



STATE OF NEVADA
Off-Highway Vehicles Program
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OFF-HIGHWAY VEHICLES GRANT PROGRAM
NEVADA DEPARTMENT OF CONSERVATION AND NATURAL RESOURCES
NEVADA COMMISSION ON OFF-HIGHWAY VEHICLES
NRS 490

FALL 2017 GRANT APPLICATION

(RFA APPENDIX A)

APPLICATIONS DUE

November 1, 2017, 4:00 PM, PST

Please mail early; Applications postmarked prior to 4:00 pm on November 1, 2017 but not received prior to that time are untimely and will not be considered.

NOTE: this is the State OHV program, NOT the Federal Recreational Trails Program

SUBMIT: ONE FULL COLOR COPY, DOUBLE SIDED
BY MAIL OR HAND DELIVERY
(8.5" X 11" ONLY. MAPS MAY BE 11"X17" NO LARGER)

TO: NEVADA DEPT. OF CONSERVATION AND NATURAL RESOURCES
OFF-HIGHWAY VEHICLES PROGRAM
ATTN: DCNR J. SCANLAND
901 S. STEWART STREET, SUITE 1001
CARSON CITY, NV 89701

AND

ONE ELECTRONIC FILE; PDF VIA EMAIL jscanland@ohv.nv.gov
OR MEMORY DEVICE ENCLOSED WITH APPLICATION.

DO NOT ATTACH ITEMS THAT ARE NOT REQUIRED.

For questions please contact:

Jenny Scanland

Executive Secretary

(775) 684-2794

(jscanland@ohv.nv.gov)

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

Project # _____ (State admin only)

This application has seven (VII) 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 INFORMATION

- 1. Project Name:** Shoshone OHV Trail System Assessment & Maintenance
- 2. Project Dates:** Expected *Start*: May, 2018 Expected *Completion*: July, 2018
- 3. Applicant Name:** National Off-Highway Vehicle Conservation Council (NOHVCC)

Phone: 800-348-6487

Mailing address: 427 Central Avenue West

Great Falls, MT 59404

Email: trailhead@nohvcc.org

- 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).

- 5. Project Manager:** Marc Hildesheim

Phone: 208-416-3557

Mailing address: 427 Central Avenue West, Great Falls, MT 59404

Email: marc@nohvcc.org

6. **State T-Vendor #** (if available) NA

7. **Landowner:** USDI-Bureau of Land Management

Contact: Paul Amar- Outdoor Recreation Planner

Phone: 775-482-7836

Mailing Address: 1553 South Main Street, PO Box 911, Tonopah, NV 89049

Email: pamar@blm.gov

9. **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

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

State OHV Grant Request: \$ 72,508.10

Other Funds: \$ 20,108.60

Total Project Amount \$ 92,616.70 100%

What are the sources of your leveraged (other) funds?

☒ Federal ☐ Private ☒ In-kind ☒ City/County ☒ Other

Please describe source(s):

Northern Nevada ATV Association (NNATVA) will provide in-kind volunteer hours.
Lander County Road & Bridge will provide road equipment, operator and labor.
NOHVCC will provide staff and oversight time. BLM will provide personnel, vehicles, and per diem.

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

- ☒ Studies or planning for trails and facilities;
 - Environmental Assessments and Environmental Impact Studies.
- ☒ Other studies Condition and Feasibility Assessments
- ☐ Acquisition of land for trails and facilities
- ☒ Mapping and signing of trails and facilities
- ☒ 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
- ☐ Compliance and enforcement

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 type="checkbox"/> Side by side 50" or wider |
| <input type="checkbox"/> Race Course | <input type="checkbox"/> Skills riding course | |

Other: **SxS <50"**

13. **Scope of Work:** Please describe *exactly* what work will be completed. Programs, planning, NEPA, surveys, mapping etc. and include miles of trail, trail type and other measurable goals including a timeline for completing the work. NAC 490.1375. If purchase of equipment is included please explain where/how it will be housed and maintained. (In order to avoid duplication, **do not include** justification or narrative in this section; refer to Section VII, Scoring Narrative).

1. Conduct a Condition Survey

After riding a portion of the trail system this spring, it is evident that the overall trail system is in need of maintenance since it was constructed in 2010/2011. In the steeper areas, there is considerable slough that could put riders at risk. Some rolling dips and grade reversals are at the brink of failure. Some turnouts were not constructed as designed and they draw the rider's eye into a dead-end route. These pose a safety concern. In 2016, a new map was produced which included changes to the numbering system, the difficulty level of one trail (southern portion of TR12(11), and the deletion of one trail (TR15 over Horse Mountain). Those changes need to be validated for their rationale. Unfortunately, some of the numbers on the map do not agree with the signing on the ground and some signing is missing which causes confusion for the rider trying to navigate the system. It has been a very wet year with several significant weather events, so it is likely there is damage at some of the wash crossings.

- a. Assess maintenance work needs and priorities for the trails (about 30 miles), the roads used as trails (about 10.5 miles), and the facilities at the Redrock Trailhead. This work will be performed by RecConnect with assistance as needed by the National Off-Highway Vehicle Conservation Council (NOHVCC).
- b. Assess the signing, numbering, difficulty levels, and rationale for deleting TR15 and recommend adjustments/changes if needed.
- c. Assess the safety of the turnouts and recommend either changes in the shape/alignment of the turnouts or add signing.
- d. The system was designed to provide a high degree of flow and rider satisfaction, however, there are places where the construction did not meet the intent of the design. Assess the flow of the trails and recommend minor clearing or alignment changes that would enhance the experience of the trails.

2. Perform Trail Maintenance

This involves about 30 miles of trail, however, there are some areas that will require no work. This will be performed by the trail contractor (Sierra Trail Works) with a trail dozer or other appropriate equipment.

- a. Remove slough.
- b. Clear/remove any blowdown.
- c. Re-shape the trail prism to the original design.
- d. Re-shape drainage.
- e. Repair any damage at wash crossings.
- f. Implement other items identified in the condition survey.

3. Perform Road/Trail Maintenance (up to 10.5 miles)

Rolling dips were installed on those roads used as trails in 2011, but the condition of those structures is unknown at this time. This work would be conducted by the trail contractor, Sierra Trail Works, with a trail dozer or other appropriate equipment.

- a. Re-shape rolling dips or add additional drainage structures as identified in the condition assessment.

4. Perform Facility Maintenance at the Redrock Trailhead

Since the parking lot at the trailhead was constructed, concrete parking bumpers were installed to delineate the parking lanes. These are unneeded and need to be removed.

- a. Remove concrete parking delineators. This would be performed by RecConnect, NOHVCC, and/or volunteers from the Northern Nevada ATV Association (NNATVA).
- b. Re-grade parking lot to original size and shape. This would be performed by the Lander County Road & Bridge Department.
- c. Re-grade the access roads off of the Redrock canyon Road. This would be performed by the same as (b) above.
- d. Re-shape wash drainage as needed. This would be performed by the trail contractor- Sierra Trail Works.
- e. Implement other items identified in the condition survey.

5. Perform Sign Maintenance

It is intended that this work will be performed by volunteers from the NNATVA who installed all of the original signing.

- a. Repair/replace signing as identified in the condition survey.
- b. For consistency, insure that all signs conform to the original signing protocols established for the project.
- c. Install new signs as identified for safety/orientation in the condition survey.
- d. Sign existing routes as SxS routes if within existing NEPA and management parameters.

6. Mill Creek Connectivity Assessment

- a. Conduct an assessment of the feasibility of connecting the Mill Creek Campground to the Shoshone trail system via a loop route.

As currently envisioned, this would involve three links. The first one would be the future implementation of TR20 (3.7mi) and TR11 (0.5mi). These two trails were included in the original Shoshone EA, flagged on the ground in 2011, but never constructed. If implemented, they would add two more loops to the trail system. TR20 also accesses a scenic viewpoint

that looks down into the Mill Creek drainage.

The second link would be a trail from the viewpoint winding west down the ridge to access the Mill Creek Campground. As shown on the map, this link would be about 3.3 miles. One unknown that could significantly affect this route is property ownership. Another unknown is the boundary of the Sage Grouse Conservation Plan. We would try to avoid critical habitat if there is any in this area.

Links one and two would comprise the trail portion of the Mill Creek Campground tie loop.

The third conceptual link would utilize existing roads to connect back to the Harry Canyon Road or the powerline road just south of the Harry Canyon Road. The aerial photos show some roads that head west from the Campground and stay on the north side of Mill Creek. The thought right now is to use these roads to access the old Hwy305 corridor, then follow the old highway all the way south to the Harry Canyon Road or the powerline road. This link would be about 3.8 miles and would comprise the road portion of the loop. Some unknowns that need to be assessed are the types of crossings and the conditions of those crossings of Mill Creek, Harry Canyon Creek, and other washes. Our assumption right now is that there are no old highway structures remaining, but that may not be correct.

This work would be performed by RecConnect with assistance as needed from NOHVCC. If feasibility and time allows, on-the-ground flaglines would be established.

7. SxS Assessment

This work would be performed by RecConnect with assistance as needed from NOHVCC.

- a. Conduct an assessment of the 30 miles of existing Shoshone trails to determine which, if any, can/should be converted to SxS width and identify any design modifications that would be required.
- b. Assess approximately 25 miles existing roads within the project boundary for inclusion as SxS routes, either now or in the future.
- c. Develop a conceptual SxS travel plan. This would examine the remaining trails in the original Shoshone Phase 1 and those planned in Phases 2&3 (see Section VII, #15) and the existing road network to develop a plan that would conform to current Sage Grouse management protocols.

8. Update and Reprint the Map/Brochure

The BLM would take the lead on this with assistance from NOHVCC and

RecConnect as needed. Lander County Convention and Tourism Authority has offered to partner in this if it occurs after July1, 2018.

- a. Use the data from the Condition Survey in item #1 to update the current map. Update and improve graphics and educational messages. See Attachment A- Maps, Shoshone 2016 Map, to view the current map.

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: N/A

Amount of funding Received: \$ N/A

Number of projects Completed: N/A

SECTION II – LOCATION, MAPS, PHOTOS

Project Location:

County: Lander County

Nearest Municipality/Town/City: Battle Mountain

Center of project: Latitude: N 40° 17.845' Longitude: W 116° 58.990'

Maps are a very important part of the application. They are considered part of the final agreement if funded. Please provide readable, proficient maps.

Please See Attachment A- 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.

- ☒ General location map (showing project area within the state or county)
- ☒ Topographic map (7.5 minute series quadrangle, 1:24,000 scale) with project boundary and map name Township: 28N Range: 44-45E Sections Various
- ☐ Detail map indicating specific project elements (e.g., structures, trail alignment)
 - Maps larger than 11x17 will not be accepted

Please attach the following photographs:

Please See Attachment B- Overviews

- ☒ At least two (2) overviews of the project area from different angles and distances.
(Good photographs at trail level and google aeriels help the scoring committee to understand the location, depth and breadth of your project.)

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:**

- ☐ Record of Decision (ROD)
- ☒ Finding of No Significant Impact (FONSI)
- ☐ 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

Proposed Budget: Provide your budget details in the following format. This budget should align clearly with your scope of work from #13.

- *Please follow this format as much as possible* and be very specific, as your application will rate higher. You may create your own spreadsheet.
- 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 and identify what each contract will include.*
- *Attach copies of all quotes/estimates.*

Item Description	Item	OHV Grant Request	Match Federal	Match Other	Total
Contracts: studies, planning , design, engineering	RecConnect, LLC- Assessments, Feasibility, Oversight, Trail Location & Design	\$ 29,736.50			\$ 68,536.50
	Sierra Trails Works- Mechanized Trail Maintenance	\$ 38,100.00			
	BLM Map Reprint Contract	\$ 700.00			
Contracts: construction	N/A				
Direct labor costs Salaries, including fringe, actual costs	See Contracts Above				\$ 8,837.40
	BLM- Paul Amar Lander Road & Bridge- Labor		\$7,752.00	\$1,085.40	
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)	NNATVA- 200 hours			\$4,712.00	\$ 4,712.00
Purchase or rental of equipment - Specify type of equipment – cost- # of days. <i>Attach estimate or quote.</i>	N/A				
Purchase of Materials List items & cost of each item or group of items.	RecConnect- \$767.00 Flagging, stakes, lath, 4x4 posts, sign materials, signs (included in contract cost				

	above)				
Vehicle Gas and Maintenance standard is now at .54 per mile. Estimate miles.	NNATVA-4040mi RecConnect-2325mi (included in contract cost above). NOHVCC- 74mi BLM-400mi@\$0.562	\$2,181.60 \$ 40.00			\$ 2,446.40
Other: be specific	NOHVCC Staff Support- Marc 80hrs, Laura 8hrs BLM SxS and Vehicle Use BLM Per Diem Lander Road & Bridge-Grading Equipment		 \$740.40 \$364.00	\$3,880.00 \$1,350.00	\$ 6,334.40
Other: be specific	NOHVCC Direct Costs. Lodging Per Diem Car Rental Airfare	\$ 600.00 \$ 250.00 \$ 500.00 \$ 400.00			\$ 1,750.00
Totals		\$72,508.10	\$9,081.20	\$11,027.40	\$92,616.70
Percentages		78%	10%	12%	100%

SECTION VI – TRANSMITTAL LETTERS and LETTERS OF SUPPORT

Transmittal Letter(s): transmittal letter(s) must be submitted **and attached to this application**. They must be signed by the appropriate club or agency head, (Chairperson/President of the organization or other authorized official) AND by **the landowner**.

☒ **Land Owner:** a letter of support by the landowners (county, city, state, federal, private) stating that they have read and agree (1) to the application (2) that the applicant's interest in the subject land 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 NAC 490.1355 (3) and any match or other tasks in the application that are assigned to them. The State may require the landowner/agency to be co-grantee on the grant agreement/contract.

☒ A commitment to maintain the trail/facility, and allow for motorized access to those facilities for 25 years or the normal life of the project, by the appropriate entity.

☒ **Letters of Support are limited to three (3).** Please attach them to the application.

SECTION VII – SCORING NARRATIVE

Address the following 14 questions in the order listed below.

- **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	<i>Public Education, Law Enforcement & Outreach:</i> <i>Please describe how your project/program will incorporate public education and/or outreach to increase registration and showcase the benefit of OHV communities, including registration events.</i>	<p>By the time construction started in 2010, there was already a demand to accommodate mixed groups of SxS and ATVs, however the effects analysis in the EA was based on 50" trails and the trails were designed as 50". Today, the trails of Shoshone are under-utilized. SxS sales far outpace that of ATVs and there is a huge segment of the OHV population that needs a place to ride. Developing a SxS travel plan will draw more riders, increase tourism, increase utilization of the trails, and potentially increase OHV registrations.</p> <p>This project moves dirt and will enhance the quality of the OHV recreation opportunity provided by the Shoshone trail system. As with any sticker program, riders want to see their money go to the ground, and when they see that, they and their friends and families are more likely to not only participate, but willingly participate in the program.</p> <p>Currently, there are no trails or roads on the Shoshone</p>
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		that are designated for SxSs, so that use, if it is occurring, is unmanaged. Creating a SxS travel plan and implementing that in Phase 4 of this project will provide riding opportunities, help insure compliance, and reduce the need for law enforcement by providing legal designated routes to ride.
2	Trail Mapping: Please describe how your project /program will move public lands in Nevada towards having travel plans completed and will result in trail mapping and creation of maps for the public. (With landowner/manager approval).	For rider safety and orientation, it is critical that the mapping agree with the signing on the ground. The current 2016 map does not agree with the signing. It needs to be reviewed and updated since changes were made that may or may not be valid. Several trail numbers were changed, the difficulty level of Trail 12(11) was changed, and TR15 which is a road loop over Horse Mountain was dropped entirely. If the signing doesn't agree with the map, it is more cost effective to change the map than the signing. In addition, the Alternative A basemap (see Attachment A, Shoshone Alt A basemap) shows another existing road loop just east of Horse Mountain which was to be implemented in the original Shoshone Phase 3. Since it is an existing route, it would make sense to implement, sign, and map that loop at this time.
3	Access: Please describe how your project/program ensures protection of access. Explain what access/opportunities would be lost or restricted if the project doesn't occur.	<p>One of the drawbacks of Shoshone is that there isn't a desirable place to camp. Dry camping is allowed at the trailhead, but there is no shade and the access road is barely suitable for toyhaulers and motorhomes. The Mill Creek Campground, on the other hand, is closer to Battle Mountain, has (had) good road access, shade, water (the creek), and amenities like firerings, toilets, and picnic tables. Creating a loop tie to Mill Creek will significantly increase access which should increase tourism and utilization of the trail system.</p> <p>During the Shoshone EA planning process, a tie to Mill Creek CG was considered, but not supported. Now that the Shoshone is an established, proven OHV trail system, there is support for that tie. One concern is that OHVs are using Mill Creek to stage now, only they have no designated place to ride. The best way to manage that use and protect resources is to provide designated routes that will provide a quality recreation experience.</p> <p>A fire in 2017 destroyed most of the Mill Creek Campground and it is currently closed to the public. The BLM intends to re-build the campground and improve its design and amenities. One of the desired improvements is a tie to the Shoshone trail system. In the words of the BLM Public Affairs Officer: "We have</p>

		two gems on this district- one is Shoshone and one is Mill Creek. It only makes sense to tie those two together.” The planning and trail location and design conducted under this project application will go directly into the Environmental Assessment for the new Mill Creek Campground.
4	<i>Demand for New Facilities:</i> Please describe the justification (the DEMAND) for NEW facility/program development: restrooms, trails, signs, and other amenities.	Currently, the Shoshone trails cannot accommodate a group that comes with a mix of ATVs/motorcycles and SxSs. This equates to a lack of riding opportunity for most club and extended family groups. With the burgeoning SxS demographic, there is a huge need to provide that group with designated, mapped, and signed routes.
5	<i>Connectivity:</i> Please describe the increase in connectivity between trails, facilities and other locations that your project/program would provide when completed. Attach maps if necessary. i.e. towns, parks, areas, trails etc.	Not only will a Mill Creek CG tie provide a better camping/staging area, riders staging at the current Redrock Trailhead will be able to access and use Mill Creek as a destination for a scenic lunch by the creek. This will significantly enhance the riding opportunity provided by the Shoshone and help make it a worthy destination for local and non-local riders and their families.
6	<i>Environmental Studies:</i> please describe how your environmental studies, project/program is in a highly desired area that will result in maintaining or expanding OHV riding areas.	NOHVCC and RecConnect have worked on projects throughout North America and there is nothing like the Shoshone. Our book, Great Trails, focusses on the need for wow and how to create a wow experience. The Shoshone provides a <u>WOW</u> experience- high elevation, breath-taking scenery, 360° views of multiple mountain ranges, and a unique quality of solitude and remoteness. The Shoshone is a gem. This project will help make Shoshone more desirable, rideable, and marketable so that more people can discover this gem.
7	<i>Design for Conservation:</i> please describe how your project/program considers water and habitat conservation. Example: how the trail features are designed to be sustainable while protecting environmentally sensitive areas or important wildlife habitat area.	NOHVCC and RecConnect are the foremost OHV authorities in North America. We have the skills to create sustainable, fun trails, but stress that while creating quality riding experiences is important, it must be balanced with resource protection. One cannot or should not occur without the other. Part of the SxS feasibility assessment will include the develop of a map of known resource constraints so that those areas can be avoided or otherwise mitigated.
8	<i>Existing Facilities:</i> please describe how your project /program assists in the maintenance and/or rehabilitation of Existing Facilities. “Taking care of what is already there to protect the investment”.	Since 2011, there has been no tread maintenance on the existing trails. That speaks to the sustainability of the design, however, all trails need maintenance. This project will restore effective drainage, reduce risk by removing piles of slough and widening the trails to their original designed width, improve trail flow, increase rider safety by making turnouts more functional, insure that signing is adequate, and insure that the signing

		<p>agrees with the mapping.</p> <p>The re-grading and shaping of the Redrock trailhead parking lot will increase capacity and make it easier for big rigs to navigate. The concrete parking delineators need to be removed since they were installed at the wrong angle, hinder parking and the utilization of the parking lot, preclude maintenance, and pose a safety risk.</p>
9	Leveraged Projects: <i>please describe how your project/program leverages private, BLM, USFS, State, local government, or in-kind funding, services or donations (considered as investment in the project. Match is not required but is commended and will receive additional points).</i>	<p>NOHVCC will be contributing staff time to this project. Lander County Road & Bridge will contribute road grading equipment an operator, and laborers. The BLM will contribute staff time, vehicles, per diem, materials and supplies, plus equipment storage space. NNATVA will provide volunteer labor with ATVs.</p>
10	Partnering: <i>Please describe coordination that has occurred with stakeholders, partners and the public in which all interests have had an opportunity to be heard related directly to this project/program.</i>	<p>The original Shoshone EA included extensive public outreach. Phase 2 of this project will amend or create a new EA which will again include thorough scoping and public outreach.</p> <p>Lander County Convention and Tourism Authority (LCCTA) has been very supportive of the Shoshone and has secured grants for printing maps in the past. We will be contacting them to garner their continued support. We will also be meeting with the Lander Economic Development Authority (LEDA) to insure that this project has their continued support.</p> <p>Key stakeholders are the range permittees and the trails were originally planned and designed with OHV cattleguards and fencing to help mitigate their concerns. We intend to conduct outreach to them as we plan and design the Mill creek ties in this project.</p>
11	Youth and Family Engagement: <i>Please describe how your project/program helps to engage youth and families.</i>	<p>It is well documented that OHV recreation is a family-oriented activity and that is one of the aspects about working in this field that make it so rewarding. Providing opportunities for families to be together and play together in a healthy outdoor environment is why NOHVCC and RecConnect do what we do.</p> <p>There is a Learner's Loop at the Redrock Trailhead which will be re-shaped and maintained under this project to provide a fun and safe learning opportunity for both youth and beginners. This is a one-way loop with a controlled entry and exit that is adjacent, but separate from the main trail.</p> <p>The Shoshone trail system was planned with logical</p>

		<p>loops with a variety of difficulty levels from Easiest to Most Difficult. This allows families to choose not only the length for their route, but also the level of challenge that is appropriate for their group. However, due to lack of maintenance, some trails have deteriorated to the point where they no longer meet their intended difficulty level. This project will maintain and restore those trails to their designed difficulty.</p>
12	<p>Economic Integration; Please describe how your project/program develops outdoor recreation opportunities that help local and/or regional economies grow (e.g., economic impact, additional OHV funding sources, improved user or business group participation).</p>	<p>This project will restore the trails and facilities to their original condition as designed, increase flow and safety, and decrease existing areas of risk. This should increase the comfort level of riders and attract more riders to the trail system.</p> <p>As already discussed, addressing the need for a Mill Creek tie will greatly increase access and connectivity. Widening trails and/or providing SxS routes will attract a larger segment of the OHV community. The Shoshone is remote, but these improvements will help make it a worthy destination for local, regional, and out-of-state riders.</p> <p>All of this will increase visitation and tourism which will benefit Battle Mountain. Some marketing is needed and that is why we will be meeting with LCCTA and LEDA to support that effort.</p>
13	<p>Underserved populations: Please describe how your project/program helps to meet the needs of underserved regions and populations. (e.g., identify people and neighborhoods without access to trails, and establishes outdoor recreation opportunities for them; or creates new recreational opportunities not currently available in the area)</p>	<p>The primary industry for the Battle Mountain area is mining, and as such, the area is either in a state of boom or bust. In both of those states, there is a need for locals to have a relatively close place to ride that provides a fun, quality experience for themselves and their families at low cost.</p> <p>Having a Mill Creek tie will only improve this by providing closer access to town and Mill Creek in itself is a worthy destination for a family outing. This project will enhance that opportunity.</p>
14	<p>Maintenance: although this OHV grant program requires maintenance of all facilities funded for 25 years or the normal life of the project, we would like you to please describe HOW your project will be maintained and WHO has committed to the ongoing maintenance of the facility or continuation of the service/program. (Please also attach letter as described in Section VI).</p>	<p>The Mount Lewis Field Office of the BLM will be responsible for the maintenance of this trail system and volunteers from NNATVA have committed their continued long-term support.</p> <p>The mining companies are very community-oriented and support healthy recreation outlets for their employees and the community. They have supported the Shoshone project in the past and we intend to reach out to Newmont Mining Corporation and Barrick Gold for support in this maintenance effort. We will also seek</p>

		continued assistance from the Lander County Convention and Tourism Authority, and Lander County Road & Bridge.
15	<i>Additional justification or project history if you feel important and doesn't fit under a criterion listed above.</i>	<p style="text-align: center;">Shoshone Background</p> <p>A feasibility assessment was conducted by RecConnect in 2003 and planning and trail location began in 2004 and finished in 2005. The EA was completed in late 2007 calling for a total of 184 miles of trail to be implemented in three phases. The decision was immediately appealed and that process lasted until 2009. Finally, GBI obtained an RTP grant and final design and construction on Phase 1 began in 2010. Construction ended in 2012. Only 40 miles of the proposed 69 miles in Phase 1 have been implemented which equates to only 22% of the total 184 miles of trail planned. A grant was prepared in 2015 to complete Phase 1 and start on Phase 2, but the release of the Greater Sage Grouse Conservation Plan put a halt to all trail development on the Shoshone. Today, management protocols still are not in place, but could be completed in the next few months. The existing Shoshone EA did not adequately address impacts to the sage grouse under the Conservation Plan standards and guidelines, so the EA needs to be re-written or amended so it can be reviewed by the Nevada Department of Wildlife (NDOW).</p> <p>If approved, this project will not only bring the trails back up to their original 2011 design standard, but also provide essential data for the new or amended EA which will hopefully lead to an expanded and more functional trail system.</p> <p>Please see Attachment C for additional information about the Shoshone project, NOHVCC, RecConnect, and Sierra Trail Works.</p>

Attachment A

Maps

Shoshone EA Alt A Map:



SOHV_AltA_basemap_
klg_111908.pdf

Shoshone 2012 Topo Map:



Shoshone 2012 Topo
Map.pdf

Shoshone 2016 Map:

<http://landercountytourism.com/wp-content/uploads/2016/05/BLMShoshoneOHVTrailBroch.pdf>

Note: Some of the trail numbers on this map differ from those on the 2012 and 2018 maps. These numbers are shown in () on the 2018 Google Earth project map.

Shoshone 2018 Project Map in Google Earth:



Project Area
Map.kmz



GE Project Map.pdf

Shoshone 2018 Project Map:



Shoshone 2018
Project Map.pdf

Attachment B

Overviews



GoogleEarth_Placema
rk.kmz

Google Earth Project Area Map

Legend:

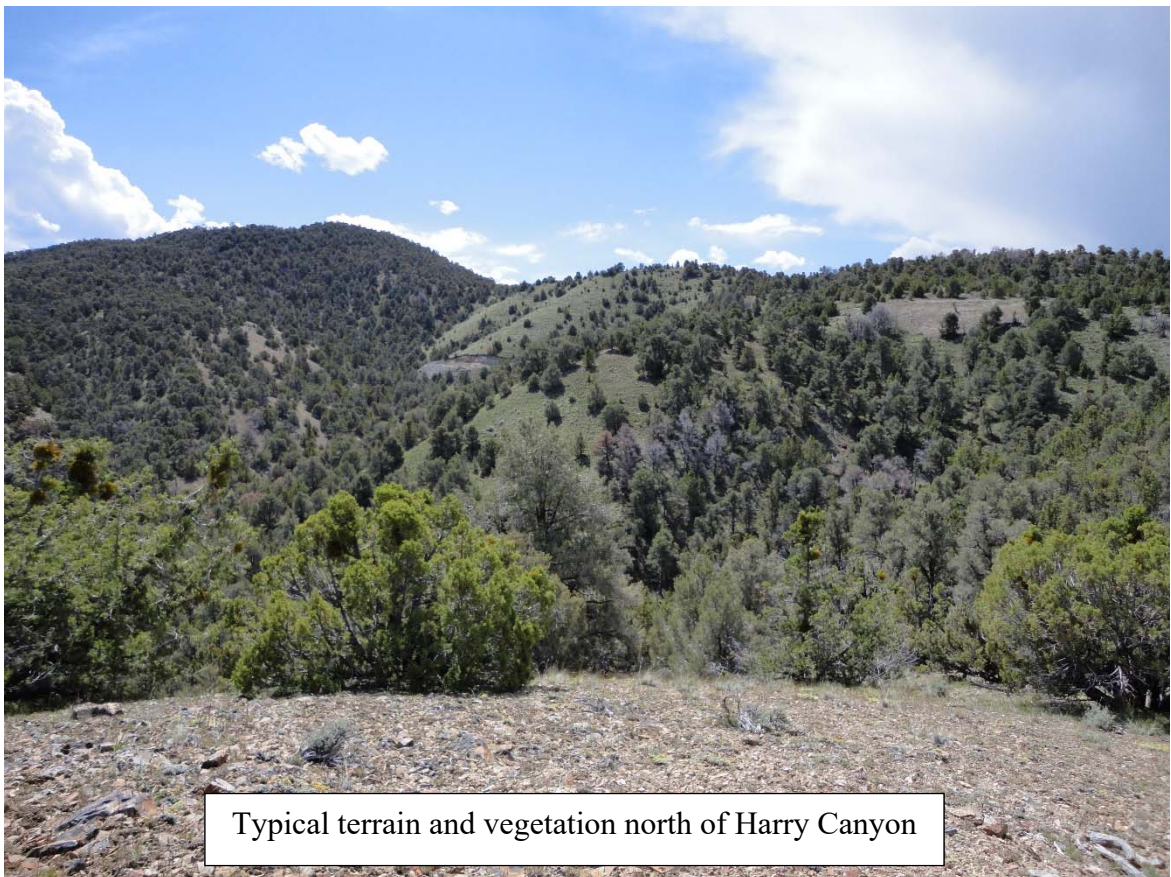
- Black- Project Area Boundary**
- Green- Easiest Existing Shoshone OHV Trails**
- Blue- More Difficult Existing Shoshone OHV Trails**
- Dark Gray- Existing Roads Used as Designated Shoshone OHV Trails**
- Magenta- Conceptual Mill Creek Tie Using Old Road Corridors**
- Cyan- Conceptual Mill Creek Tie New Trail Location**
- Yellow- Trails in the Original EA, Flagged on the Ground, but Never Constructed. Some or All of These Would Be Assessed for Inclusion in the Mill Creek Tie**

Also See Pictures of the Shoshone Area in Attachment C- Information Links

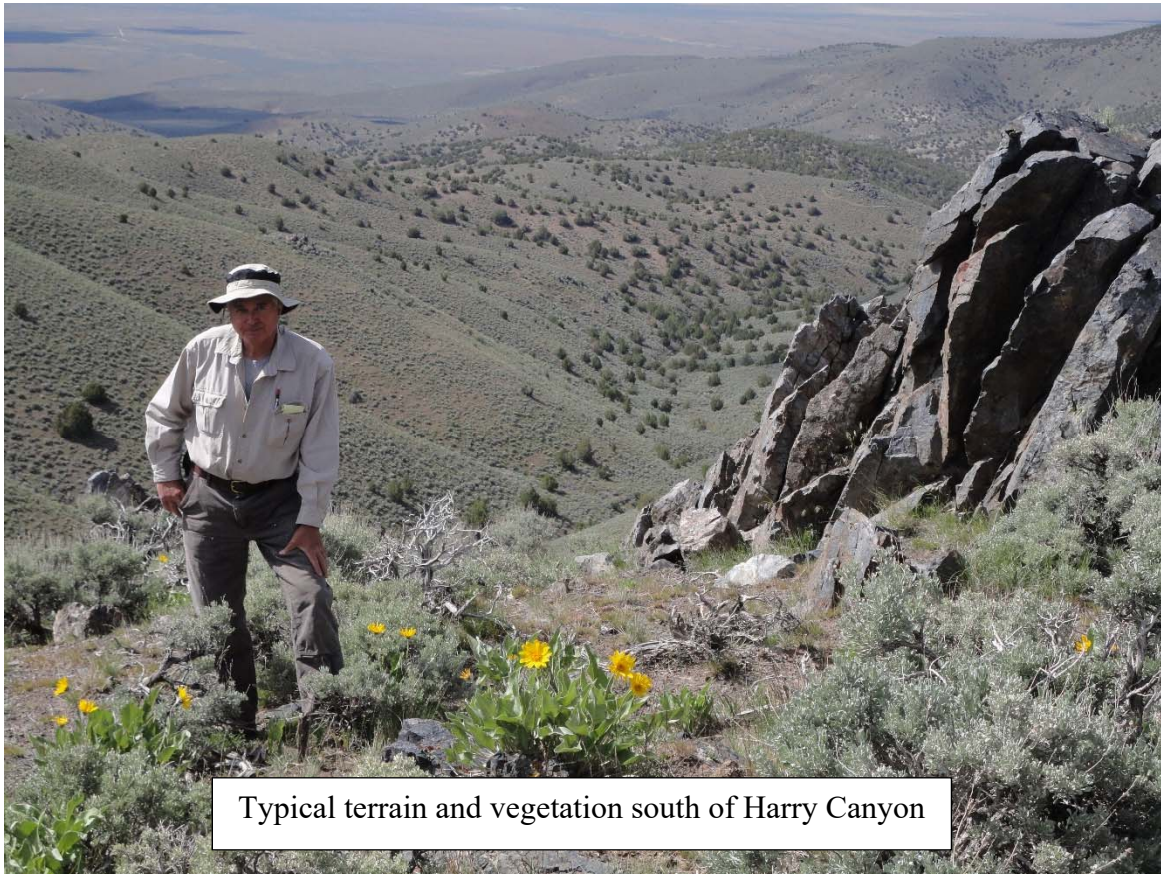




The unique sprocket kiosk at the Redrock Trailhead



Typical terrain and vegetation north of Harry Canyon



Typical terrain and vegetation south of Harry Canyon



TR2 looking west toward Horse Mtn

Attachment C

Information Links

About the Shoshone Project- designed by RecConnect:

<http://landercountytourism.com/>

<http://landercountytourism.com/shoshone-ohv-trail>

http://www.reconnect.biz/CEDocuments/Downloads_GetFile.aspx?id=407022&fd=0

<https://www.blm.gov/visit/shoshone-ohv-trail-system>

http://www.reconnect.biz/CEDocuments/Downloads_GetFile.aspx?id=402293&fd=0

Earlier this year, the PBS camera crew came to Shoshone to film a story for the PBS Newshour as part of their Wild Nevada series. With a BLM host and guide, they did an outstanding job. The story and certainly the photography is awesome. This is worth watching with the Shoshone portion starting at 20.20 minutes.

<http://www.pbs.org/video/episode-403-elko-to-battle-mountain-uok3ml/>

About NOHVCC:

<http://www.nohvcc.org/>

The NOHVCC Great Trails OHV guidebook is the definitive handbook for OHV planning, design, construction, management, and maintenance. <http://gt.nohvcc.org/>

About RecConnect:

<http://www.reconnect.biz/>

Recent Projects:

Bear Creek OHV Trail System, Kelowna, British Columbia- RecConnect planning, design, construction oversight, and project management. The project took an unmanaged, non-sustainable, user-created trail system and converted it into a planned, managed, sustainable trail system which is now the model for OHV management for the Province.

<http://www.okanagantrailriders.com/bearcreek/index.htm>

<http://www.youtube.com/watch?v=DT6az08MWW4>

About Sierra Trail Works:

Sierra Trail Works is a Reno-based company owned by Kevin Joell. He is licensed in Nevada, carries liability insurance, and has a good project history in the State. More importantly, he has the proper equipment and is an experienced operator. He is a motorcycle rider and has a good understanding of the principles of sustainability, flow, and quality rider experience. The .pdf below is a good description of his qualifications and resources.



SierraTrailWorks.pdf

Attachment D

The Bigger Picture

In the bigger picture, this project has four phases:

Phase 1- Shoshone Assessment & Maintenance

Cost: \$ 92,616.70

The project and scope described herein.

Phase 2- Planning and NEPA

Estimated Cost: \$ 175,000

This phase has three steps: 1) Re-assess the original Shoshone project to determine how much, if any, of the remaining 144 miles approved in the original Shoshone EA can be connected into a system that conforms to or otherwise mitigates sage grouse protocols; 2) Conduct reconnaissance and location and design as necessary to connect those old routes, if any, into a system; 3) Incorporate the SXS Travel Plan from Phase 1 and the data from Step 2 in Phase 2 into an amended or new Shoshone Environmental Assessment.

Phase 3- NDOW Review

Estimated Cost: \$ 0

Send the new/revised EA to NDOW for review and conformance to current sage grouse conservation protocols.

Phase 4- Adjust and Implement

Estimated Cost: \$ 200,000

Incorporate NDOW's recommendations and adjust the project accordingly which may include some additional trail location and design or other mitigations. Then seek funding to begin implementation. (Note: The scope of work here is a total unknown, so the estimated cost is really a place holder, but not an unreasonable one.)

Shoshone OHV Trail System

Assessment & Maintenance Project Map

Legend

- Conceptual Mill Cr Tie 1
- Conceptual Mill Cr Tie 2
- Conceptual Mill Cr Tie 3
- Conceptual Road Ties
- Mill Cr Campground
- Mill Creek Road
- OHV Trail Number
- OHV Trails- Easiest
- OHV Trails- More Difficult
- OHV Trails- Roads
- Project Boundary
- Project Boundary

Old Hwy 305

Mill Creek Road

Existing Road

Mill Cr Campground

TR12(11)

TR8- Road

TR8- Road

TR1

TR7- Harry Canyon Rd

TR9- Road

TR1

TR9- Road

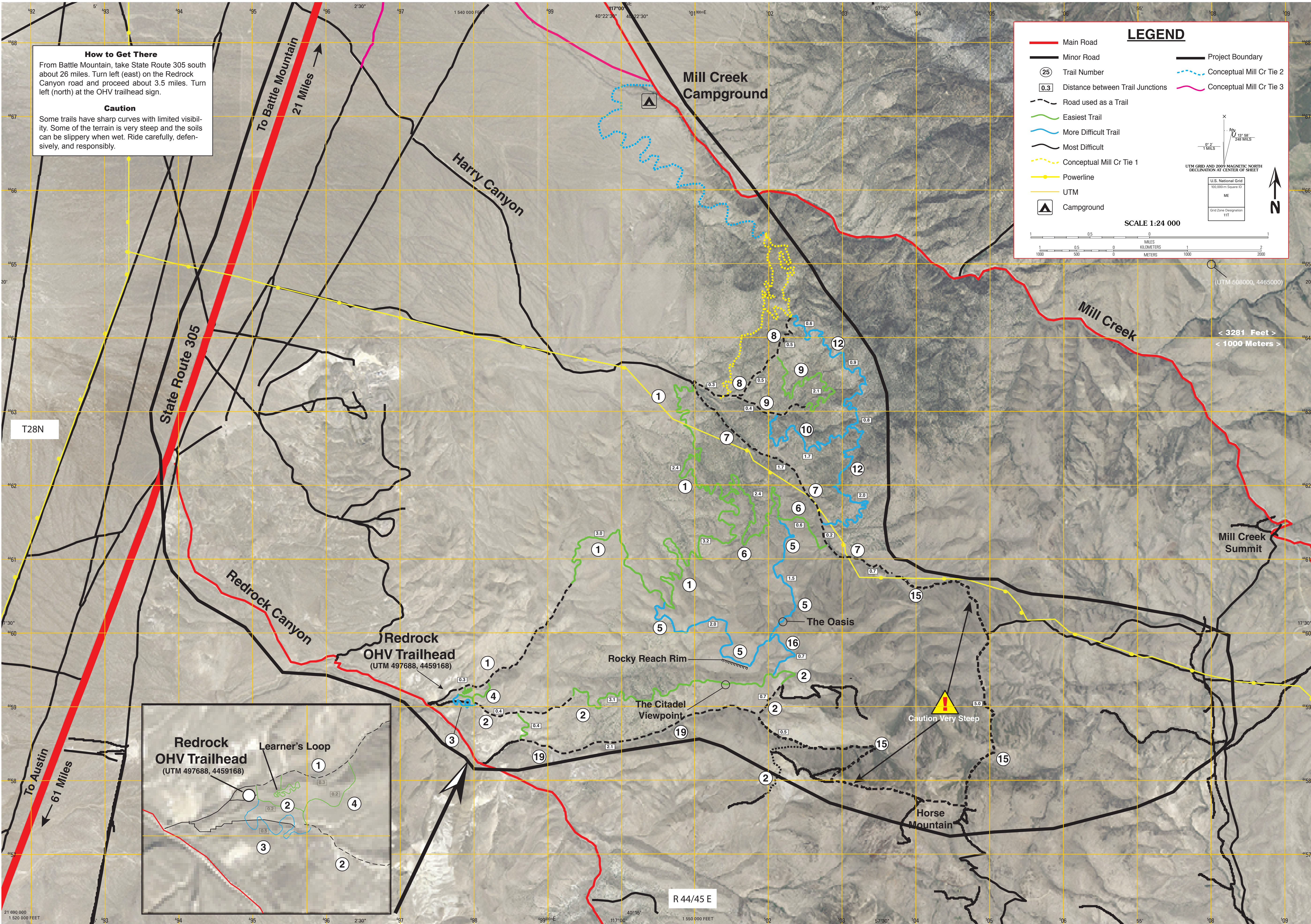
TR10

N

2 mi



Shoshone OHV Trail System





United States Department of the Interior



BUREAU OF LAND MANAGEMENT
Mount Lewis Field Office
50 Bastian Road
Battle Mountain, Nevada 89820
Phone: 775-635-4000 Fax: 775-635-4034
<https://www.blm.gov/nevada>

In Reply Refer To:
(NVB0100)

Nevada Off Highway Vehicles Program
Department of Conservation and Natural Resources
901 S. Stewart Street, Suite 1001
Carson City, Nevada 89701

RE: Shoshone OHV Trail System Assessment & Maintenance Grant

Dear Commissioner/s:

This letter serves to verify that the Nevada Off Highway Vehicle Grant Program proposal submitted by National Off-Highway Vehicle Conservation Council (NOHVCC) is consistent with the Bureau of Land Management (BLM), Battle Mountain District Office (BMDO), Mount Lewis Field Office (MLFO) recreation program, and has my approval as of 10/25/17.

The approval includes the application and is sufficient in scope and authority to complete the project and operate and maintain the project after its completion NAC 490.1355. The BLM is committed to this project and maintenance over the next 25 years through use of recreation personnel time, vehicle use, equipment, and supplies. This project is located on BLM lands managed by the MLFO in BMDO and is compliance with the Shoshone Range OHV Program Environmental Assessment: NV-062-EA06-041.

NOHVCC has partnered with the BLM to utilize this grant funding at the existing Shoshone OHV trail system. Shoshone is in need of condition surveys, trail maintenance, road maintenance, facility maintenance, sign maintenance, a nearby campground (Mill Creek) connectivity assessment, and a side-by-side (SXS) trail assessment. These needs are in response from public input from both local and non-local motorized recreational users of the trail system. These recreationalists include motorcycle, ATV, and SXS riders.

If you have any questions or concerns, please contact Paul Amar, Outdoor Recreation Planner at (775) 482-7836 or by email at pamar@blm.gov.

Sincerely,

Jon D. Sherve
Field Manager
Mt. Lewis Field Office

FINDING OF NO SIGNIFICANT IMPACT
FOR THE
Shoshone Range OHV Management Program Environmental Assessment
Project Number: NV-062-EA06-041

I have reviewed Environmental Assessment (EA) NV-062-EA06-041, dated November 2007. After consideration of the environmental effects of the Bureau of Land Management's (BLM's) preferred alternative (Proposed Action) described in the EA and supporting documentation, I have determined that the Proposed Action with the project design specifications identified in the EA is not a major federal action and will not significantly affect the quality of the human environment, individually or cumulatively with other actions in the general area. No environmental effects meet the definition of significance in context or intensity as described in 40 CFR 1508.27. Therefore, preparation of an Environmental Impact Statement is not required.

I have determined the Proposed Action is in conformance with the approved Shoshone/Eureka Resource Management Plan and is consistent with the plans and policies of neighboring local, county, state, tribal and federal agencies and governments. This finding and conclusion is based on my consideration of the Council on Environmental Quality's (CEQ's) criteria for significance (40 CFR 1508.27), both with regard to the context and the intensity of impacts described in the EA.

Context:

The Bureau of Land Management, Mount Lewis Field Office proposes to construct, manage, and maintain an OHV trail system in the Shoshone Mountain Range in Lander County, Nevada, approximately 24 miles south of Battle Mountain, Nevada east of State Route 305. As part of this management program it is proposed to sign existing roads, re-locate/rehabilitate existing roads to avoid sensitive areas, and develop new connector trails to create a series of loops that offer a variety of length and difficulty opportunities for off-highway vehicle users. The development of the trail system would occur in three phases with implementation of the first phase starting in 2008. If all three phases were completed the trail system would consist of approximately 87 miles of existing routes and 97 miles of new connector trails for a total of 184 miles of trail. In conjunction with the managed trail system a monitoring and education program would also be implemented. The monitoring program would focus on effects to wildlife and habitat, use levels and the creation of unauthorized routes, and the occurrence and/or expansion of noxious and/or invasive weeds. Education would focus on public land and off-highway vehicle user ethics. This program would also focus on adaptive management strategies including identifying areas where unacceptable impacts are occurring and managed accordingly. This could include installation of barriers, signing, re-routing existing roads and trails, or re-locating trails prior to development. Additionally, three trailheads and two adjacent practice riding areas will also be developed.

Public involvement in this planning process dates back to August 2003 when Lander County, the Northern Nevada ATV Association (NNATVA) and the BLM – Mount Lewis Field Office

established a cooperative agreement with the purpose of developing managed OHV opportunities in Lander County. Under this cooperative agreement a proposal to create an OHV management program in the Shoshone Range was developed in January 2004.

A meeting was held between the grazing permittee that would be most affected by the system at the time, the Filippini Ranching Company, of the Carico Lake Allotment, Lander County, the NNATVA and the BLM – Battle Mountain recreation planner in April, 2004 to discuss concerns regarding OHV management in active livestock grazing allotments.

A consultation process began with the Nevada Department of Wildlife (NDOW) in January 2005 regarding potential wildlife and wildlife habitat concerns in the area being considered for OHV management in the Shoshone Range. Four meetings were held through May 2007. Draft documents were provided to NDOW in order to solicit additional comments.

A public scoping meeting was held at the Battle Mountain Civic Center on July 14, 2005 to assist BLM staff in identifying issues and developing alternatives for this project. Notice of the meeting was posted in the Battle Mountain Bugle in the July 13-19, 2005 edition. The meeting was also advertised on the Civic Center lighted event billboard. Comment forms were handed out at the meeting. A follow up newspaper article in the Battle Mountain Bugle in the July 20-26 edition discussed the OHV management project alternatives being considered at the time. It also solicited comments from the public to be submitted to the BLM – Battle Mountain Field Office recreation planner.

Three consultation meetings were held with a new grazing permittee, Ellison Ranching Co., of the affected Carico Lake Allotment. Managers and resource specialists of the BLM – Mount Lewis Field Office and representatives of the NNATVA held meetings from August, 2005 to January 2006 to discuss potential OHV management project impacts to the livestock grazing operations.

A scoping letter was sent on April 20, 2006 to an established list of interested parties associated with the Carico Lake Allotment. The letter described the potential project being considered and solicited comments.

The project was presented to Nevada Department of Conservation and Natural Resources board on May 14th, 2007. The presentation occurred at their regularly scheduled board meeting in Carson City.

A consultation meeting was held with the Commission for the Preservation of Wild Horse and Wild Horse Organized Assistance (WHOA) on May 14th, 2007 regarding potential wild horse concerns in the area being considered for OHV management in the Shoshone Range and within the South Shoshone Herd Management Area.

The environmental assessment went through a 30-day public comment period ending on August 10th, 2007. Copies of the environmental assessment were sent out to persons and agencies found on the project mailing list. A public meeting was held on July 24th, 2007 to gather additional public input on the environmental assessment. A press release was issued notifying the public of

the environmental assessment and the public meeting. The comments received and responses to these comments can be found in Appendix F of the EA.

All correspondence relative to this planning process is part of the public record and available for review at the Mount Lewis Field Office. Information gathered as a result of the above mentioned contacts and correspondence was utilized by BLM recreation staff to identify issues and formulate alternatives.

The purpose of the proposed action is to implement a travel management plan for a specific area by providing trail and road related opportunities that meet the increasing needs of recreation based OHV use while taking into account resources in that area. The trail and transportation network that would be created through this project would be incorporated into a larger scale travel management planning effort that would occur through the Battle Mountain District Resource Management Plan (RMP) revision.

Intensity:

1) Impacts that may be both beneficial and adverse.

The EA considered both beneficial and adverse impacts of the Proposed Action and No Action.

Impacts of the Proposed Action include the following: Possible introduction and expansion of infestations of noxious and/or invasive weed species, possible disruption to nesting migratory birds, raptors, and sage grouse, potential increase in hunting pressure on chukar partridge, reducing dispersed OHV recreation and current impacts to wildlife in other sensitive resource areas that currently are seeing increased dispersed OHV use, impacts to riparian areas and springs would be reduced through the re-routing of existing roads, a total 62 acres of soil disturbed, an increase in recreation resources, impacts to livestock management, and impacts to wild horse populations. These impacts which are described in Chapter IV of the EA would be minimized by the design features of the Proposed Action.

None of the environmental impacts disclosed above and discussed in detail in Chapter 4 of the EA are considered significant.

2) The degree to which the proposed action affects public health or safety.

Implementation components of the Proposed Action would not result in potentially substantial or adverse impacts to public health and safety.

3) Unique characteristics of the geographic area such as proximity to historic or cultural resources, park lands, prime farmlands, wetlands, wild and scenic rivers, or ecologically critical areas.

There are no unique park lands, prime or unique farmlands, wild and scenic rivers, or ecologically critical areas in the vicinity. Cultural surveys performed to date have not identified any unique cultural resources. Additional cultural surveys are still required for portions of the project. Mitigation identified in the proposed action requires that trails be re-aligned to avoid unique cultural sites. The BLM Mount Lewis Field Office has documentation on file for the cultural resources. As outlined in the EA, the Project would avoid cultural resources and therefore these resources would not be impacted. In addition, the EA did not identify any significant impacts to unique species or their habitats that occur in the analysis area, or historical or cultural resources.

4) The degree to which the effects on the quality of the human environment are likely to be highly controversial.

The degree in which the Proposed Action affects the human environment is not expected to be highly controversial. The BLM has been coordinating with the grazing permittees, interested publics, Nevada Department of Wildlife, and Lander County throughout the development of the proposed action and the analysis found in the environmental assessment. A public comment period was provided for 30 days that ended on August 10, 2007. Interested parties were sent a copy of the environmental assessment of the proposed action and requested their input. Several comments were received and considered. Where pertinent, comments were used to make modifications to the document. The State Historic Preservation Office (SHPO) has reviewed the portions of the proposed activities that have already been surveyed and have concurred with BLM's determination of "No Adverse Effect" for the portions of the proposed actions that were reviewed.

5) The degree to which the possible effects on the human environment are highly uncertain or involve unique or unknown risks.

There are no known effects of the Proposed Action identified in the EA that are considered uncertain or involve unique or unknown risks. This is demonstrated through the effects analysis in the EA.

6) The degree to which the action may establish a precedent for future actions with significant effects or represents a decision in principle about a future consideration.

The proposed action of establishing the Shoshone Range OHV Management Program would not establish a precedent for future actions with significant effects or represent a decision in principle about a future consideration. Any future proposed activities in the area or in relation to OHV

trail development in other locations would be analyzed under their own merits and impacts would be analyzed in a site-specific environmental analysis document.

7) Whether the action is related to other actions with individually insignificant but cumulatively significant impacts.

The reasonably foreseeable future actions have been considered in the cumulative impacts analysis within the EA in Chapter 4 and are not considered cumulatively significant. In addition, for any actions that might be proposed in the future, further environmental analysis, including assessment of cumulative impacts, would be required prior to authorization of surface disturbing activities.

8) The degree to which the action may adversely affect districts, sites, highways, structures, or objects listed in or eligible for listing in the NRHP or may cause loss or destruction of significant scientific, cultural, or historical resources.

The activities would be located within areas of existing disturbance or in areas where Class III cultural resource surveys have been completed. All National Register eligible cultural sites would be avoided. The action complies with the National Historic Preservation Act. Implementation of the proposed action will have no significant adverse effect on districts, sites, highways, structures, or objects listed in or eligible for listing in the National Register of Historic Places. (EA Chapter 3). The action will also not cause loss or destruction of significant cultural, or historical resources (EA Chapter 3).

There would not be loss or destruction of significant scientific, cultural, or historic resources. The cultural resource surveys performed to date have resulted in negative findings for eligible sites.

9) The degree to which the action may adversely affect an endangered or threatened species or its habitat that has been determined to be critical under the Endangered Species Act (ESA), as amended, of 1973.

The action complies with the ESA, in that potential effects of this decision on listed species have been analyzed and documented. The action will not adversely affect any endangered or threatened species or its habitat that has been determined to be critical under the ESA of 1973, as amended.

10) *Whether the action threatens a violation of federal, state, or local law or requirements imposed for the protection of the environment.*

The Proposed Action would not violate or threaten to violate any federal, state, or local law or requirement imposed for the protection of the environment.

Stephen C. Summard

9/30/08

Date

FOR

Douglas W. Furtado
Field Manager
Mount Lewis Field Office



Lander County Convention & Tourism Authority

470 S. Broad Street Battle Mountain, NV. 89820

775-635-1112 Office 7758-635-1113 Fax

Email: landercta@gmail.com www.landercountytourism.com

Jenny Scanland

Nevada DCNR Off-Highway Vehicle Program

901 S. Stewart Street, 1001

Carson City, NV. 89701

Dear Commissioners,

On behalf of the Lander County Convention & Tourism Authority, we would like to offer our support of NOHVCC and RecConnect requesting funding for the Shoshone OHV Trail System Assessment & Maintenance.

Lander County Convention & Tourism Authority has been supportive of the Shoshone OHV Trail System since its inception. We have in the past provided funding for maps and brochures as well as a video to advertise the trail system to potential visitors. At this time all funds for the 2018 budget cycle have been awarded. The LCCAT Board would be willing to entertain a future grant application, for possible funding, to advertise the expanded UTV Trails in our next grant cycle which starts July 1, 2018.

As a Tourism Agency we are supportive of upgrading the trail system for UTV use. We are also in support of the BLM doing a feasibility assessment for the Mill Creek campground connector trail from there to the Shoshone Trail System. We hope that you will help fund this project.

Sincerely,

Paula Tomera

Executive Director

Lander County Convention & Tourism Authority

NORTHERN NEVADA ATV ASSOCIATION

PO BOX 1954

WINNEMUCCA, NV 89446

Jenny Scanland
Nevada DCNR off-Highway Vehicle Program
901 S. Stewart Street, Suite 1001
Carson City, NV 89701

Dear Commissioners

On behalf of Northern Nevada ATV Association, I would like to offer our support of NOHVCC and RecConnect requesting funding for the Shoshone OHV Trail System Assessment & Maintenance.

Northern Nevada ATV Association (NNATVA) has been supportive of the Shoshone trail system since 2003 and has donated nearly 400 hours of volunteer labor during construction in 2010 and 2012. We will commit to working with the BLM on future maintenance of the trails and facilities.

As a club we are in support of upgrading the trail system for UTV use due the increase of UTV's the trail was originally designed for vehicles 50" or less. We are also in support of the BLM doing a feasibility assessment for the Mill Creek Campground burn and a connector trail from there to the Shoshone trail system.

We are proud to offer our support for NOHVCC and RecConnect and hope you will help to fund this great project.

Sincerely

A handwritten signature in blue ink, appearing to read "Tommy Swanger", with a stylized flourish at the end.

Tommy J Swanger President
NNATVA

SIERRA TRAIL WORKS**Estimate**

NV Contractors License #81310, A-7, A-4
PO Box 14952
Reno, NV 89507
Phone: 775-233-5419
Fax: 775-324-1530

DATE: 10/23/2017
INVOICE # Estimate

Customer:

Dick Duford
RecConnect, LLC
20923 SE King Hezekiah Way
Bend, OR 97702



Project: **Shoshone OHV Trail Maintenance**

DESCRIPTION						AMOUNT
Line	Description	Units	Rate	Taxable		
1	Mechanized maintenance on 50" OHV Trail (MI)	30	\$ 1,000.00	Ex		\$ 30,000.00
2	Repair rolling grade dips as needed on road (estimated quantity) (EA)	30	\$ 120.00	Ex		\$ 3,600.00
3	Re-shape Drainage wash at Trailhead (L.S.)	1	\$ 500.00	Ex		\$ 500.00
4	Mobilization, Demob, Travel, per diem (L.S.)	1	\$ 4,000.00	Ex		\$ 4,000.00
SUBTOTAL						\$ 38,100.00
TAX RATE						8.265%
TAX						\$ -
TOTAL						\$ 38,100.00

OTHER COMMENTS

Mechanized Trail Maintenance includes Removing slough, clearing down trees, reshaping trail prism, installing or reshaping drainage, and repairing trail damage at wash crossings.

Estimate does not include any federal, state or local permitting that



RecConnect

Project Cost Worksheet

Location	Battle Mountain, NV							
Purpose	Shoshone Assessment & Maintenance							
Date	Spring 2018							
Assumptions	2 days travel, assume 6 weeks in field, 6 days/week, 5 days down time for weather							
	#	Unit	@	\$		Cost		Remarks
Mobilization	1	LS		\$2,500.00		\$2,500.00		
Mileage on Site	2325	Mi		\$0.54		\$1,255.50		75mi/day/31
Lodging	1.5	Mo		\$600.00		\$900.00		Clark RV Park
Standby Fee	5	Days		\$175.00		\$875.00		weather days
ATV Use Fee	31	Days		\$45.00		\$1,395.00		
Per Diem	44	Days		\$51.00		\$2,244.00		Lander County rate
Misc	1	LS				\$500.00		
Project Prep & Coordination	1	Days		\$350.00		\$350.00		Gather maps, GPS data
	3	Days		\$350.00		\$1,050.00		Talk to project contacts & resource specialists
Materials & Supplies	1	LS		\$267.00		\$267.00		Stakes, Flagging, etc
Signing Materials	1	LS		\$500.00		\$500.00		
Conduct Condition Survey	7	Days		\$700.00		\$4,900.00		
Tr Mtc Oversight	6	Days		\$700.00		\$4,200.00		
Rd/Tr Mtc Oversight	1	Day		\$700.00		\$700.00		
Facility Mtc Oversight	1	Day		\$700.00		\$700.00		
Mill Cr Assessment	5	Days		\$700.00		\$3,500.00		
SxS Assessment & Plan	4	Days		\$700.00		\$2,800.00		
Data for Map Reprint	6	Hours		\$50.00		\$300.00		
Volunteer Coordination	8	Hours		\$50.00		\$400.00		
Recording & Reporting	8	Hours		\$50.00		\$400.00		
TOTAL Expenses						\$29,736.50		

NOHVCC

Project Cost Worksheet

Location	Battle Mountain, NV							
Purpose	Shoshone Assessment & Maintenance							
Date	Spring 2018							
Assumptions								
	#	Unit	@	\$		Cost		Remarks
Mileage	74	Mi		\$0.54		\$40.00		
Lodging						\$600.00		
Per Diem						\$250.00		
Rental Car						\$500.00		4x4 truck
Airfare						\$400.00		Spokane to Reno
TOTAL Expenses						\$1,790.00		

Location

Battle Mountain, NV

Purpose

Shoshone Assessment & Maintenance

Date _____

Spring 2018

Assumptions

[illegible]

Dick Dufourd

From: Amar, Paul <pamar@blm.gov>
Sent: Wednesday, October 25, 2017 12:11 PM
To: Dick Dufourd
Subject: Re: Draft Budget

UTV daily use rate \$60 a day: 10 days = \$600
please add this in, I verified the cost with Carson City.
Thanks
Paul

On Wed, Oct 25, 2017 at 12:03 PM, Amar, Paul <pamar@blm.gov> wrote:
Hi Dick,

Employee Match: My fully loaded rate is: \$51.68, 10 hour day, 15 days = \$7752.00

Vehicle Match:

Total Days Used	Total Miles	Avg MPG	Gallons Used	Fuel Rate Per Gallon	Total Fuel	Use Rate Per Mile	Total Use Rate	FOR Rate per Day	Total FOR	Grand Total
15	400	14.5	27.59	\$3.80	\$ 104.83	\$0.300	\$120.00	\$9.360	\$140.40	\$ 365.23

Thanks
Paul

On Tue, Oct 24, 2017 at 5:22 PM, Dick Dufourd <ddufourd@reconnect.biz> wrote:

Paul, this is what I have so far. I do have a commitment from the road department, but I don't have a dollar amount yet. I also don't have the map in here yet or your time, but a question: do we want to print a map before the Mill Creek ties get implemented? If that is going to happen within a year, it seems like a waste of money to print one now. What would you think about a 50" RZR?

--

Paul Amar
Outdoor Recreation Planner
Tonopah Field Office
Battle Mountain District
pamar@blm.gov
775-482-7836
PO Box 911/ 1553 S Main Street
Tonopah, NV 89049

Dick Dufourd

From: Amar, Paul <pamar@blm.gov>
Sent: Wednesday, October 25, 2017 2:18 PM
To: Dick Dufourd
Subject: Re: Draft Budget

I did not think of that, but per Diem is a good point, typically I drive up and back in the same day usually ends up being a 12 to 16 hr day. For this grant I can see the the advantage of a multi-day trip for about 4 of those days, so 4 nights of Per Diem makes since to me.

Thanks
Paul

On Wed, Oct 25, 2017 at 1:42 PM, Dick Dufourd <ddufourd@reconnect.biz> wrote:

Per Diem? Will you be staying in a motel?

From: Amar, Paul [mailto:pamar@blm.gov]
Sent: Wednesday, October 25, 2017 12:11 PM
To: Dick Dufourd <ddufourd@reconnect.biz>
Subject: Re: Draft Budget

UTV daily use rate \$60 a day: 10 days = \$600

please add this in, I verified the cost with Carson City.

Thanks

Paul

On Wed, Oct 25, 2017 at 12:03 PM, Amar, Paul <pamar@blm.gov> wrote:

Hi Dick,

Employee Match: My fully loaded rate is: \$51.68, 10 hour day, 15 days = \$7752.00

Vehicle Match:

Dick Dufourd

From: Marc Hildesheim <marc@nohvcc.org>
Sent: Friday, October 20, 2017 7:41 AM
To: Dick Dufourd
Subject: Re: Shoshone Trails Quote

Reno. I did quote for a 4x4 not a Kia. I think I can come up with a machine to borrow through the commission or some of my new contacts.

Sent from my iPhone

On Oct 20, 2017, at 7:24 AM, Dick Dufourd <ddufourd@reconnect.biz> wrote:

I think you're going to need OHV transportation as well, not sure where to get that. The car rental should be a full size 4x4 pickup. When you figured airfare, was that to Reno or Elko?

From: Marc Hildesheim [<mailto:marc@nohvcc.org>]
Sent: Thursday, October 19, 2017 1:03 PM
To: Dick Dufourd <ddufourd@reconnect.biz>
Subject: Shoshone Trails Quote

Shoshone Trails will include the following costs:

Airfare: \$400
Per Diem: \$250
Mileage: \$40
Lodging: \$600
Rental Car: \$500
Total: \$1,790

We can provide match at:

Marc time: \$45 x 80 hours = \$5,400
Administrative Time: \$35 x 8 = \$280
Total: \$5,680

This assumes Shoshone will be a different trip than Prison Hill. For timing we may change that, but for now wanted to include all potential costs.

Marc Hildesheim
NOHVCC Project Manager
208-416-3557

<image001.png>

Dick Dufourd

From: Water Water <lcpw@landercountynv.org>
Sent: Wednesday, October 25, 2017 4:17 PM
To: Dick Dufourd
Subject: Re: Redrock Trailhead Grading

Got it!

3 Men for 10 hours @ \$36.18 per hour = \$1,085.40
1 blade for 10 hours @ \$135.00 per hour = 1,350.00

TOTAL \$ 2,435.40

I hope this is what you needed!

Have a Great Night!

*Tammy Dimitroff
Administrative Assistant
to the Public Works Director
50 State Route 305
Battle Mountain, Nevada 89820*

Road & Bridge Dept. Information:

PH# (775) 635-2728

Fax# (775) 635-2801

Email: lcpw@landercountynv.org

or

Water & Sewer Dept. Information:

PH# (775) 635-2190

Fax# (775) 635-2801

Email: water@landercountynv.org or bmwatersewer@landercountynv.org

On Wed, Oct 25, 2017 at 2:50 PM, Water Water <lcpw@landercountynv.org> wrote:

I will have to get with Bert to figure that out!

I can get the hourly wage and number of employees, but I have no idea on Blade per hour.

Sorry....it might be tomorrow!

*Tammy Dimitroff
Administrative Assistant
to the Public Works Director
50 State Route 305
Battle Mountain, Nevada 89820*

Road & Bridge Dept. Information:

PH# (775) 635-2728

Fax# (775) 635-2801

Email: lcpw@landercountynv.org

or

Water & Sewer Dept. Information:

PH# (775) 635-2190

Fax# (775) 635-2801

Email: water@landercountynv.org or bmwatersewer@landercountynv.org

On Wed, Oct 25, 2017 at 1:28 PM, Dick Dufourd <ddufourd@reconnect.biz> wrote:

Thank you, Tammy. I need a dollar amount for the value of that work. Can you please get that for me?

From: Water Water [mailto:lcpw@landercountynv.org]

Sent: Wednesday, October 25, 2017 1:26 PM

To: Dick Dufourd <ddufourd@reconnect.biz>

Subject: Re: Redrock Trailhead Grading

Good Afternoon Mr. Dufourd. Our Public Works Director stated that the Battle Mountain Road & Bridge Department

would be donating our time & equipment to blade the access road and parking lot (to help clean up) the Shoshone Red Rock Trail - OHV, next Spring,

as well as remove the cement parking blocks, as a Community Service Project. When you are ready to start the project,

please just notify myself and/or Bert Ramos/Public Works Director.

If anything changes please keep us informed.

Dick Dufourd

From: Tom Swanger <tswanger@wmca.net>
Sent: Wednesday, October 25, 2017 8:15 AM
To: Dick Dufourd
Subject: Re: Volunteer time

This looks good to me
Tommy

From: Dick Dufourd
Sent: Tuesday, October 24, 2017 5:30 PM
To: 'Tom Swanger'
Subject: Volunteer time

Tommy, right now, I've got 80 hours (10 days) for Ed and 120 hours for you and 2 others (3 people/ 5days), so 200 hours total. Too much? Mileage comes to around \$2200.00 and I put that in the grant so the club would be paid since it's a chunk out of your pocket. I'm happy to leave it that way or I could pull it out as additional match if that's what you want to do. Just let me know by tomorrow.

Thanks for your help, Dick

Shoshone OHV Trail System

Assessment & Maintenance Project Map

Legend

- Conceptual Mill Cr Tie 1
- Conceptual Mill Cr Tie 2
- Conceptual Mill Cr Tie 3
- Conceptual Road Ties
- Mill Cr Campground
- Mill Creek Road
- OHV Trail Number
- OHV Trails- Easiest
- OHV Trails- More Difficult
- OHV Trails- Roads
- Project Boundary
- Project Boundary

Old Hwy 305

Mill Creek Road

Existing Road

Mill Cr Campground



TR12(11)

TR8- Road

TR8- Road

TR9

TR12(11)

TR1

TR9- Road

TR9

TR9- Road

TR7- Harry Canyon Rd

TR1

TR10



N

2 mi



Shoshone OHV Trail System

