**Lake Tahoe Southern Nevada Public Lands Management Act (SNPLMA)**
**Round 9**

***NOTICE OF REDUCTION OF FUNDING FROM ORIGINAL PROJECT NOMINATION REQUEST**

The Lake Tahoe SNPLMA project nomination review process is described in the SNPLMA Implementation Agreement, reissued October 22, 2007:

*"The LTFAC will request that administrative staff with the Forest Service prepare Final Recommendation for Lake Tahoe for its review based on the Preliminary Recommendation, minutes of the public hearing, and input from the congressional delegation. The LTFAC role is to incorporate the input that is received regarding the nominated projects along with its own views, and to reconcile the nominated projects with the available funding."*

A number of projects were recommended, but at a lower funding level than originally requested. As a result of the reduction in funding, the scope and deliverables were modified. The following information provides the specific changes to the original nomination that is described in the following pages.

**Round 9 – Angora Fire Roads Mitigation (Road Decommissioning)**
**Agency:** U.S. Forest Service
**Requested funding:** $250,000
**Final LTFAC recommended funding**: $230,000

**Change in Scope and Deliverables:** Accomplish all original objectives by leveraging with Forest Service appropriated dollars to make up for reduction in SNPLMA funds.

**Appendix B-8**

**LAKE TAHOE RESTORATION PROJECTS**
**ESTIMATED NECESSARY EXPENSES & KEY MILESTONE DATES**

Project Name: Angora Fire Roads Mitigation Agency: USDA Forest Service

Prepared by: Catherine Schoen Phone: (530) 543-2670 EIP #: 967

SNPLMA Project #: _____

**Identify estimated costs of eligible reimbursement expenses:**

| | | |
|---|---|---|
| **1. Planning, Environmental Assessment and Research Costs** (specialist surveys, reports, monitoring, data collection, analysis, NEPA, etc.) | $ 17,500 | 7 % |
| **2. FWS Consultation—Endangered Species Act** | $ | % |
| **3. Direct Labor (Payroll) to Perform the Project** | $ 40,000 | 16 % |
| **4. Project Equipment** (tools, software, specialized equipment, etc.) | $ 500 | 0.2 % |
| **5. Travel** (including per diem where official travel status required to carry out project, such as serve as COR, experts to review reports, etc.) | $ | % |
| **6. Official Vehicle Use** (pro rata cost for use of Official Vehicles when required to carry out project) | $ 2,000 | 0.8 % |
| 7. **Cost of Contracts, Grants and/or Agreements to Perform the Project** | $ 155,000 | 62 % |
| **8. Other Direct and Contracted Labor:** Agency payroll for the Contracting Officer to do project procurement, COR, Project Inspector, Sec. 106 Consultation if required, NEPA Lead, Project Manager, Project Supervisor, and subject experts to review contracted surveys, designs/drawings, plans, reports, etc.; Also covered is the cost to contract for a Project Manager and/or Project Supervisor if contracted separately from other project contracts) | $ 5,000 | 2 % |
| 9. **Other Necessary Expenses** (See Appendix B-11) | $ 30,000 | 12 |
| **TOTAL:** | $ 250,000 | 100 % |

**Estimated Key Milestone Dates:**

| Milestones/Deliverables: | Completion Dates: |
|---|---|
| **Project planning and permitting** | **06/30/2009** |
| **Contract development and award** | **04/30/2010** |
| **Project construction** | **10/15/2010** |
| Final Completion Date: | 12/31/2010 |

**COMMENTS:**

**Final completion date allows for contract close-out and final project documentation. Final date also allows for potential delays due to NEPA.**

**APPENDIX K**
**LAKE TAHOE CAPITAL PROJECT PROPOSAL**
**ROUND 9**

**Consistency with Lake Tahoe nomination criteria:**

Project nominations must qualify as an Environmental Improvement Program (EIP) project and be the responsibility of the federal government (federal share responsibility); and have a willing and ready federal sponsor.

Project nominations must be consistent with one of the focus areas in the June 2006 Federal Vision (pp. 8-9) (http://www.fs.fed.us/r5/ltbmu/documents/ltbec/revised-FV-Final.pdf) and fit into at least one category.

***Capital Focus Area (as described in the 2006 Federal Vision):*** Watershed and Habitat Improvement

***Circle a minimum of one category:***

1. Continued emphasis on fuels reduction in coordination with projects funded under the 2006 SNPLMA amendment (the "White Pine" amendment).
2. Continued implementation of projects approved in Rounds 5 through 8 which implement the EIP. Project proposal should clearly describe the phase/product being produced along with the consequence of not completing the project phase proposed for Round 9.
   List project(s): *This project does not implement any phase of a previously funded SNPLMA project, but it is related by location and purpose to the Round 5 and 6 Angora/Twin Peaks ATM projects as explained further in the proposal.*
3. Project is consistent with and contributes toward TMDL pollutant reductions within the four source categories (atmospheric, urban & groundwater, forested uplands, and stream channel).
   **List category(ies): Forested Uplands**
4. Control of aquatic invasive species and prevention of new aquatic invasive species.

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| | | | |
|---|---|---|---|
| **Project Name:** | Angora Fire Roads Mitigation | **EIP #:** | 967 |
| **Lead Agency:** | USDA Forest Service | **Contact:** | Catherine Schoen |
| **Threshold:** | Soil Conservation/SEZ | **Phone Number:** | (530)543-2670 |
| **Threshold Standard:** | SC1 – Obliterate roadways and BMP upgrades | **Email Address:** | cschoen@fs.fed.us |
| **Funding Requested in this Round:** | $250,000 | **Total Project Cost:** | $250,000 |

**Is this a multi-year Project? (If "Yes", describe in the Detailed Project Description below number of years or phases and which year the requested funding will cover)**
Yes

**Project Summary (maximum 200 words): (applicable ONLY to this Round 9 project):**

This project consists of planning and implementing Forest Service system road BMP upgrades and realignments, and obliteration of segments of non-system roads that impact surface drainage in the Angora Fire area. The Angora Fire has changed conditions in the areas previously assessed in the Angora/Twin Peaks Access and Travel Management (ATM) Plan and the Camp Richardson/Emerald Bay Road ATM Project and made some existing road impacts on surface drainage more critical to mitigate than was previously determined. Existing erosion problems on roads in and down gradient of the burned area present a greater threat to soil conservation and runoff water quality in the aftermath of the fire because of the expected increases in storm water runoff volumes and sediment loads from the burned area and the proximity of these road impacts to steep slopes, streams, SEZs, and drainage ways. Approximately one half mile of non-system roads near Seneca Pond and west of Boulder Mountain Drive will be obliterated, and one third of a mile of FS system road 12N27 will receive BMP upgrades and realignment out of grassy meadows. This project will mitigate road impacts on surface drainage by restoring natural drainage patterns and restoring disturbed areas.

**Detailed Project Description (focuses on what Round 9 is funding; list the number of years or phases the Round 9 requested funding will cover; if phased, briefly describe how this project links into previously phased projects including what remains for Rounds 10 and beyond).**

The Round 9 request will fund project planning, required NEPA documentation, permitting, contract development, and implementation of this project. This work should be completed in two years after approval without additional funding.

This project will occur within the same geographical areas as the Angora/Twin Peaks ATM and the Camp Richardson/Emerald Bay Road ATM plans but this project mitigates road impacts that were not included in either of the ATM plans. The Angora/Twin Peaks ATM Plan, which received both Round 5 and 6 SNPLMA funding for planning and implementation (and is currently still in the planning phase due to a successful project decision appeal), identifies FS road system needs in the same geographical area but based on pre-fire conditions. The Forest Service plans to continue forward with the Angora/Twin Peaks ATM plan without incorporating the project contained in this proposal to prevent further delays to implementing the ATM Plan. The Camp Richardson/Emerald Bay Road ATM Plan was a 1997 Presidential Forum Deliverable that never received SNPLMA funding. None of the proposed work for this project has been included in any previously initiated or completed NEPA analysis and there is no official link between this project and past SNPLMA funded projects or anticipated future SNPLMA projects.

A similar funding request in the amount of $300,000 has been made to U.S. Senator Feinstein to be included in the proposed Emergency Fire Funding legislation she sponsored. The request to Feinstein is greater by $50,000 because it includes construction and remediation of temporary access roads for possible timber removal. The Forest Service will not accept a SNPLMA award for this project if the proposed legislation is made into law and includes the requested funding for this project.

**Describe the goals and objectives of the project (those applicable ONLY to this Round 9 project):**

The goal of this project is to mitigate FS system and non-system road impacts to surface drainage within and near the Angora Fire where the roads pose a threat to soil stability and water quality near steep slopes, streams, SEZs, and drainage ways. The goal of this project will be achieved by pursuing the following three objectives: 1) reduce or eliminate erosion along non-system road alignments by obliteration of the road prism, 2) reduce or eliminate erosion along FS system road alignments by installing BMPs and relocating outside of natural drainage ways, and 3) promote more natural function of disturbed areas by restoring soil and vegetation to more natural conditions.

**Describe the anticipated project accomplishments (i.e. products or identifiable environmental benefits being produced or implemented under this project):**

Field observations and analysis of aerial photographs of the non-system roads near Seneca Pond needing restoration indicate that the length or area of road to be restored should be on the order of one-quarter mile (or one-third of an acre). This restoration work will consist of obliterating the road prism and promoting slower overland flow. Road prism obliteration will consist of de-compacting and reshaping the ground surface to blend with undisturbed surroundings and revegetation of the disturbed surface, and will act to disconnect erosive drainage ways that currently occur on non-system road segments.

Similarly, one-third mile (or 1 acre) of native material stub roads to the west of Boulder Mountain Drive (remnants of abandoned residential development) will be obliterated by returning these areas to the natural surrounding slope and revegetating the disturbed surface. This work will eliminate the collection and concentration of forest storm water runoff to the west shoulder of Boulder Mountain Road where there has been long-standing drainage and erosion problems.

Finally, approximately one-quarter mile of Forest Service system road 12N27 will be upgraded and realigned to remove it from grassy meadows that are up-gradient of Pope Marsh. The rutted meadow sections will be restored to provide for better runoff retention and treatment.

**Describe the "readiness" of this project to move forward (urgency, capacity, capability, environmental documentation etc.):**

There is an urgent need to address FS system and non-system road impacts to surface drainage in the Angora Fire area to mitigate the predicted increased runoff volumes and sediment loads, and to prevent additional drainage way stability failures. Based on the schedule for implementing the Angora/Twin Peaks ATM, which will be completed in 2008, the Forest Service will have the capacity to plan this project in 2009 and implement it in 2010. In order for this project to be a successful component of the long-term restoration plan for the Angora Fire, it will be planned to coordinate with all the other long-term efforts including fuel reduction, ecosystem restoration, and trail system management.

**Describe partnerships for this project. (if applicable, project should identify partner funding [committed/secured] and how it is integrated into the project)**

While no funding will be provided for this project by basin partners, this project will enhance the effectiveness of El Dorado County's CTC-funded Angora Fire project

components on Boulder Mountain Drive and the Angora Creek SEZ Restoration project by reducing runoff flows and sediment loads to these areas.

**Describe the project monitoring that will be implemented as part of this project including:**

1) **The questions the monitoring program is designed to answer**

   The project implementation will be monitored to ensure that temporary construction BMPs and permanent site improvements are both installed as intended, and that they are effective at reducing threats to water quality and clarity.

2) **The monitoring approach (describe the methods and strategies [i.e. monitoring, research, or both] that will be used to verify whether the project goals and objectives have been met. A detailed monitoring/research plan is not required, but enough detail must be provided to allow someone that is unfamiliar with the project to understand and evaluate the proposed methods and strategies.)**

   Temporary BMPs and permanent improvements will be reviewed by resource specialists during the engineering design phase of this project to ensure they meet USFS and local standards. The project will be monitored by USFS hydrologists in accordance with the Storm Water Protection Plan (SWPP) to ensure the maintenance and effectiveness of temporary BMPs. This monitoring will utilize qualitative protocols similar to those used in the USFS Region 5 BMP Evaluation Program (BMP EP). Any deficiencies will be documented and communicated to the construction administrator. Additionally, the construction administrator will conduct regular site inspections during implementation to ensure compliance with contract documents and all specified environmental protection measures.

   The project will be included in the pool of construction projects to be monitored under the USFS Region 5 BMP EP. If the project is randomly selected from this pool it will be monitored by USFS hydrologists following implementation to ensure the project's permanent improvements are effective. This monitoring will be based on established qualitative analysis protocols. Any deficiencies identified will be communicated to the LTBMU's engineering staff to evaluate cause/effect and to correct any BMP shortcomings.

3) **Whether this project monitoring fits into a larger monitoring or research program (including how information from the monitoring and research will be used to improve the continued performance of the proposed project or improve future similar projects)**

   Results from the monitoring of this project's implementation will be summarized in an annual BMP report. Every five years these reports are consolidated into a five-year comprehensive report which evaluates trends and provides feedback to project managers and designers to improve future BMP design.

**Describe these two items which will be considered along with the above project monitoring information by the Tahoe Science Consortium related to research and monitoring resource areas and the effectiveness of environmental restoration activities:**

**1) Describe the specific goals and objectives of the project and describe how fulfilling those objectives will contribute to the achievement of one or more environmental thresholds.**

FS system and non-system roads can act as extensions of the natural surface drainage systems for storm water runoff. By removing road segments in critical locations (such as from or below steep slopes, and near drainage ways, streams, and SEZ) the Forest Service will disconnect these roadway collected and concentrated flows, reduce erosion from onsite sources and from downstream channels during peak flows, and restore natural rates of infiltration. In this way the project will contribute to achieving soil conservation/SEZ and water quality thresholds.

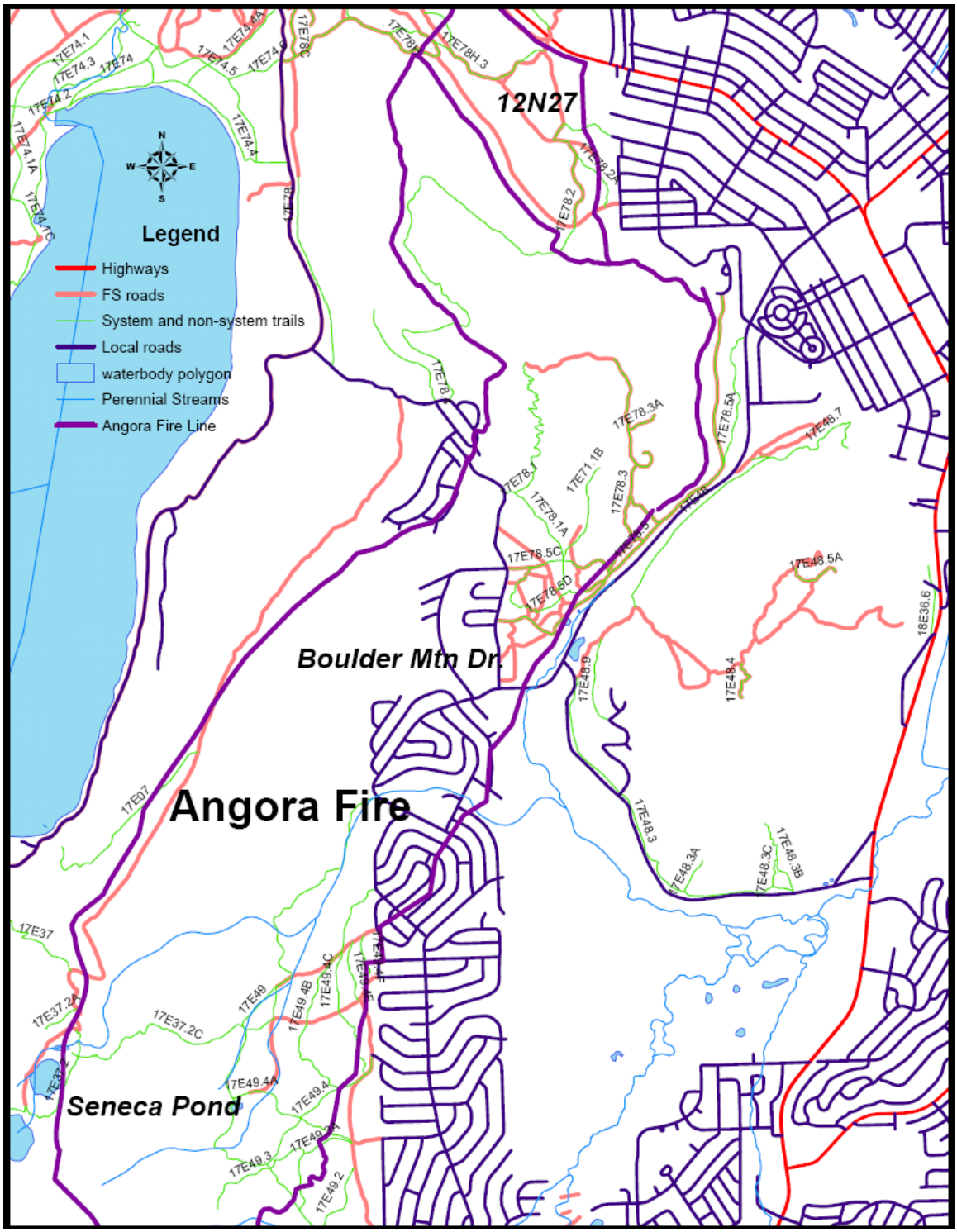
**2) Describe the risk to the environment from failure of the proposed project (i.e. if the project fails what is the environmental consequence).**

There is little to no risk of project failure from restoring the surface of non-system roads and realigning sections of system roads to work in concert with the natural surroundings. The non-system road obliteration site selection, fill design, new system road alignments, and surface revegetation plans will be developed to account for and eliminate threats from up-gradient drainage patterns.

**Describe how the project results will be communicated and made available to the public.**

The results of the project planning will be communicated to the pubic during the NEPA scoping process for this project. The public will observe the project improvements and results while hiking and riding on roads and trails in the Angora Fire area, and from traveling on Boulder Mountain Drive. The results of project implementation monitoring will also be available to the public in the annual BMP report. If this project is randomly selected for project effectiveness monitoring, it will also be documented in the annual BMP EP report.

**Include an 8 ½ X 11 map depicting the project.**


Legend
Highways
FS roads
System and non-system trails
Local roads
waterbody polygon
Perennial Streams
Angora Fire Line
12N27
Boulder Mtn Dr.
Angora Fire
Seneca Pond
17E74.1
17E74.3
17E74
17E74.2
17E74.1A
17E74.1C
17E74.4A
17E74.5
17E74.4
17E78.3C
17E78
17E78H.3
17E78.2
17E78.2A
17E78.1
17E78.3A
17E78.5A
17E48.7
17E71.1B
17E78.3
17E78.1A
17E78.5C
17E78.6D
17E48.5A
18E36.6
17E48.9
17E48.4
17E07
17E48.3
17E48.3A
17E48.3C
17E48.3B
17E37
17E37.2A
17E37.2C
17E49
17E49.4B
17E49.4C
17E49.4A
17E49.4
17E49.3
17E49.2