Appendix B-8

LAKE TAHOE RESTORATION PROJECTS
ESTIMATED NECESSARY EXPENSES & KEY MILESTONE DATES

Project Name: Camp Richardson Resort Campgrounds BMP Rehabilitation Agency: USFS
Prepared by: Daniel Cressy Phone: (530) 543-2857 _ EIP #: 984
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.)	$ _____	_____%
2. FWS Consultation—Endangered Species Act	$ _____	_____%
3. Direct Labor (Payroll) to Perform the Project	$ _____	_____%
4. Project Equipment (tools, software, specialized equipment, etc.)	$ _____	_____%
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)	$ _____	_____%
7. **Cost of Contracts, Grants and/or Agreements to Perform the Project**	$ 1,640,000	82 %
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)	$ 120,000	6 %
9. **Other Necessary Expenses** (See Appendix B-11)	$ 240,000	12
TOTAL:	$ 2,000,000	100 %

Estimated Key Milestone Dates:

Milestones/Deliverables:	Date:
Complete Engineering Design for Phase 1	**January 2010**
Begin Phase 1 Implementation	**May 2010**
Complete Phase 1 Implementation	**October 2010**
Final Completion Date:	**October 2011**

COMMENTS:
Final Completion Date allows for close-out of construction contracts and project administration.

Camp Richardson Resort Campgrounds BMP Rehabilitation Phase 1

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 & 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): **Round 5 – *Camp Richardson Resort Master (Vision) Plan and Campgrounds BMP Retrofit***
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 (Veg_Recreational)***
4. Control of aquatic invasive species and prevention of new aquatic invasive species.

Project Name: Camp Richardson Resort Campgrounds BMP Rehabilitation Phase 1 **EIP #: 984**

Lead Agency: USDA Forest Service **Contact: Daniel Cressy**

Threshold: Water Quality **Phone Number: (530) 543-2857**

Threshold Standard: Lake Tahoe Basin Plan, TRPA's 208 Plan

Email Address: dcressy@fs.fed.us

Funding Requested in this Round: $2,000,000 **Total Project Cost: $7,000,000**

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):

The project will implement water quality protection BMPs at the first of three Camp Richardson Resort Campgrounds. This project follows a SNPLMA Round 5 funded project for planning and conceptual design, and is the first of three implementation phases. Implemented BMPs will include construction of a road system that controls traffic, reduces overall land coverage and soil compaction within the campground area, and manages storm water runoff in accordance with environmental standards. The project will reduce overall campground density and allow for previously compacted soil areas to be restored. Overall campground coverage by impervious surfaces will be reduced, and areas of existing coverage within the Pope Marsh SEZ will be removed and restored with suitable riparian vegetation. Highway traffic congestion associated with campground use will be improved by reducing the number of highway intersections and developing efficient ingress/egress routes of travel. A centralized campground check-in facility will be added to avoid the need for each camping vehicle to enter the resort through the congeted "village core" area.

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 Camp Richardson Resort Campground BMP Rehabilitation project will implement water quality protection Best Management Practices (BMPs) in the existing public campground facility. This project is the first of three phases needed to rehabilitate the three campgrounds to current environmental protection standards. This project phase will accomplish the BMP rehabilitation of one of the three campgrounds. This project follows a SNPLMA Round 5 project which funded conceptual design and environmental analysis for the three campgrounds and their interface with the surrounding resort uses. The Round 5 work will be completed by the end of 2008. Subsequent SNPLMA proposals are anticipated for Rounds 10 and 11 to complete engineering design and implementation of the final two phases of this environmental improvement project. Implementation of the campgrounds BMP rehabilitation is proposed to be phased to reduce impacts to the public during construction, and to reduce the scope of individual phases to a level that can be accomplished during one construction season. By implementing the improvements in three phases the public will be guaranteed continuing recreation access to the portions of the campgrounds that are not undergoing construction. The Round 9 proposal will fund final engineering design, contract preparation, implementation and construction administration for the project's first phase (2009 – 2010).

The existing campgrounds at Camp Richardson Resort do not meet current environmental protection standards. The area of the campgrounds currently has poor vehicle circulation and control. Almost all vehicle traffic occurs on unpaved surfaces, and traffic circulation, including parking, has resulted in soil compaction which affects approximately 50% of the area. Existing trees, buildings, and limited barriers are the only site elements that control where vehicles travel. Additionally, traffic circulation leading to and from the

campground has lead to traffic congestion on Highway 89. This highway congestion causes concerns regarding safety, scenic resources, recreation experience, and air pollution. If we are unable to implement this project, existing threats to environmental quality associated with use of the campground will continue.

The project will implement site BMPs. These will include construction of a vehicle road system that controls traffic, reduces soil compaction, and manages storm water runoff in accordance with environmental standards. The project will reduce overall campground density and allow for previously compacted soil areas to be restored. Overall campground coverage by impervious surfaces will be reduced, and areas of existing coverage within the Pope Marsh Stream Environment Zone (SEZ) will be removed and restored with suitable riparian vegetation. Highway traffic congestion associated with campground use will be improved by reducing the number of highway intersections and developing efficient routes of travel. A centralized campground check-in facility will be added to avoid the need for each camping vehicle to enter the resort through the congested "village core" area. Environmental interpretation through signage and other media will be employed to educate visitors regarding the natural resource issues in the area, and how their actions can contribute to protecting environmental quality at Lake Tahoe.

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

The overall goals of the Camp Richardson Resort Campground BMP Rehabilitation project are to reduce the volume and sediment load of surface water flowing from the resort's forested areas and developed facilities to Pope Marsh and Lake Tahoe. An additional goal is to reduce the amount of vehicle traffic congestion associated with use of the campgrounds.

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

Establishment of the rehabilitated campground will:

1. Reduce soil erosion within the campground area associated with vehicle travel, and will control storm water runoff by reducing any concentration of flows which could lead to unwanted transport of sediment toward Lake Tahoe.

2. Remove imperious coverage from the Pope Marsh SEZ and restore these areas. This will help to revitalize this wetland area and allow the soils and vegetation to improve their natural role as "filters" for base levels of water flowing through the landscape. Overall impervious coverage and soil compaction within the campgrounds will be reduced by approximately 20%. This previously compacted area will be restored which will increase the area's ability to infiltrate surface water.

3. Reduce the density of campsites, allowing for restoration of areas of existing soil compaction.

4. Improve vehicle traffic circulation to reduce congestion. By allowing vehicles to access the campgrounds more efficiently, fewer vehicles will be forced to enter the resort's "village core" or wait in traffic with their engine's running. Improved pedestrian circulation within the campground will also encourage campers to utilize the two public transit stops within the Resort on Hwy 89.

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

This project will follow the completion of conceptual site design and environmental analysis / documentation funded by SNPLMA in Round 5, leading to a NEPA decision in late 2008. Development of the proposed action for campground BMP rehabilitation has occurred in collaboration with a USFS interdisciplinary team of specialists, the Tahoe Regional Planning Agency and the resort permittee.

There is a need to improve this developed site to meet water quality protection standards. A conceptual design for the rehabilitation of the entire three-campground area has been prepared. With Round 9 funding the LTBMU is ready to complete final engineering design of the first phase of campground improvements in 2009, and to contract and construct these improvements in 2010.

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

The Camp Richardson Resort is a Forest Service facility operated under special use permit. The resort permittee is an active partner in this project and will commit to contributing limited funding toward its implementation through its Granger-Thye fee offset program. An additional source of funding which may be able to be leveraged with SNPLMA funding to achieve a greater amount of improvement within the project area is the Forest Service's Recreation Site Improvement (RSI) fund. This is a source of funding which may be available for the LTBMU to reduce facility deferred maintenance at the resort. Access to these funds is not certain, and the LTBMU will need to apply and compete for them later in fiscal year 2008. There is an opportunity to leverage the RSI and SNPLMA Round 9 funds to accomplish more at the Camp Richardson Campgrounds than either fund can alone. The RSI funds would be used for replacement of site utilities, restrooms, or other elements that would not be funded by SNPLMA.

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

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

Project monitoring associated with the implementation of BMPs at the Camp Richardson Resort Campgrounds will ensure that temporary construction BMPs and permanent site BMPs 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 and permanent BMPs 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 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 BMPs 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.

Future longer term effectiveness monitoring is expected to be funded through research proposals funded through the TSC process, or the USFS monitoring program funded through base appropriations and/or the SNPLMA funded NEPA Resource Surveys Project.

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)**

The monitoring identified for this project is part of the overall Forest Plan monitoring effort for the Lake Tahoe Basin Management Unit. Results and accomplishments of all Forest Monitoring are summarized every year in the Annual Forest Monitoring Report. When appropriate, interpretation of results is integrated at the programmatic, forest, and sometimes Regional level.

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.

Implementation of this project will contribute to achieving the environmental threshold of improved water quality, and to a lesser extent, the threshold of improved air quality.

The overall goals of the Camp Richardson Resort Campgrounds BMP Rehabilitation project are to improve the quality of surface water flowing from the forested areas and developed facilities to Pope Marsh and Lake Tahoe. An additional goal is to reduce the amount of air pollution generated by vehicles associated with use of the campgrounds.

Establishment of a paved road system will reduce soil erosion within the campground area associated with vehicle travel, and will control storm water runoff by reducing any concentration of flows which could lead to unwanted transport of sediment toward Lake Tahoe. Removal of imperious coverage from the Pope Marsh SEZ and restoration of these areas will revitalize this wetland area and allow the soils and vegetation to improve their natural role as "filters" for base levels of water flowing through the landscape. Overall impervious coverage within the campgrounds will be reduced by approximately 20 percent. Campsite density will be reduced, allowing for restoration of areas of existing soil compaction. Improved vehicle traffic circulation will reduce congestion. By allowing vehicles to access the campgrounds more efficiently, fewer vehicles will be forced to enter the resort's "village core" or be stuck waiting in traffic with their engine's running. Improved pedestrian circulation within the campground will also encourage campers to utilize the two public transit stops on Hwy 89, thus reducing the overall number of vehicle miles driven within the area.

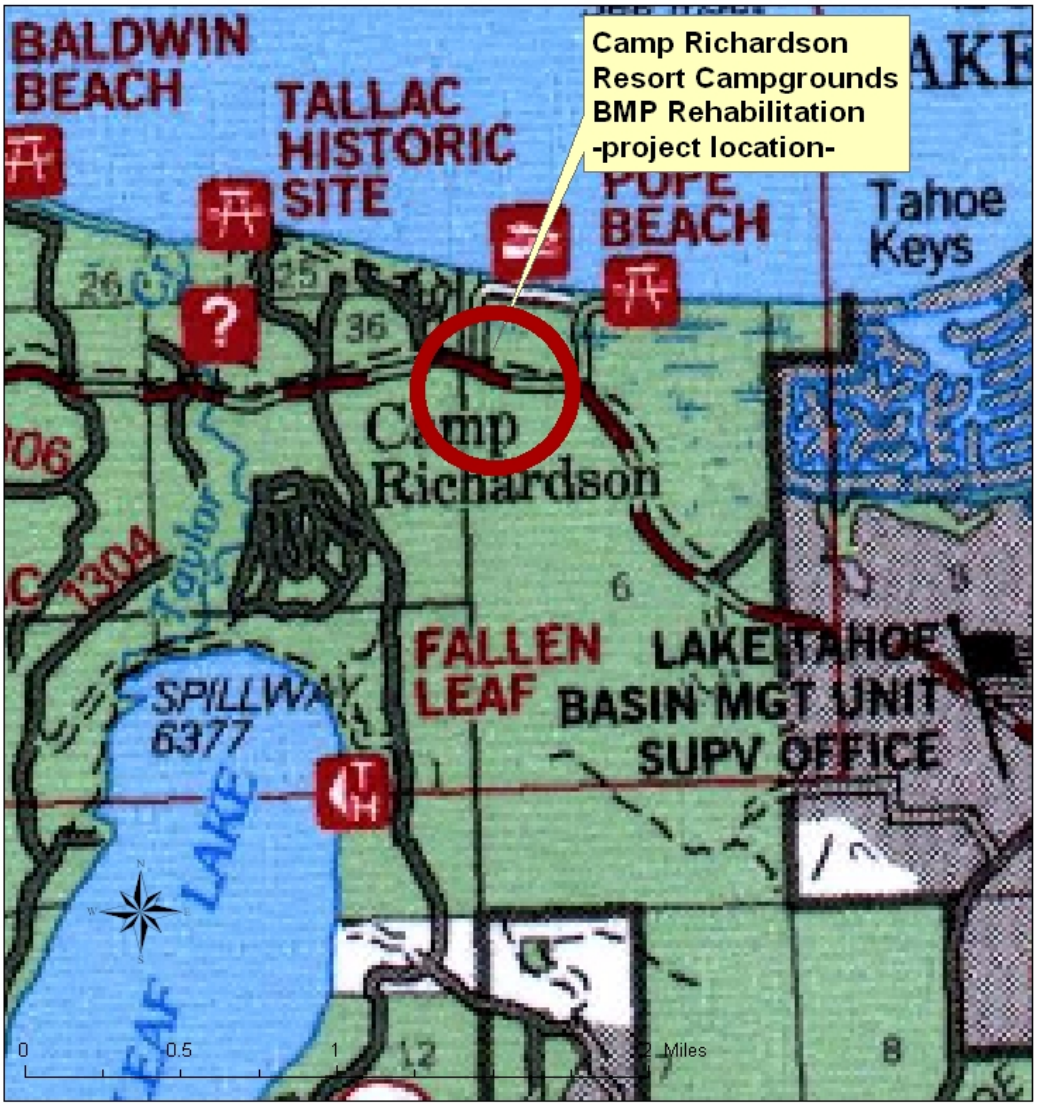
2) Describe the risk to the environment from failure of the proposed project (i.e. if the project fails what is the environmental consequence).

If this project is not implemented successfully, existing conditions that pose a threat to the quality of surface water flowing from the campground area toward Lake Tahoe will continue to persist. Areas of soil compaction and SEZ coverage will remain, and may increase as users continue to drive and park vehicles in areas with little or no controls that designate appropriate traffic restrictions. Traffic congestion along the section of Highway 89 passing through the resort area will continue during peak use periods and may increase as the average size of recreational vehicles required to enter the resort's "village core" to check-in to their camp site is increasing and more campers are converting to these larger vehicles. The persistence of highway traffic congestion during peak use periods will produce unnecessary amounts of air pollution which may negatively affect water quality as well as scenic resources and public health.

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

The project design and proposed BMP rehabilitation will be reviewed by interested public during the NEPA scoping process. The proposed improvements will be posted on the LTBMU website along with contact information for the project manager, should the public need further information.

Include an 8 ½ X 11 map depicting the project.



SNPLMA PROJECT PROPOSAL
Camp Richardson Resort
Campgrounds BMP Rehabilitation

USDA Forest Service
Lake Tahoe Basin Management Unit