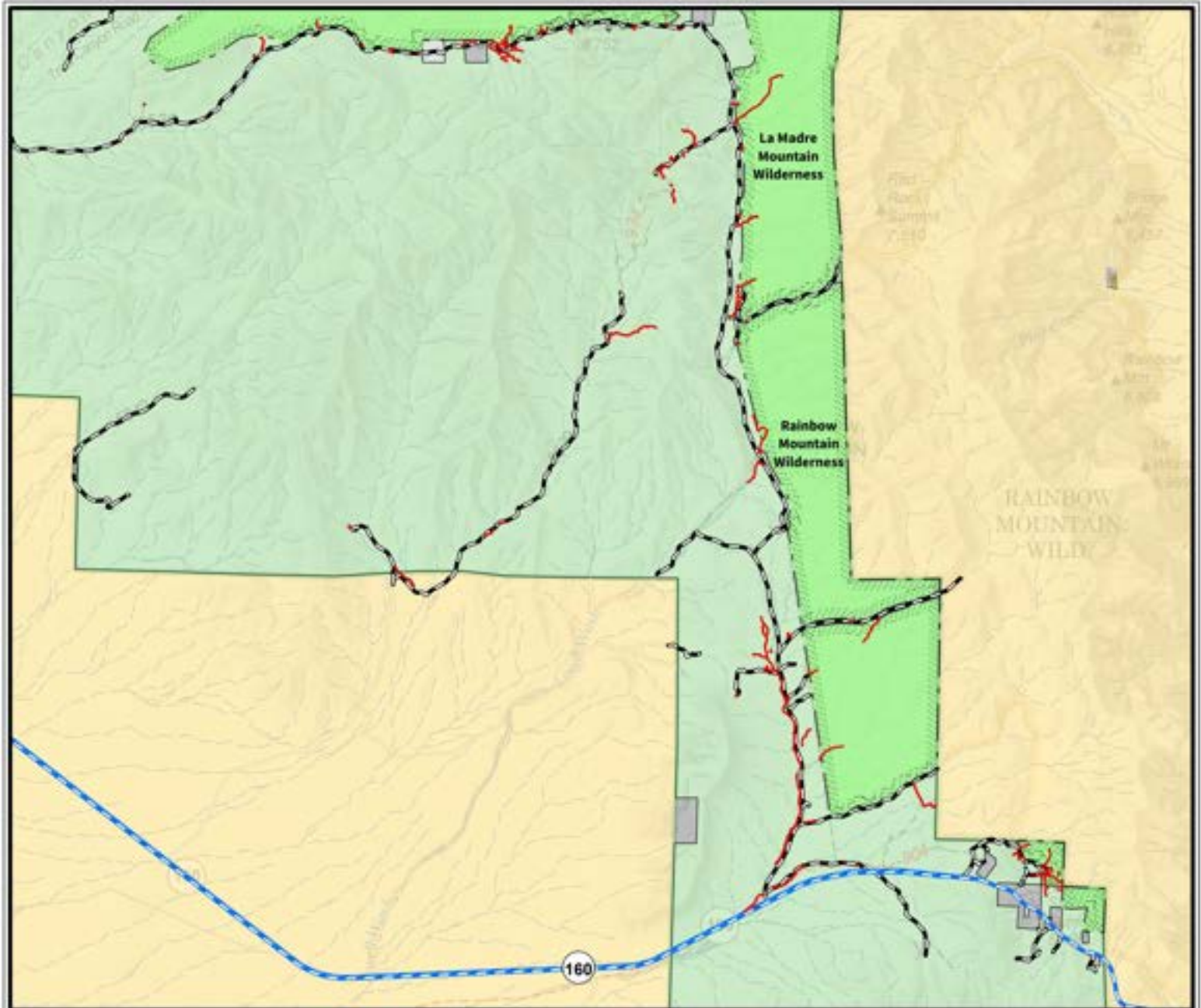
**Nevada Commission OHV Grant
Kyle and Lee Canyon**

U.S. Forest Service - Intermountain Region
Humboldt-Toiyabe National Forest
Spring Mountains National Recreation Area

Date: 11-05-2024
H-T GIS: JG

Disclaimer

The USDA Forest Service makes no warranty, expressed or implied regarding the data displayed on this map, and reserves the right to correct, update, modify, or replace this information without notification.



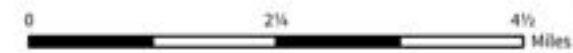
Vicinity Map



Forest Service Roads and Unauthorized Motorized Routes within Lovell Canyon of the Spring Mountains National Recreation Area. Map created for the 2024 Nevada Commission Off-Road Vehicle Grant proposal.

Legend

- U.S. Forest Service
- Bureau of Land Management
- Private, Local Government, Undesignated
- Private, Local Government, Undesignated
- Forest Service Wilderness Area
- Unauthorized Motorized Route
- State Highway
- Roads Open to All Vehicles, Yearlong



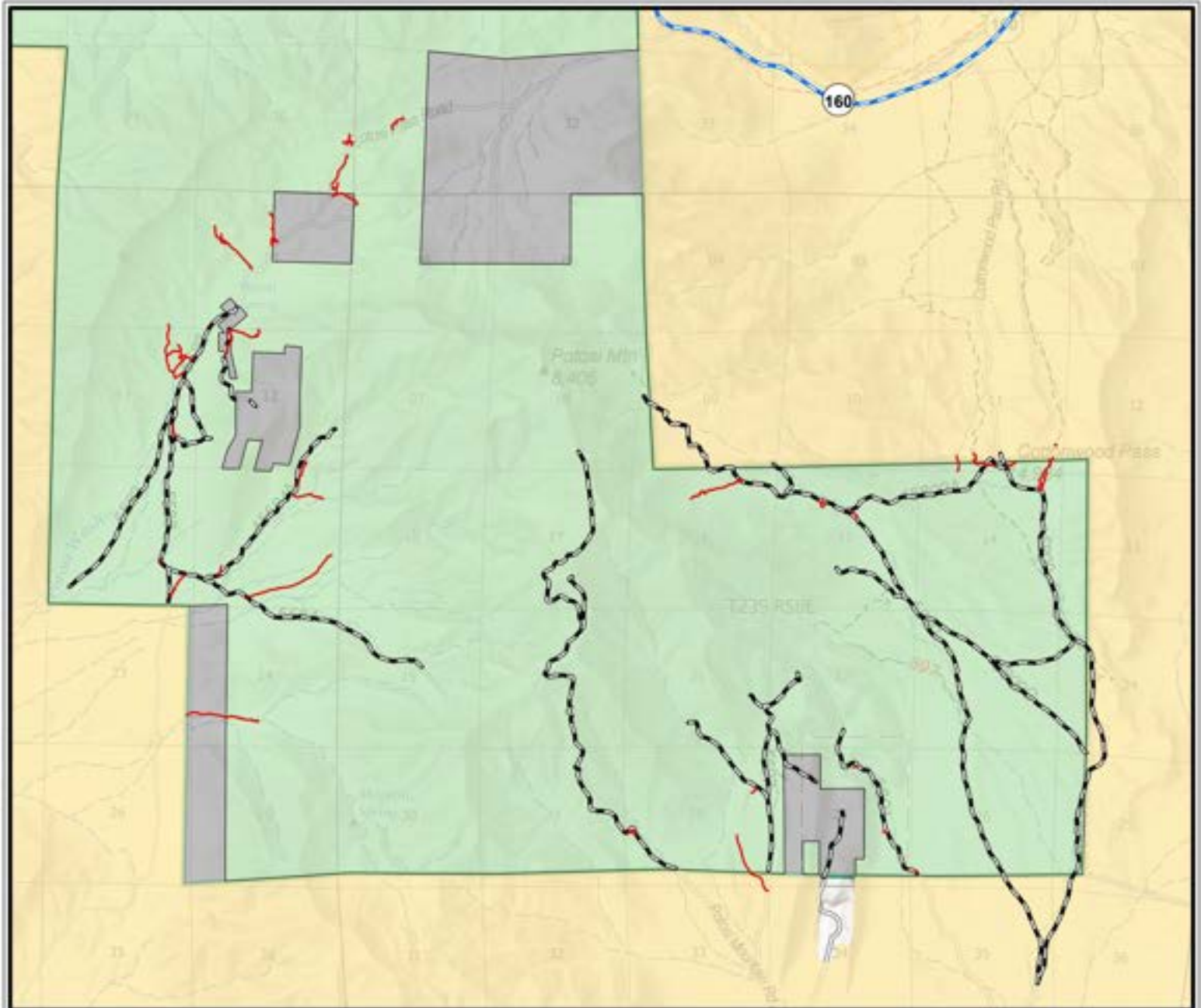
**Nevada Commission OHV Grant
Lovell Canyon**

U.S. Forest Service - Intermountain Region
Humboldt-Toiyabe National Forest
Spring Mountains National Recreation Area

Date: 11-05-2024
H-T GIS: JG

Disclaimer

The USDA Forest Service makes no warranty, expressed or implied regarding the data displayed on this map, and reserves the right to correct, update, modify, or replace this information without notification.



Vicinity Map



Forest Service Roads and Unauthorized Motorized Routes within the Potosi area of the Spring Mountains National Recreation Area. Map created for the 2024 Nevada Commission Off-Road Vehicle Grant proposal.

Legend

- U.S. Forest Service
- Bureau of Land Management
- Private, Local Government, Undesignated
- Unauthorized Motorized Route
- State Highway
- Roads Open to All Vehicles, Yearlong



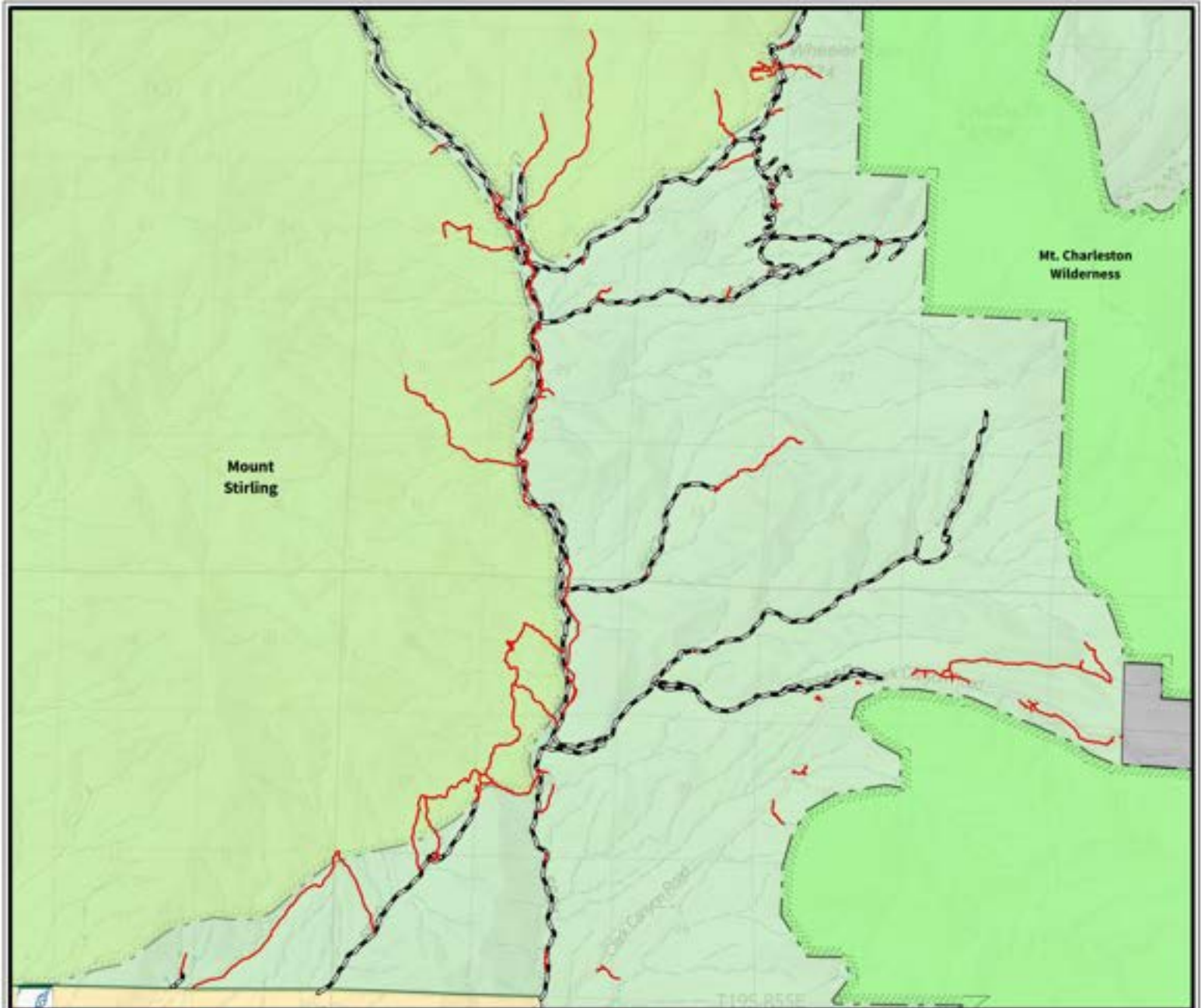
**Nevada Commission OHV Grant
Potosi**

U.S. Forest Service - Intermountain Region
Humboldt-Toiyabe National Forest
Spring Mountains National Recreation Area

Date: 11-05-2024
H-T GIS: JG

Disclaimer

The USDA Forest Service makes no warranty, expressed or implied regarding the data displayed on this map, and reserves the right to correct, update, modify, or replace this information without notification.



Vicinity Map



Forest Service Roads and Unauthorized Motorized Routes within the Wheeler area of the Spring Mountains National Recreation Area. Map created for the 2024 Nevada Commission Off-Road Vehicle Grant proposal.

Legend

- U.S. Forest Service
- Bureau of Land Management
- Private, Local Government, Undesignated
- Forest Service Wilderness Area
- Forest Service Wilderness Study Area
- Unauthorized Motorized Route
- Roads Open to All Vehicles, Yearlong



**Nevada Commission OHV Grant
Wheeler**

U.S. Forest Service - Intermountain Region
Humboldt-Toiyabe National Forest
Spring Mountains National Recreation Area

Date: 11-05-2024
H-T GIS: JG

Disclaimer

The USDA Forest Service makes no warranty, expressed or implied regarding the data displayed on this map, and reserves the right to correct, update, modify, or replace this information without notification.

Educational Outreach/Public Contacts

3/10/22

Mint 400 Festival Outreach on Fremont Street

Public contacts: 361



3/23/22

Pahrump Valley 4-Wheelers (PV4W) club had a memorial for Dick Senior "The Keeper of the Wheeler Well"

Public contacts: 38



4/20/22

Attended and presented at the Vegas Valley 4 Wheelers club meeting at Tap House at 18:00.

Total contacts: 60



NV Off-Road Summit 2022

10/12/22-10/14/22: Attended the NVORA
"Off-Road Summit" event in Minden, NV.



Hump N' Bump 2022 – Vegas Valley 4-
Wheelers

10/28/22-10/29/22



Hump N' Bump 2023

10/20/2023



2024 MINT 400 Off-Road Festival

3/7/2024-3/9/2024



8/18/21: Graffiti removal off Harris Springs kiosk



9/20/21: Graffiti removal off 45534 NF boundary sign



10/5/21: Graffiti removal off of 45601 next to DIS12-255



Graffiti removal in Cold Creek on Wheeler Pass Road 45601



Charcoal Kilns Kiosk – Wheeler Pass Road
45601



ALL WORK COMPLETED WAS FUNDED BY THE BUTTERFLY HABITAT RESTORATION PROJECT – AUTECOLOGY PROJECT FUNDING HAS EXPIRED

Carsonite 45601 updated stickers: 7/5/21



Carsonite 25806 replacement/sticker update: 6/30/21

25806/25801 junc.



Carsonite 45510B
replacement/sticker
update: 6/13/21

Relocated carsonite to
right side of road 45510B



Carsonite 45601C
replacement/sticker
update: 5/25/21

45601C/45601U junc.



45601N new
carsonite/stickers on
7/14/21

45601N/45601B junc.



45601B new
carsonite/stickers on
7/14/21

45601B/45601N junc.



45601C new
carsonite/stickers on
8/29/21

Willow creek
457601/45601C junc.



Trash removal from Cold
Creek staging area
11/6/21



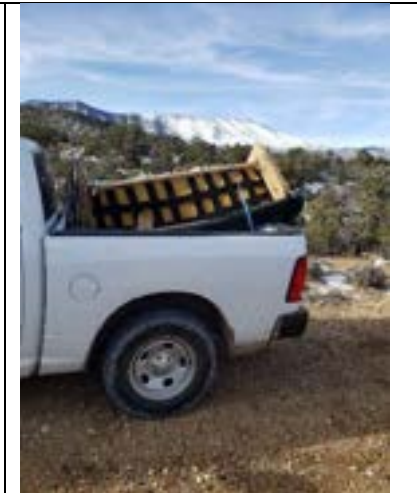
Trash removed from
Clark Canyon
10/16/21



45571

1/10/22: Removed
abandoned couch off 45571
heading up to mud springs.

Lat/Long: 36°24'09.7", -
115°41'05.9"



DIS12-157 – FNW Volunteer Event

6/18/22: Removed (41) signs illegally installed on trees throughout the DIS12-157 unauthorized motorized route with volunteers from Friends of Nevada Wilderness.

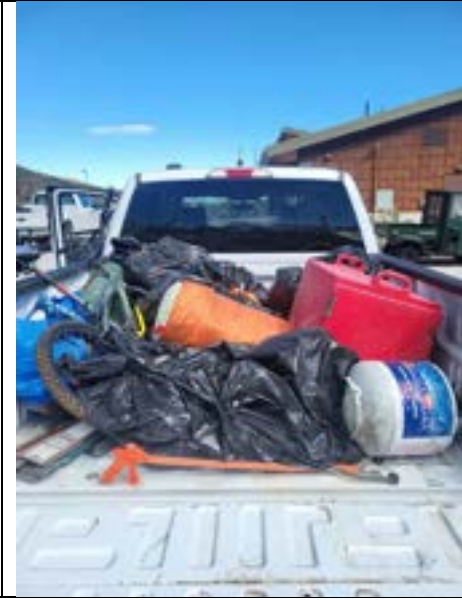


Lovell Canyon Kiosk



Harris Springs Trash Dumping





Lovell Canyon and Clark Canyon trash removal



DECISION NOTICE
and
FINDING OF NO SIGNIFICANT IMPACT

NOXIOUS WEED MANAGEMENT AND CONTROL PROGRAM
for the
HUMBOLDT-TOIYABE NATIONAL FOREST
AUSTIN, BRIDGEPORT, CARSON, AND TONOPAH RANGER DISTRICTS
and
SPRING MOUNTAINS NATIONAL RECREATION AREA

in
Carson, Clark, Douglas, Esmeralda, Eureka, Lander, Lyon, Mineral, Nye, and Washoe Counties,
Nevada

Introduction

The Humboldt-Toiyabe National Forest has prepared an Environmental Assessment (EA) to document the analysis used to assess its noxious weed control program on the Austin, Bridgeport, Carson, and Tonopah Ranger Districts and the Spring Mountains National Recreation Area. A Noxious Weed Control Program Environmental Analysis was developed in 1996 for the Ely, Mountain City, Santa Rosa, Ruby Mountains, and Jarbidge Ranger Districts. Therefore, these districts will not be effected by this decision. The Forest Service is proposing to update its existing noxious weed control program by using an expanded Integrated Pest Management System (IPMS).

Decision

I have reviewed this EA, including the issues and methodology involved in selecting and implementing the potential treatment methods, the biology of the noxious weeds known to occur on the Humboldt-Toiyabe National Forest, and the relative effectiveness of the proposed treatments in their control, and the environmental effects of those treatments on the surrounding vegetation, soils, water, wildlife, and people.

Based on the results of the analysis documented in the Environmental Assessment, it is my decision to implement Alternative B - Implementation of Integrated Weed Management with Herbicides. This alternative applies to noxious weed treatments on lands administered by the Humboldt-Toiyabe National Forest in Nevada only.



Decision Notice and Finding of No Significant Impact Spring Mountains National Recreation Area Motorized Trails Designation Project

Background

The proposed project area for this Environmental Assessment (EA) is the entire Spring Mountains National Recreation Area (Spring Mountains NRA). It covers 315,488 acres of National Forest land in Clark and Nye Counties, Nevada.

This project was initiated because of the need to prevent the creation of new unofficial motorized trails, to protect the natural and cultural resources of the area from the impacts of vehicles traveling off roads and motorized trails and to provide OHV (Off-Highway Vehicles) users with recreation opportunities compatible with the resources on the Spring Mountains National Recreation Area.

On March 7, 2003 a proposed action was sent to the public, agencies and organizations for comment. The action proposed was that the majority of "unofficial motorized trails" on the Spring Mountains NRA would remain open to motorized travel. Exceptions included some of the following areas: 1) riparian areas such as creeks and springs 2) cultural resource sites 3) biologically significant areas 4) Wilderness areas. Other areas on the Spring Mountains NRA, which are not designated open for motorized use, would be closed to motorized use. Information signs would be installed throughout the Spring Mountains NRA to direct off-highway vehicle users to those trails that would remain open for motorized travel.

The District received many comments in response to the proposed action. From these comments issue statements and alternative actions were developed. Five alternative actions to the proposed action were developed, ranging from closing the entire Spring Mountains NRA to motorized travel outside of Forest System Roads, to not closing any areas on the Spring Mountains NRA to motorized vehicles (except designated Wilderness areas).

On December 2, 2003 an Environmental Assessment (EA) was sent to interested publics, agencies and organizations. The E.A. documented the effects analysis of the proposed action and five other alternatives.

In response to public, agency and organization comments, the EA was updated and points were clarified to provide improved effects analysis. The EA was also clarified to state that the trails designated to be open to OHV use are already established trails and currently in use. All of these updates and clarifications were minor and do not materially revise the EA.



Decision

Based on my review of the alternatives in the Environmental Assessment, knowledge of the effects of the alternatives, and review of the public, agency and organization comments received during the analysis process, it is my decision to implement Alternative Five, with modifications (see the enclosed compact disc with the decision map). Alternative Five will both provide OHV users with a substantial number of trails that will remain unchanged from current management (that is, open for motorized travel) as well as protect sensitive natural and cultural resources from the impacts of motorized use by closing all non-designated areas to motorized entry. Motorized vehicle use off of the Forest System roads and those trails remaining open per this decision shall be limited to existing short distance pull-outs for the purposes of parking.

I have modified Alternative Five based on the analysis in the Environmental Assessment and public, agency and organization comments (see the attached Response to Comments document). The original alternative emphasized that there would be no motorized vehicle use within ½ mile of private property, campgrounds, hiking trails, picnic areas, wilderness areas, and the Red Rock National Conservation Area. It also emphasized that there would be no motorized vehicle use in riparian areas, known sensitive plant and animal populations, biodiversity hotspots and cultural resource sites. My decision to modify alternative 5 includes allowing selected trails to remain open adjacent to private property and selected parking areas to remain open within biodiversity hotspots. Other modifications include closing selected trails that would have been open in alternative 5 and dropping one trail from consideration in this decision. My decision to select and modify alternative 5 is based on social and ecological issues, the effects analysis in the Environment Assessment, and public, agency and organization comments and to better meet the purpose and need.

Modifications to Alternative 5:

One of the most significant modifications to alternative 5 involves the trail that extends from the Wheeler Well area north through the Mount Stirling Wilderness Study Area. On maps dating back to the late 19th century, this trail is referred to as the Tecopa to Indian Springs Road and as the Road to Indian Springs. It is the portion of Forest Service road 45556 that was not included in the official cherry stem in the Bureau of Land Management's Wilderness Study Area Maps submitted to congress when this area was nominated as a wilderness study area.

Alternative 5 would have designated this trail as among the trails to remain open to motorized travel. The rationale to leave this trail open was due to the standards in the 1996 General Management Plan directing the Forest to continue to permit existing motorized uses on the Spring Mountains NRA where these uses are not in conflict with other standards or causing resource damage. This was a popular motorized trail during the time the General Management Plan was being written. Other than the wilderness values, I find that there are no compelling resource protection issues indicating the trail should be closed.

Decision Memo
USDA Forest Service
Humboldt-Toiyabe National Forest
Spring Mountains National Recreation Area
Clark County, Nevada
Unauthorized Motorized Route Restoration Project
July 2014

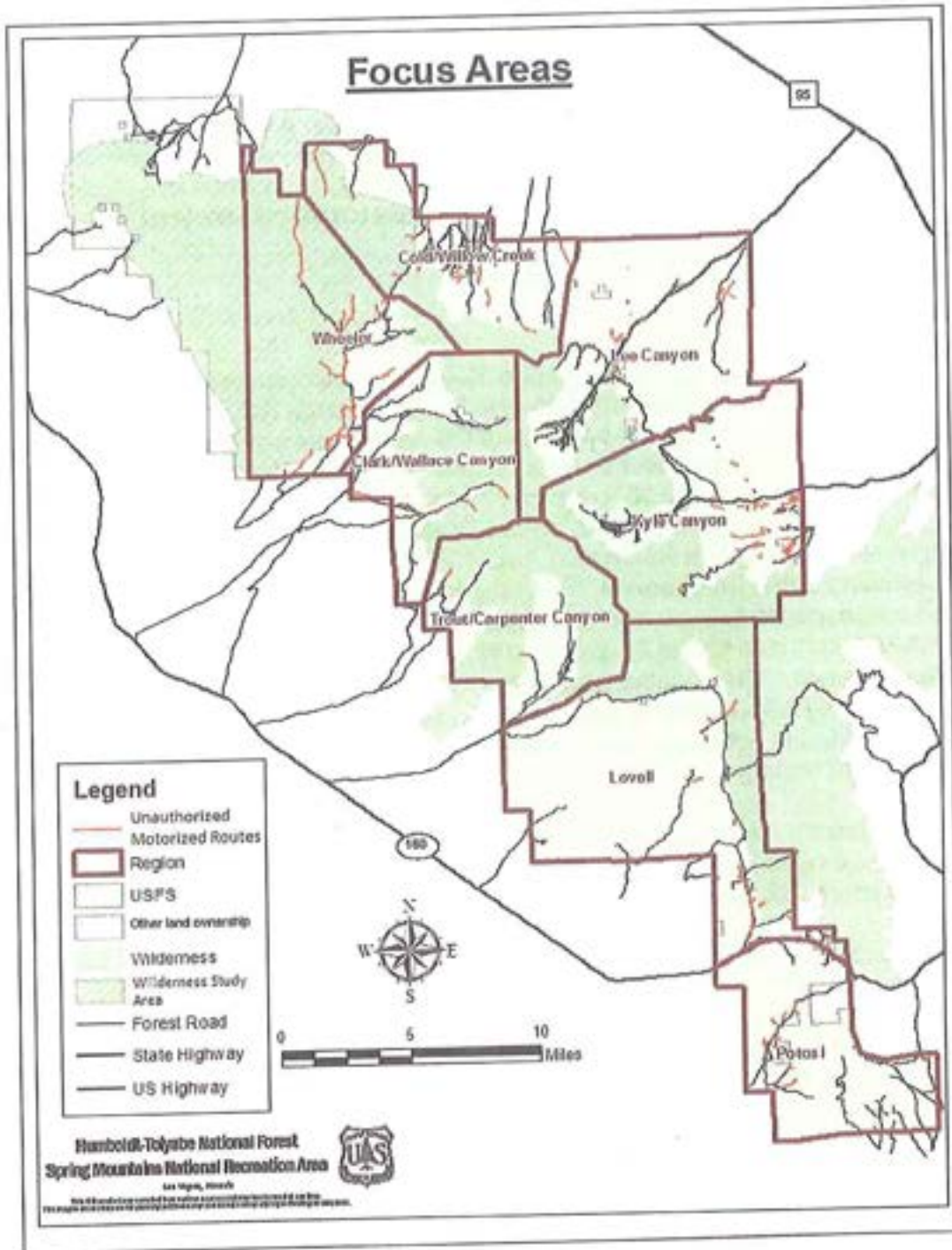
BACKGROUND/PURPOSE AND NEED

In 2004, the District Ranger signed the Spring Mountains National Recreation Area (SMNRA) Motorized Trails Designation Project Decision Notice (DN). According to the 2004 DN, "This project was initiated because of the need to prevent the creation of new unofficial motorized trails, to protect the natural and cultural resources of the area from the impacts of vehicles traveling off roads and motorized trails and to provide OHV (Off-Highway Vehicles) users with recreation opportunities compatible with the resources on the Spring Mountains National Recreation Area." After completing an environmental analysis, including public involvement, the DN and subsequent Motor Vehicle Use Map designated a transportation system of 334 miles of roads and trails for motorized use. All other areas and routes on the Forest were closed to motorized travel and are termed "unauthorized routes". The unauthorized routes in the project area were not included in the transportation system because of existing adverse impacts to other resources which could not be avoided or mitigated to acceptable levels, public safety concerns and conflicts with other management direction.

As part of the Forest's strategy to implement the Decision Notice, the unauthorized route restoration project is proposed to return unauthorized routes to a more natural condition consistent with management direction for the SMNRA.

The unauthorized motorized routes that have been documented for this project are spread across the SMNRA. The map on the next page shows the geographic scope of the project (see Appendix B for detailed maps of each focus area). All of the routes proposed for restoration are highlighted in red and are already managed as closed under the 2004 Motorized Trails Designation Project and MVUM.

Recent field inventories documented adverse effects from unauthorized routes, including impacts to high priority habitat, wilderness characteristics, archeological resources, and the hydrologic characteristics of riparian areas in close proximity to the routes. There is a need to protect these resource values from further motorized vehicle impacts, and a need to restore sections of unauthorized routes to address erosion issues along the routes, impacts to rare plant habitat, and impacts to wilderness characteristics. The purpose of this action is to block motorized access to the unauthorized routes, deter further motorized use, and accelerate restoration of the previously mentioned resource values.



DECISION

I have decided to implement route restoration activities on approximately 73 miles of unauthorized motorized routes in the project area. The types of physical closures and restoration will be specific to each route and based on site characteristics such as severity of resource damage, susceptibility to erosion, and potential for vehicle incursions. The types of proposed restoration activities are listed below:

Blocking routes:

- Installing boulders: A series of boulders would be placed at the entry of the unauthorized routes. Spacing and size of boulders would deter entry by motorized vehicles, but allow non-motorized recreationists to pass.
- Installing gates: A locked gate would be placed at the entry to close the route to unauthorized motorized use, but allow access for administrative reasons such as utility right-of-ways or fire suppression.

Habitat restoration:

- Mulching: Natural material would be placed on a disturbed soil surface to stabilize the topsoil, capture seeds, and reduce the visibility of the disturbance. Material may include on-site rocks, downed woody debris, downed logs, dead brush, and straw waddles.
 - Vertical Mulch: Mulch that is placed upright and partially buried to mimic the surrounding upright vegetation and provide habitat for seeds and small animals.
 - Horizontal Mulch: Mulch that is placed horizontally over disturbed soil.
- Decompacting surface soil with hand tools:
 - Raking: The use of hand rakes to return the route surface to a more natural contour and disperse native mulch.
 - Pitting: The use of hand tools to decompact the soil.
- Seeding: Hand dispersal of native seed on decompact soil to revegetate the disturbance area.
- Ripping (also known as sub-soiling or harrowing): A tillage method using heavy equipment to drag metal tines through the soil. Soil can be decompact to a depth of six to eight inches, promoting natural revegetation and allowing water to infiltrate the soil.

Ripping is proposed only if:

 - Soil compaction is severe and hand tools would not be sufficient.
 - The length needing active restoration is long enough that the use of hand tools would not be efficient.
 - The area is accessible with heavy machinery.
- Adding soil amendments: Addition of organic material, including biochar, to the soil to promote revegetation and incorporated into the soil after a ripping/decompaction treatment has been applied to promote soil recovery.

These active restoration activities would occur mostly on the portion of the route within view of where motor vehicles are entering the route. The portions of the routes that are outside of the entry line-of-sight are proposed to undergo "passive restoration" in which

the area will be restored through natural processes. Appendix B summarizes the amount of estimated active and passive restoration in each geographic focus area.

Each route was inspected in the field and the proposed restoration was determined on a case-by-case basis. Appendix B specifies the restoration activities planned for each route.

Based on comments raised by the public during scoping, I have decided to make the following modifications to the proposed action and incorporate them into my decision:

- At the junction of the following unauthorized routes (disturbance sites) with the respective open designated route, place the closure device (boulders or gates) on the unauthorized route at a point that retains an area for parking and for turn around: DIS12-024, DIS12-025, DIS12-070, DIS12-072, DIS12-080, DIS12-167, DIS12-168, DIS12-187, DIS12-188 and DIS12-211 (as illustrated in a map incorporated herein as Appendix B).
- Withdraw the proposed active restoration of DIS12-191 and that segment of DIS12-168 in the wash. As noted in several public comments, the routes follow a wash and specialists concurred that natural flood events in the wash would compromise any active restoration efforts. These unauthorized routes are still not designated routes for motorized use under the 2004 SMNRA Motorized Trails Designation Project decision and the associated MVUM.
- Defer the proposed active restoration of DIS12-068 pending further discussion and decision of route management with the Bureau of Land Management (BLM). The BLM manages their portion of this route as open to motorized use. They are currently revising their Resource Management Plan which may affect future management of the route. In order to maintain future management options and consistency of route management, I will defer proposed restoration of the Forest Service segment. This route is still not a designated route for motorized use under the 2004 SMNRA Motorized Trails Designation Project decision and the associated MVUM.
- Authorize closure of DIS12-248 accessing guzzler #65 with an administrative access gate if the Forest Service, BLM and the Nevada Department of Wildlife (NDOW) reach agreement that such action will facilitate maintenance of the guzzler near that route. Adjust the point of closure on DIS12-052 accessing guzzler #71 to a point 200 feet from its junction with Road #45584A to facilitate NDOW access to the guzzler.

My decision also incorporates the design criteria listed in Appendix A to protect or reduce effect to certain resource values that may be effected by the project.

CATEGORY OF ACTIONS

This action is categorically excluded from documentation in an environmental impact statement (EIS) or and environmental assessment (EA). The applicable category of actions is identified in agency procedures as 36 CFR Part 220.6(e) (20):