

**SECURE RURAL SCHOOLS AND COMMUNITY SELF-DETERMINATION ACT OF 2000  
PUBLIC LAW 110-343  
TITLE II PROJECT SUBMISSION FORM  
USDA FOREST SERVICE**

**Name of Resource Advisory Committee: Olympic Peninsula**

**Project Number** (Assigned by Designated Federal Official):

**Funding Fiscal Year(s):**

<b>2. Project Name:</b> <i>All-Terrain Vehicle (ATV) Trail Feasibility Study and Assessment within the Calawah River Basin of the Quillayute Watershed</i>	<b>3a. State:</b> Washington <b>3b. County(s):</b> Clallam
<b>4. Project Submitted By:</b> Rod Fleck	<b>5. Date:</b> 30 March 2011
<b>6. Contact Phone Number:</b> 360/640-0524	<b>7. Contact E-mail:</b> rodf.forks@centurytel.net

<b>8. Project Location: Calawah River Basin of the Quillayute Watershed</b>	
a. National Forest(s): Olympic	b. Forest Service District: Pacific
c. Location (Township-Range-Section) Township 29, Ranges 10 and 11, Clallam County, W.M.	

**9. Project Goals and Objectives:** Completed project would provide additional information in the form of three specific reports, each described in further detail later in this application, addressing issues arising from converting existing USFS roadway segments into ATV trails. The completed project will further allow the Pacific Ranger District to develop a proposed action regarding currently unauthorized ATV use in the Calawah Drainage. The specific objectives for this project would be:

- Complete inventories, engineering, and biological assessments that would consist of:
  - a. Engineering assessment of (i) suitability of converting identified USFS roadway segments into trail segments for ATVs and other user groups; (ii) identification of existing aquatic-related barriers and best means of removing such barriers while allowing use; (iii) project list of improvement by roadway segment and basis for them; (iv) determination by qualified professionals as to what tasks can be handled by volunteers; (v) preliminary cost estimate for each step in conversion.
  - b. Biological & Cultural assessment of identified USFS roadway segments for (i) existing habitat impairments (wildlife, aquatic, vegetation) and potential habitat issues arising from road to trail conversion; and, (ii) cultural/archeological issues, if any, associated with conversion in usage.
  - c. "Best Practices" assessment of existing USFS ATV trail practices within USFS Region 6 to determine what policies are used to address issues from ATV trail usage such as resource protection, safety, maintenance, etc. Recommendations would be a prototype policy and management document for the Pacific Ranger District and include strategies for trail management including sustainable recreational use.  
(See also p. 3 for details of each)
- Based upon the inventory and biological assessments noted above, develop a proposed action and complete NEPA.

- Maintain collaborative work group involving representative stakeholder interests associated with this issue within this watershed.

## **10. Project Description:**

a. Brief: (*in one sentence*) Funding would be used to commission an assessment of specific issues that could arise from the conversion of ~31 miles of identified USFS Level 1 and Level II roadways into trails that could be utilized by ATVs and other users.

b. Detailed:

### **Introduction/Overview**

While the total budget for this project is \$45,000, the City of Forks seeks \$40,000 of available Title II funds for USFS staff to assess road segments and ATV routes within the Calawah River Basin for potential mitigation to convert existing USFS Level 1 and Level II roads for use by all-terrain vehicles (ATVs) and other user groups such as mountain bikers, back country horse riders, hikers, cross country skiers, etc. Some 31 miles of existing USFS Level I and Level II road segments in the Calawah River basin have been identified by a large group of ATV users, from Forks and Port Angeles, as having significant potential for ATV approved trail segments. These segments were inventoried by a USFS multi-disciplinary team who affirmed that there appeared to be potential candidates for such a conversion in use. Five sectors were identified as requiring additional analysis for such use:

- i. Bonidu, Pistol Creek: (USFS Roads: 29-54; 29-800/815/820; 29-030/715/730; 2923-300/220/240/250) > 11-12 miles;
- ii. Hunger Ridge: (USFS Roads 2912/2932 (000/060/047) 8-10 miles;
- iii. Hvas: (USFS 29-030) >4-5 miles;
- iv. Bockman Cool: (USFS 2902) > 3 miles; and
- v. Elk Ridge: (USFS 2932) > 3 miles.

While current ATV usage of any Olympic Forest USFS roadway is not permitted due to an administrative decision, the USFS' identification of the above roadway segments as roads that could be converted into trails has brought the issue of trail usage and potential ATV usage of these trails to the forefront. After numerous meetings of the Calawah River Focused Watershed team, it became apparent to the City that the issue of ATV usage remained an aspect of recreation interest within the region that needed to be addressed. The USFS Pacific Ranger District secured funding to have an ACT2 Enterprise Team, consisting of USFS staff from other parts of Region 6, review the roadway segments to "provide information about location and condition of routes relative to aquatic impacts." Off-Highway Vehicle Route Evaluation, Calawah River Watershed, ACT2 Enterprise Team, Fall 2010. While this evaluation provided quality information regarding aquatic impacts of various routes, including those five sectors identified above, it did not undertake a broader biological assessment of the sectors identified by ATV enthusiasts. Also, the Enterprise Team utilized a different set of criteria to evaluate aquatic risks, one of the chief biological concerns of the existing identified roadways in the Pacific Ranger District's ATM Plan, from that used by the Pacific District in its ATM analysis.

Another issue associated with any roadway to trail conversion is that of what modifications, changes, and/or improvements would be required for such conversions? Further, the idea of user group support in making such modifications, changes and/or improvements has repeatedly been discussed within the Calawah River Focused Watershed team meetings. As a result, there appears to be a need for an objective assessment of what such groups could realistically provide within the confines of the USFS'

various regulatory requirements. Utilizing a USFS engineer with specific experience in roadway construction, conversion and trail construction/conversion would provide additional information as to whether such “road to trail with ATV usage” is technically and financially feasible with or without volunteer assistance.

Currently, the Olympic Forest’s Pacific Ranger District does not allow any authorized motorcycle or ATV usage on any of its roadway and trail segments pursuant to an administrative decision. However, the District is very aware of a significant level of unauthorized usage. As a result, an analysis of best practices by other Region 6 Districts where ATV usage occurs could create a prototype framework for the Pacific Ranger District to evaluate whether the current administrative prohibition of ATV usage should be continued, modified, etc.

### **Specific Grant Funded Tasks**

Based upon the information shared above, the City would request that the RAC allocate \$40,000 to this project with the money to be utilized within the USFS Olympic Forest/Pacific District to have USFS staff undertake the necessary tasks required to complete the following:

- i. Engineering assessment of (i) suitability of converting identified USFS roadway segments into trail segments that could be utilized by ATVs and other user groups; (ii) identification existing aquatic-related barriers and determination of preferred means of removing such barriers in a manner that permits ATV trail usage; (iii) project list by roadway segment of needed improvements indicating the basis for the improvement, e.g., aquatic habit barrier removal, other habitat/biological need, safety improvement, etc.; (iv) objective determination as to whether any of the conversion to trail work, aquatic blockage removal/replacement, or other improvements could be undertaken by supervised volunteer groups; and, (v) preliminary cost estimate associated with each identified needed improvement necessary for the roadway to trail conversion.
- ii. Biological assessment complying with the USFS’ requirements for future utilization in any National Environmental Policy Act analysis of identified USFS roadway segments to mitigate existing biological habitat impairments as well as the identification of potential biological habitat issues arising from conversion of roadway segments to trail segments for use by ATVs and other users;
- iii. “Best practices” assessment of existing USFS ATV trail practices within USFS Region 6 to determine what permitting, management, implementation and enforcement policies, procedures and operating activities have been utilized to address issues arising from ATV trail usage. Further, this report would make some preliminary recommendations as a prototype policy and management document for use within the Pacific Ranger District. These preliminary recommendations would include strategies on how such trails should be maintained, operated and improved upon if such usage is permitted. Finally, suggestions regarding recreational usage in a fiscally and operationally sustainable fashion would be included in this “best practices” assessment/report.
- iv. Administrative oversight and coordination with an identified representative community collaborative review of the reports received prior to finalization. The Pacific District would be responsible for day-to-day oversight of the selected USFS project team members performing the assessments noted above. In addition, District staff would be responsible for the ensuring that the assessments/reports are developed in such a manner as to permit the finalized documents comply with National Environmental Protection Act, USFS administrative rule making, and/or internal planning processes. Further, the District would bring together a report review team of no more than ten individuals representing tribal, environmental, ATV users, and regulatory interests to review and comment on preliminary draft reports prior to their final

submission to the District and the Calawah River Focused Watershed team members.

Pacific District staff have assessed funding needs to accomplish this ATV planning at a minimum of \$40,000. This is based upon the need to utilize the following specialists to complete the described assessments: wildlife, fisheries, trail and road engineers, archaeologist, plant specialists, law enforcement, report editor/writer, project coordinator, etc. In addition, the costs factor in support costs, travel, etc.

**Basis for the Need**

The City is basing its request for RAC funds to be allocated to this project and the Pacific Ranger District because:

- i. USFS must prioritize use of its limited funds for “forest-wide issues” rather local ones, so this type of project cannot be part of their current budget;
- ii. The current condition of unregulated and unmanaged ATV use has resulted in numerous issues and concerns regarding the natural resources in the Calawah watershed (See photo in Attachment A – Monitoring Plan). If conditions can be improved in the Calawah and authorized can be developed, watershed conditions will improve within the Calawah and other critical drainages;
- iii. Funding is not readily available within the USFS Olympic Forest budget for recreation planning and assessments, because the budget category is presently overcommitted;
- iv. The ATM planning team and the ACT2 Enterprise team differ regarding potential aquatic risk factors and did not address impacts to wildlife and vegetation. This project would provide data needed for resolution of this issue;
- v. Usage by ATVs is a reality and the reliance by the USFS on “enforcement only approaches” is time consuming, costly and of questionable long-term effectiveness. This project will provide data for alternatives;
- vi. Data from this project can provide the Pacific District with route alternatives and directives for users to reduce impacts;
- vii. This project provides a valuable tool for the Pacific District to efficiently address the multitude of concerns raised by ATV enthusiasts.

**11. Types of Lands Involved?**

State/Private/Other lands involved?  Yes  No

**Land Status:**

If Yes, specify:

**12. How does the proposed project meet purposes of the Legislation?** (Check at least 1)

- Improves maintenance of existing infrastructure.
- Implements stewardship objectives that enhance forest ecosystems.
- Restores and improves land health.
- Restores water quality

**13. Project Type**

a. Check all that apply: (check at least 1)

- |  |   |
|--|---|
| <input checked="" type="checkbox"/> Road Maintenance | <input checked="" type="checkbox"/> Trail Maintenance |
|--|---|

<input type="checkbox"/> Road Decommission/Obliteration	<input checked="" type="checkbox"/> Trail Obliteration
<input type="checkbox"/> Other Infrastructure Maintenance (specify):	
<input checked="" type="checkbox"/> Soil Productivity Improvement	<input checked="" type="checkbox"/> Forest Health Improvement
<input checked="" type="checkbox"/> Watershed Restoration & Maintenance	<input checked="" type="checkbox"/> Wildlife Habitat Restoration
<input checked="" type="checkbox"/> Fish Habitat Restoration	<input type="checkbox"/> Control of Noxious Weeds
<input type="checkbox"/> Reestablish Native Species	<input type="checkbox"/> Fuels Management/Fire Prevention
<input type="checkbox"/> Implement CWPP Project	<input checked="" type="checkbox"/> Other Project Type (specify): Assessment
b. Primary Purpose (select only 1): Assessment	

<b>14. Identify What the Project Will Accomplish</b>
Miles of road maintained: <i>Completed assessment could result in 31 miles of USFS roadway converted and maintained as trails</i>
Miles of road decommissioned/obliterated: <i>unknown</i>
Number of structures maintained/improved: <i>inventory of needs will be created.</i>
Acres of soil productivity improved: <i>unknown till further studies.</i>
Miles of stream/river restored/improved: <i>As a minimum, a quarter mile of Bonidu Creek would be improved.</i>
Miles of fish habitat restored/improved: <i>Unknown until further study.</i>
Acres of native species reestablished: <i>20+ acres.</i>
Miles of trail maintained: <i>0-20 miles.</i>
Miles of trail obliterated: <i>Minimum of 1 mile of trail use will be obliterated and restored.</i>
Acres of forest health improved (including fuels reduction):
Acres of rangeland improved:
Acres of wildlife habitat restored/improved: <i>20 acres</i>
Acres of noxious weeds controlled: <i>20 acres</i>
Timber volume generated: <i>0</i>
Jobs generated in full time equivalents (FTE) to nearest tenth. One FTE is 52 forty hour weeks: <i>1</i>
People reached (for environmental education projects/fire prevention): <i>500</i>
Direct economic activity benefit: <i>Additional high-demand recreation opportunities will provide benefit to the local communities of Forks and Port Angeles.</i>
Other: <i>Assessment of 31 miles of existing Level I and Level II USFS Roadways for suitability for trail conversion for use by ATVs and other users.</i>

<b>15. Estimated Project Start Date:</b> 9/15/2011	<b>16. Estimated Project Completion Date:</b> 12/31/2011
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**17. List known partnerships or collaborative opportunities.**

Project offers the ability to build upon collaboration that has occurred in the Calawah Watershed Focus Team meetings between:

- Environmental advocates such as Olympic Forest Coalition;
- ATV enthusiasts;
- Quileute Tribe Natural Resource staff;
- USFS Forest and District staff;
- City of Forks staff;
- Outdoor recreation enthusiasts such as mountain bikers, backcountry horsemen, hunters, etc.;
- Tourism promoters such as the Forks Chamber of Commerce.

**18. Identify benefits to communities.**

- Provides needed information to determine whether any of the identified roadways to be decommissioned into trail could be converted into trails that could accommodate ATV users.
- Addresses unanswered questions raised in the Calawah Focused Watershed Team meetings regarding biological, operational, and procedural aspects of ATV usage that could be directed to authorized points within the Forest.
- Upon completion, community members would be able to work with USFS to determine what reasonable next steps could be taken regarding ATV usage within the Calawah River Basin.

**19. How does the project benefit federal lands/resources?**

- USFS has been asked by local ATV enthusiasts to reconsider/reevaluate the existing administrative prohibition regarding ATV usage in the Pacific District. In order to undertake any such action, the USFS will be required to undertake work similar to that outlined in this project. This project allows that work to occur sooner, if RAC funding is provided, and in a manner that will the USFS to utilize the information gathered in this requested analysis.
- “Best Practices” report with information regarding operation and management sustainability could save a significant level of Olympic Forest and Pacific District staff time having to develop similar reports, or creating new processes from “whole cloth.”
- ATV users identified that the USFS would benefit from their legalized use of these roadway segments in the following manner:
  - Reduced costs in enforcement and patrol costs as users would utilized authorized roadway segments versus unauthorized areas;
  - Increase “eyes and ears” in the Forest with ATV users being able to report suspicious activities to USFS enforcement officials regarding illegal harvest of materials, theft of product, and probably unauthorized use of other areas by ATVs as many indicated that such unauthorized use would be seen as jeopardizing any authorized use obtained in the Calawah River Basin;

<b>20. What is the Proposed Method(s) of Accomplishment?</b> (check at least 1)	
<input checked="" type="checkbox"/> Contract	<input checked="" type="checkbox"/> Federal Workforce
<input type="checkbox"/> County Workforce	<input checked="" type="checkbox"/> Volunteers
<input type="checkbox"/> Grant	<input type="checkbox"/> Agreement

<input type="checkbox"/> Americorps	<input type="checkbox"/> YCC/CCC Crews
<input type="checkbox"/> Job Corps	<input type="checkbox"/> Stewardship Contract
<input type="checkbox"/> Merchantable Timber Pilot	<input type="checkbox"/> Other (specify):

**21. Will the Project Generate Merchantable Materials?**  Yes  No

<b>22. Anticipated Project Costs</b>
a. Title II Funds Requested: \$40,000
b. Is this a multi-year funding request? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

**23. Identify Source(s) of Other Funding:**

- Indirect costs associated with project oversight and coordination – Pacific Ranger District;
- Representative Stakeholder Team meeting to provide comments on preliminary reports would be tracked as an “in-kind” match to this project. (See attached budget).
- Sets the Pacific District up to qualify for other funding opportunities.

**24. Monitoring Plan (provide as attachment)**

- Provide a plan that describes your process for tracking and explaining the effects of this project on your environmental and community goals outlined above.
- Identify who will conduct the monitoring: See attached monitoring plan.
- Identify total funding needed to carry out specified monitoring tasks (Worksheet 1, Item k):

**25. Identify remedies for failure to comply with the terms of the agreement.**

If project cannot be completed under the terms of this agreement:

- Unused funds will be returned to the RAC account.
- Other, please explain:

**Project Recommended By:**

*/s/ (INSERT Signature)*  
**Chairperson**

Resource Advisory Committee

**Project Approved By:**

*/s/ (INSERT Signature)*  
**Forest Supervisor**

National Forest

## ATTACHMENT A: Monitoring Plan

The City of Forks, working with District Ranger, Pacific Ranger District; and the USFS Project Coordinator; will utilize a small working group representative of the interests identified within the Calawah River Basin process to track the assessment team's efforts, provide suggestions, and review preliminary draft reports. It is envisioned that this specific work group would consist of representatives from:

- City of Forks;
- Pacific Ranger District – Ranger and Project Coordinator;
- A representative from the Quileute Natural Resources Department;
- A representative from Washington Department of Fish and Wildlife (if available);
- Two individuals from the ATV user caucus;
- Two individuals from the environmental caucus;

City of Forks would facilitate two to three meetings, as determined necessary by the City and Ranger of the Pacific District, to review (1) proposed work plan for the USFS assessment team; (2) while the assessment team is in the District, meet with the assessment team to provide any needed clarification and explanation of the expectations associated with the project; and, (3) after preliminary drafts of the three proposed reports are completed, review drafts and provide comments to the Ranger and USFS Project Coordinator.

Utilizing this collaborative approach (the basis established in the Calawah River Focused Watershed process) the City and the Pacific Ranger District can ensure that the reports delivered meet the expectations of the appropriate stakeholder groups, while also ensuring that the reports could be relied upon by the USFS in any further rule making, policy analyses, etc.

The estimated \$1,000 associated with this activity would be tracked as an "in-kind contribution" based upon the participant's hours associated with attending the meetings, reviewing materials before meetings, providing comments in writing, etc. However the budget for the project regarding salaries includes funds for the Project Coordinator. Involvement in this working group of the Ranger of the Pacific District would be tracked as an in-kind contribution from the Pacific Ranger District.



This photo displays an example of an unauthorized trail in the Calawah Drainage.

Issues of concern based on the initial inventory will be developed by the monitoring working group.

Observation plots will be set up to establish monitoring points to photo document areas of concern over time (i.e. during periods of heavy rain or extended dry periods etc.).

These points will be monitored to develop insight into how much if any resource damage is occurring, and what mitigation may be effective in resolving issues.

Examples of issues that may require monitoring: vegetation, sedimentation, noise, user conflicts, introduction of noxious weeds, etc.

# Project Cost Analysis Worksheet

## Worksheet 1

Please submit this worksheet with your proposal

Item	Column A Fed. Agency Appropriated Contribution	Column B Requested Title II Contribution	Column C Other Contributions	Column D Total Available Funds
a. Field Work & Site Surveys				
b. NEPA/CEQA				
c. ESA Consultation				
d. Permit Acquisition				
e. Project Design & Engineering				
f. Contract/Grant Preparation				
g. Contract/Grant Administration				
h. Contract/Grant Cost				
i. Salaries	32,000	32,000 <sup>i</sup>		32,000
j. Materials & Supplies				
k. Monitoring			1,000 <sup>ii</sup>	1,000
l. Other		8,000 <sup>iii</sup>		8,000
m. Project Sub-Total				
n. Indirect Costs	4,000 <sup>iv</sup>			4,000
<b>o. Total Cost Estimate</b>	<b>4,000</b>	<b>40,000</b>	<b>1,000</b>	<b>45,000</b>

### NOTES:

- a. Pre-NEPA Costs
- g. Includes Contracting/Grant Officer Representative (COR) costs. Excludes Contracting/Grant Officer costs.
- i. Cost of implementing project
- l. Examples include overhead charges from other partners, vehicles, equipment rentals, travel, etc.
- n. Contracting/Grant Officer costs, if needed, are included as part of Indirect Costs.

- <sup>i</sup> Salary amount assumes USFS staff and costs are based the need for the following personnel: Wildlife Biologist; Fish Biologist; Trail Engineer/Designer; Road Engineer; Archaeologist; Writer/Editor; Project Coordinator; and Plant Specialists. Salary costs are based upon consultation with Pacific District staff utilizing an ATV Work Plan model for this work described in this proposal. Per diem and travel costs were identified as a significant aspect of other costs associated with the utilization of a USFS Enterprise team.
- <sup>ii</sup> Represents two to three one hour meetings with materials and participation being provided as an “in-kind” contribution.
- <sup>iii</sup> Reflects mileage and per diem costs associated with certain team members that may have to travel to the District to perform the required tasks.
- <sup>iv</sup> Represents costs associated with survey and management of the project contract.