FOR OFFICE USE ONLY: Version # _____ APP # 700233

A. Statement of Planning Objectives

This Planning grant is a continuation of two programs that BLM has developed:

GPS Data Collection

Collect a high accuracy inventory of the road and trail networks across BLM managed public lands throughout California utilizing survey quality Global Positioning System-GPS)- equipment. This part of the project has been underway since 2003. To date, more than 19,000 miles of OHV inventory has been collected. This data has been quality control processed and saved in a digital Global Inventory System-GIS-database, and used as baseline inventory for 13 Land Use plans throughout the State.

Build a statewide GIS Transportation Layer for BLM Lands

Starting with the 2007 grant, project funding has been used to develop a Geodatabase that will become a statewide Transportation data layer. This layer can be used with other GIS layers to create mapping products that can show multiple attributes. The resulting Geodatabase will allow BLM staff from anywhere in California to create and update maps seamlessly anywhere within 20 miles of BLM lands, and can be programmed to show many combinations of public land trails and/or designated routes, as well as county and state roads and highways. This data layer will also be the foundation of easily exportable data that can be shared with other agencies or with the public as paper maps, or downloadable data for online browsing or personal GPS programming.

The funding requested in the GPS collection portion of this project will be used to continue the GPS data collection, mostly to improve the specific inventory that was collected previously in the late '90s, prior to the inception of this project.

The GIS geodatabase work that started in 2008 is an update of the Quality Control that has been done with all data collected from the GPS portion of the project. New technology has enabled all data to be stored in a single server, and accessed as a seamless layer, rather than on small tiles that need to be edge matched for any use that extends to additional tiles. In addition, the technology allows the creation of nodes of data that are stored as individual linked databases that are attached geospatially to the linier data.

The funding requested will allow one GIS specialist to work almost full time to import data from collected GPS data and combine it with data from other sources to develop a high quality transportation layer, and to bring in field staff to train them on the technology, to help with the process, and to export the technology to the field offices.

The result- in several years- will be a dynamic transportation layer that can store data, and be time, and can serve as a true, real time mapping tool.

BLM will schedule a Public Workshop, corresponding with an OHV Commission meeting, in early 2010, to share information, and demonstrate the GIS Transportation Layer with the Commission and public, and accept public input on the future of the program at that time.

B. Relation of Proposed Project to OHV Recreation

Developing a comprehensive inventory of existing OHV roads and trails is the foundation of future management of OHV recreation. The inventory provides a baseline for establishing land use planning decisions, making allocation decisions and creating a baseline for future comparison.

The resulting statewide OHV GIS layer will assist with OHV management for California BLM in many ways. Some of the most important benefits include:

Serve as the starting point for land use planning and OHV route designation. Land use plans that include OHV designations that have been assisted from data already collected include- Bishop Field Office/Inyo National Forest; Ukiah Field Office, Eagle Lake, Alturas, and Surprise Field Offices; Hollister Field Office; Bakersfied Field Office; Palm Springs, South Coast Field Office; California Lands along the Colorado River managed by Yuma and Lake Havasu Field Offices;

and Eastern San Diego County lands managed by El Centro Field Office.

Provide basic data for OHV restoration needs and planning. Collected data has been utilized in Hollister, Bakersfield, and Bishop, in the development of restoration projects.

When correlated with land ownership, and route designation, and other attributes, will serve as a basis for better, site specific mapping. These can be utilized for management, or to develop accurate, adaptable maps for OHV enthusiasts and other publics. The resulting datasets can be used to create maps, or shared with agencies and with the public as digital (including online) that can be used to create custom maps, or downloadable products for use in GPS receivers.

Will serve as a baseline for future management issues and monitoring. Will establish the existence of motorized routes at a known time for comparison with future and past data. The data collected for this project becomes a “data layer” on the BLM GIS Data dictionary, which also has a data layer for land ownership. This combined mapping ability helps establish the routing of roads and trails, and provides a set of points that can be reestablished with Global Positioning System (GPS) receivers, so that the exact locations and boundaries can be located at a later time.

C. Statement of Activities

GPS Collection

In FY 2003, in conjunction with the US Forest Service staff, BLM’s Branch of Cadastral Survey developed a common protocol to conduct complete inventory of OHV routes on public lands. This protocol has been used consistently ever since.

The cadastral field crew works from 4x4 vehicles, UTV’s or motorcycles, and utilizes precision global positioning satellite (GPS) equipment, collecting 100% inventories of all roads and trails. Data can be collected on both roads and trails, and the GPS units allow the collection of up to 50 attributes of data, and the incorporation of this detail into the resulting data layer. Before the project is complete, the data collected is verified by comparing the final maps to both satellite and aerial photography, and through checking intersection numbers against actual roads and/or trails.

GIS Gedatabase Creation

The resulting digital data files are exported to the GIS staff at the BLM California State Office Geo Science office, where they are downloaded into the Geodatabase. The GPS data is compared to other available data, and satellite imagery to develop the best available composite picture. Road, street, and Highway data from other sources is added to establish a context that stretches approximately 20 miles from the public lands data. As Field Office GIS and other staff start to work with the data, the designation status and other attribution will be added, so that maps of the designated routes and areas can be an attribute to control specific versions of the output maps for the public.

GPS Activities for this Project

After several years of data collection, BLM has standardized on a crew that includes three field data collectors and one project supervisor who works on the project approximately ½ time. Data collection is done from a variety of vehicles, including trucks, a Rhino UTV, and motorcycles. Safety procedures usually dictate that motorcycle collecting be performed in teams of 2. The three person crew seems to provide the maximum efficiency. The grant project is planned for most of a full year.

The normal process for organizing the collecting includes work with Field Office staff and project supervisors to identify the target areas, including logistical items, crew safety, and optimum crew efficiency. The planners and crew build a set of maps, and check them against satellite photography to identify discrepancies between the existing maps, and routes that may exist on the ground, but not show up in previous mapping. They load the background data, including land ownership into the data collecting GPS units.

As the crew actually works with the inventory gathering, they drive/ride the target routes, and use the data collection capability of the GPS, and stop to gather and key in specific attribution. They also stop at every intersection, and identify the number of routes that intersect at every point. They also note the termination of survey at the end of every surveyed route, and note the reason for quitting the survey.

At the conclusion of each data collection area, they download and process the data that has been collected. Data cleanup includes eliminating redundant lines from backtracking, and assure that every route at every intersection is accounted for. Before they leave an area, they revisit any missing portions of the survey area.

GIS Activities for this Project

GIS processing for this project has evolved in the last two years into the creation of a seamless, full OHV Travel Layer geodatabase. The grant funding requested, will allow GIS staff a little more than 1 workyear to continue processing the collected GPS data, and incorporating information from a variety of other sources into the OHV Datalayer. We anticipate that this funding will allow completion of fairly complete GIS Datalayers for at least 5 field offices by the end of the funding for the current project period.

D. List of Reports

To date, most of the products that have been produced by past years projects have been maps produced from the GPS data collection project, which has been used as online and paper maps of OHV Inventory. These mapping products have been used by BLM staff as part of the evaluation process Resource Management Plans, and in some cases, printed out, and shared with the public for scoping and other communications as the plans were developed and rolled out.

Plans that have utilized data collected under previous OHV grant funded projects include:

Alturas RMP Completed 2008

Eagle Lake RMP Completed 2008

Sierra RMP Completed 2008

Hollister RMP Completed 2007

Clear Creek route designation ESI Completed 2006

Surprise RMP Completed 2008

Ukiah RMP Completed 2006

Carrizo Plain Draft RMP Completed 2008

Eastern San Diego County RMP Completed 2008

South Coast RMP Draft Revision Planned 2009

Bakersfield Draft RMP Planned 2009

Yuma and Havisu RMP's AZ Draft Plans Planned 2009

Inyo National Forest (and Bishop Field Office)

Plans that were completed without substantial assistance from previous projects are being evaluated, and most of the future GPS data collection will be focused on improving the data layers for these projects, and laying groundwork for future projects.

Some projects that are planned for 2009 data collection include:

Ridgecrest FO,

Barstow FO

Needles FO

El Centro FO

As needed, the crew may also revisit Bishop, Arcata, Redding, Ukiah, and Folsom field offices.

Other Future Projects

The OHV grant funding will be used to improve datalayers, and complete a dynamic Geodatabase map layer for Eagle Lake, Alturas, and Surprise field offices. As time and priorities allow, future layers will be stared for Bakersfield, Bishop,

Redding, Ukiah and the CDD Offices, Ridgecrest, Barstow, Needles, and El Centro.

The GIS program is currently working to include other agency stakeholders, particularly those with overlapping jurisdictions. As opportunities arise, we anticipate working with several counties- including Law Enforcement, fire and rescue, and county roads; with adjoining USFS units.

We are also working to locate and work with agency, and conceivably with commercial data providers to better utilize our GIS capabilities and share data to improve management, and visitor information for OHV management.

FOR OFFICE USE ONLY: Version # _____ APP # 700233

1. Timeline for Completion

Attachments: Timeline for Completion

2. Optional Project-Specific Application Documents

Attachments: GPS and GIS Planning Photos

3. Optional Project-specific Maps

Attachments: California BLM Land Use Plan Map

	FOR OFFICE USE ONLY: Version # _____ APP # _____		
APPLICANT NAME :	BLM - California State Office		
PROJECT TITLE :	Planning	**PROJECT NUMBER (Division use only) :**	
PROJECT TYPE :	☐ Acquisition ☐ Development ☐ Education & Safety ☐ Ground Operations ☐ Law Enforcement ☑ Planning ☐ Restoration		
PROJECT DESCRIPTION :	This Planning grant is a continuation of two programs that BLM has developed: GPS Data Collection Collect a high accuracy inventory of the road and trail networks across BLM managed public lands throughout California utilizing survey quality Global Positioning System-GPS)- equipment. This part of the project has been underway since 2003. To date, more than 19,000 miles of OHV inventory has been collected. This data has been quality control processed and saved in a digital Global Inventory System-GIS-database, and used as baseline inventory for 13 Land Use plans throughout the State. Build a statewide GIS Transportation Layer for BLM Lands Starting with the 2007 grant, project funding has been used to develop a Geodatabase that will become a statewide Transportation data layer. This layer can be used with other GIS layers to create mapping products that can show multiple attributes. The resulting Geodatabase will allow BLM staff from anywhere in California to create and update maps seamlessly anywhere within 20 miles of BLM lands, and can be programmed to show many combinations of public land trails and/or designated routes, as well as county and state roads and highways. This data layer will also be the foundation of easily exportable data that can be shared with other agencies or with the public as paper maps, or downloadable data for online browsing or personal GPS programming. The funding requested in the GPS collection portion of this project will be used to continue the GPS data collection, mostly to improve the specific inventory that was collected previously in the late '90s, prior to the inception of this project. The GIS geodatabase work that started in 2008 is an update of the Quality Control that has been done with all data collected from the GPS portion of the project. New technology has enabled all data to be stored in a single server, and accessed as a seamless layer, rather than on small tiles that need to be edge matched for any use that extends to additional tiles. In addition, the technology allows the creation of nodes of data that are stored as individual linked databases that are attached geospatially to the linier data. The funding requested will allow one GIS specialist to work almost full time to import data from collected GPS data and combine it with data from other sources to develop a high quality transportation layer, and to bring in field staff to train them on the technology, to help with the process, and to export the technology to the field offices. The result- in several years- will be a dynamic transportation layer that can store data, and be time, and can serve as a true, real time mapping tool. BLM will schedule a Public Workshop, corresponding with an OHV Commission meeting, in early 2010, to share information, and demonstrate the GIS Transportation Layer with the Commission and public, and accept public input on the future of the program at that time.		

	Line Item	Qty	Rate	UOM	Grant Request	Match	Total
DIRECT EXPENSES							

	Line Item	Qty	Rate	UOM	Grant Request	Match	Total
Program Expenses							
1	**Staff**						
	Other-Geo Technician-#1	1750.000	28.940	HRS	50,645.00	0.00	50,645.00
	Other-Geo Tech #2	1750.000	22.110	HRS	38,693.00	0.00	38,693.00
	Other-Geo Tech #3	1750.000	23.840	HRS	41,720.00	0.00	41,720.00
	Other-Geodesist #4	850.000	62.920	HRS	40,898.00	12,584.00	53,482.00
	Other-Superv. Surveyor #5	75.000	75.200	HRS	0.00	5,640.00	5,640.00
	Other-GIS Evanisko	60.580	70.000		1,212.00	3,029.00	4,241.00
	Other-GIS #7	49.680	40.000	HRS	993.00	994.00	1,987.00
	Other-GIS #8	45.920	1440.000	HRS	61,533.00	4,592.00	66,125.00
	Other-GIS #9	47.040	20.000	HRS	0.00	941.00	941.00
	Other-GIS #10	40.710	1300.000	HRS	6.00	52,917.00	52,923.00
	Other-GIS #11	51.340	200.000	HRS	0.00	10,268.00	10,268.00
	Other-GIS Supvisor #12	77.210	75.000	HRS	0.00	5,791.00	5,791.00
	Management and Admin Staff Notes : Bob Milton- IRM Support - 50 Hours Fern Shepard- IRM Support - 75 Hours Eric Antrum-Engineering-50 Hourss Lance Bishop-Geo Science Branch Chief-50 Hours Karen Barnette- DSD Support Svcs- 20 Hours Tom Pogacnik-DSD Resources- 20 Hours Pam Marble- Geo Science Admin Assistant-80 Hours Jim Keeler- State OHV Lead-80 Hours Total 425 Hours- Average Cost 63.26/HR- Total Support Cost--26886	63.260	425.000	HRS	0.00	26,886.00	26,886.00

	Line Item	Qty	Rate	UOM	Grant Request	Match	Total
	Total for Staff				235,700.00	123,642.00	359,342.00
2	**Contracts**						
3	**Materials / Supplies**						
	Other-Map Production Supplies	1.000	10000.000	MISC	0.00	10,000.00	10,000.00
	Other-Misc Office Supplies	1.000	15000.000	MISC	0.00	15,000.00	15,000.00
	Other-Computer Equip/Software	1.000	5000.000	MISC	0.00	5,000.00	5,000.00
	Total for Materials / Supplies				0.00	30,000.00	30,000.00
4	**Equipment Use Expenses**						
	Field Vehicle	35000.000	0.500	MI	17,500.00	0.00	17,500.00
	Field Vehicle	35000.000	0.500	MI	17,500.00	0.00	17,500.00
	Field Vehicle	35000.000	0.500	MI	17,500.00	0.00	17,500.00
	Other-Fuel for Rhino, Motorcycles	1.000	6000.000	MISC	6,000.00	0.00	6,000.00
	Other-Vehicle Repairs	1.000	10000.000	MISC	10,000.00	0.00	10,000.00
	Other-Survey Equipment, GPS Equipment Re	1.000	5000.000	MISC	5,000.00	0.00	5,000.00
	Total for Equipment Use Expenses				73,500.00	0.00	73,500.00
5	**Equipment Purchases**						
	Other-Utility Trailer	1.000	5000.000	EA	5,000.00	0.00	5,000.00
	Other-Motorcycle	1.000	6000.000	EA	6,000.00	0.00	6,000.00
	Total for Equipment Purchases				11,000.00	0.00	11,000.00
6	**Others**						

	Line Item	Qty	Rate	UOM	Grant Request	Match	Total
	Travel	150.000	600.000	DAY	88,500.00	1,500.00	90,000.00
7	**Administrative Costs**						
Total Program Expenses					408,700.00	155,142.00	563,842.00
TOTAL DIRECT EXPENSES					408,700.00	155,142.00	563,842.00
TOTAL EXPENDITURES					**408,700.00**	**155,142.00**	**563,842.00**

	Line Item	Grant Request	Match	Total	Narrative
DIRECT EXPENSES					
Program Expenses					
1	Staff	235,700.00	123,642.00	359,342.00	
2	Contracts	0.00	0.00	0.00	
3	Materials / Supplies	0.00	30,000.00	30,000.00	
4	Equipment Use Expenses	73,500.00	0.00	73,500.00	
5	Equipment Purchases	11,000.00	0.00	11,000.00	
6	Others	88,500.00	1,500.00	90,000.00	
7	Administrative Costs	0.00	0.00	0.00	
Total Program Expenses		408,700.00	155,142.00	563,842.00	
TOTAL DIRECT EXPENSES		408,700.00	155,142.00	563,842.00	
TOTAL EXPENDITURES		**408,700.00**	**155,142.00**	**563,842.00**	

FOR OFFICE USE ONLY: Version # _____ APP # 700233

ITEM 1 and ITEM 2

ITEM 1

a. ITEM 1 - Has a CEQA Notice of Determination (NOD) been filed for the Project? (Please select Yes or No) ○ Yes ◉ No

ITEM 2

b. ITEM 2 - Are the proposed activities a "Project" under CEQA Guidelines Section 15378? (Please select Yes or No) ◉ Yes ○ No

c. The Application is requesting funds solely for personnel and support to enforce OHV laws and ensure public safety. These activities would not cause any physical impacts on the environment and are thus not a "Project" under CEQA. (Please select Yes or No) ○ Yes ○ No

d. Other. Explain why proposed activities would not cause any physical impacts on the environment and are thus not a "Project" under CEQA. DO NOT complete ITEMS 3 – 9

ITEM 3 - Impact of this Project on Wetlands

BLM Employees will collect OHV road and trail inventory data, utilizing Global Positioning System (GPS) receivers, from truck, ATV's, motorcycle, or if needed, on foot. The collected data will be quality-control checked, and sent to BLM's mapping science staff. It will be rechecked, and entered into BLM California's Global Inventory System (GIS) database. Previous to any data collection on lands managed by any BLM Field Office, the crew will meet with law enforcement, recreation, cultural, and management to determine exact areas to be mapped. Topics to be discussed include: areas to be avoided because of resource concerns, employee safety, and intermingled private lands. These coordination meetings are conducted periodically throughout the duration of work in each focus area.

All motorized travel will occur on previously disturbed road and trail surfaces. Any area where motorized travel could cause potential impacts to wetlands will be avoided, or mitigation will be worked out in advance, as detailed in the coordination meetings.

Attachment B of the Categorical Exclusion document, attached to this ERDS Sheet includes Best Management Practices for this project. BMP 5D relates to the impacts of this project on wetlands- by an initial briefing and periodic reviews with Inventory collection and local field staffs.

ITEM 4 - Cumulative Impacts of this Project

BLM Employees will collect OHV road and trail inventory data, utilizing Global Positioning System (GPS) receivers, from truck, ATV's, motorcycle, or if needed, on foot. The collected data will be quality-control checked, and sent to BLM's mapping science staff. It will be rechecked, and entered into BLM California's Global Inventory System (GIS) database. Previous to any data collection on lands managed by any BLM Field Office, the crew will meet with law enforcement, recreation, cultural, and management to determine exact areas to be mapped. Topics to be discussed include: areas to be avoided because of resource concerns, employee safety, and intermingled private lands. These coordination meetings are conducted periodically throughout the duration of work in each focus area.

All motorized travel will occur on previously disturbed road and trail surfaces. The level and scope of motorized travel from this project will be relatively minor, compared with normal casual use. Any area where motorized travel could cause potential impacts will be avoided, or mitigation will be worked out in advance, as detailed in the coordination meetings.

ITEM 5 - Soil Impacts

BLM Employees will collect OHV road and trail inventory data, utilizing Global Positioning System (GPS) receivers, from truck, ATV's, motorcycle, or if needed, on foot. The collected data will be quality-control checked, and sent to BLM's mapping science staff. It will be rechecked, and entered into BLM California's Global Inventory System (GIS) database. Previous to any data collection on lands managed by any BLM Field Office, the crew will meet with law enforcement, recreation, cultural, and management to determine exact areas to be mapped. Topics to be discussed include: areas to be avoided because of resource concerns, employee safety, and intermingled private lands. These coordination meetings are conducted periodically throughout the duration of data collection in each focus area.

All motorized travel will occur on previously disturbed road and trail surfaces. The level and scope of motorized travel from this project will be relatively minor, compared with normal casual use. Any area where motorized travel could cause potential impacts to steep slopes or on highly erodible soils will be avoided or mitigation will be worked out in advance, as detailed in the coordination meetings.

Attachment B of the Categorical Exclusion document, attached to this ERDS Sheet includes Best Management Practices for this project. BMP 5e relates to the impacts of this project on soils- by an initial briefing and periodic reviews with Inventory collection and local field staffs.

ITEM 6 - Damage to Scenic Resources

BLM Employees will collect OHV road and trail inventory data, utilizing Global Positioning System (GPS) receivers, from truck, ATV's, motorcycle, or if needed, on foot. The collected data will be quality-control checked, and sent to BLM's mapping science staff. It will be rechecked, and entered into BLM California's Global Inventory System (GIS) database. Previous to any data collection on lands managed by any BLM Field Office, the crew will meet with law enforcement, recreation, cultural, and management to determine exact areas to be mapped. Topics to be discussed include: areas to be avoided because of resource concerns, employee safety, and intermingled private lands. These coordination meetings are conducted periodically throughout the duration of data collection in each focus area.

All motorized travel will occur on previously disturbed road and trail surfaces. The level and scope of motorized travel from this project will be relatively minor, compared with normal casual use. Any area where motorized travel could cause potential impacts Scenic Resources, or within the view shed of a Scenic Highway will be avoided or mitigation will be worked out in advance, as detailed in the coordination meetings.

Attachment B of the Categorical Exclusion document, attached to this ERDS Sheet includes Best Management Practices for this project. BMP 5f relates to the impacts of this project scenic resources- by an initial briefing and periodic reviews with Inventory collection and local field staffs.

ITEM 7 - Hazardous Materials

Is the proposed Project Area located on a site included on any list compiled pursuant to Section 65962.5 of the California Government Code (hazardous materials)? (Please select Yes or No) (•) Yes ( ) No

If YES, describe the location of the hazard relative to the Project site, the level of hazard and the measures to be taken to minimize or avoid the hazards.

BLM Employees will collect OHV road and trail inventory data, utilizing Global Positioning System (GPS) receivers, from truck, ATV's, motorcycle, or on foot. The collected data will be quality-control checked, and sent to BLM's mapping science staff. It will be rechecked, and entered into BLM California's Global Inventory System (GIS) database. Previous to any data collection on lands managed by any BLM Field Office, the crew will meet with law enforcement, recreation, cultural, and management to determine exact areas to be mapped. Topics to be discussed include: areas to be avoided because of resource concerns, employee safety, and intermingled private lands. These coordination meetings are conducted periodically throughout the duration of data collection in each focus area.

Attachment B of the Categorical Exclusion document, attached to this ERDS Sheet includes Best Management Practices for this project. BMP 4(b)(iv) relates to the potential effects of this project on hazardous materials sites- by r

ITEM 8 - Potential for Adverse Impacts to Historical or Cultural Resources

Would the proposed Project have potential for any substantial adverse impacts to historical or cultural resources? (Please select Yes or No) (●) Yes ( ) No

If YES, describe the potential impacts and for any substantially adverse changes in the significance of historical or cultural resources and measures to be taken to minimize or avoid the impacts.

BLM Employees will collect OHV road and trail inventory data, utilizing Global Positioning System (GPS) receivers, from truck, ATV's, motorcycle, or if needed, on foot. The collected data will be quality-control checked, and sent to BLM's mapping science staff. Previous to any data collection on lands managed by any BLM Field Office, the crew will meet with law enforcement, recreation, cultural, and management to determine exact areas to be mapped. Topics to be discussed include: areas to be avoided because of resource concerns, employee safety, and intermingled private lands. These coordination meetings are conducted periodically throughout the duration of data collection in each field office area.

Attachment B of the Categorical Exclusion document, attached to this ERDS Sheet includes Best Management Practices for this project. BMP 5a relates to the impacts of this project on historical and cultural resources.

ITEM 9 - Indirect Significant Impacts

BLM Employees will collect OHV road and trail inventory data, utilizing Global Positioning System (GPS) receivers, from truck, ATV's, motorcycle, or if needed, on foot. The collected data will be quality-control checked, and sent to BLM's mapping science staff. It will be rechecked, and entered into BLM California's Global Inventory System (GIS) database.

Previous to any data collection on lands managed by any BLM Field Office, the crew will meet with law enforcement, recreation, cultural, and management to determine exact areas to be mapped. Topics to be discussed include: areas to be avoided because of resource concerns, employee safety, and intermingled private lands. These coordination meetings are conducted periodically throughout the duration of data collection in each field office area.

Coordination meetings with field staff should include discussions of any areas with potential historical or cultural resources. Any area where motorized travel could impact potential historical or cultural resources will be avoided or mitigation will be worked out in advance, as detailed in the coordination meetings.

Attachment B of the Categorical Exclusion document, attached to this ERDS Sheet includes Best Management Practices for this project.

CEQA/NEPA Attachment

Attachments: Planning CX

FOR OFFICE USE ONLY: Version # _____ APP # 700233

1. Project Cost Estimate - Q 1. (Auto populates from Cost Estimate)

1. As calculated on the Project Cost Estimate, the percentage of the Project costs covered by the Applicant is 3

(Check the one most appropriate) (Please select one from list)

- ○ 76% or more (10 points)
- ○ 51% - 75% (5 points)
- ◉ 26% - 50% (3 points)
- ○ 25% (Match minimum) (No points)

2. Planning Project - Q 2.

A Planning Project - Page 1

2. The Planning Project would address the following 4

(Check all that apply) (Please select applicable values)

- ☑ Potential effects of OHV Recreation on special-status species habitats
- ☑ Potential effects of OHV Recreation on cultural resources
- ☑ Potential effects of OHV Recreation on soil conditions
- ☑ Potential effects of OHV Recreation on water quality
- ☑ Potential effects of OHV Recreation on other recreation uses
- ☑ Potential effects of OHV Recreation on adjacent lands.
- ☑ Potential impact to relationships between OHV Recreation and local residents
- ☑ Toxic or hazardous materials within a Project Area or adjacent property that may impact OHV Recreation
- ☑ Trail issues such as traffic patterns, trails closures, appropriate uses, etc.

B. Planning Project - Page 2

Explain each statement that was checked

This project has been underway since 2002, starting with Global Positioning System (GPS) collection of OHV inventory Data. In 2008, a process to enter the data into a into a Global Inventory System (GIS) Digital Database was started. The resulting Geo database will become a Statewide datalayer that will function with other databases to serve as a mapmaking tool, and a repository of OHV data that can be utilized with additional resource management databases to provide information to address issues including:
Potential effects of OHV recreation on
Special species habitats
Cultural Resources
Soil Conditions
Water Quality
Other Recreation Activities
Adjacent Lands
Relationships between OHV Recreation and local residents
Toxic or Hazardous materials within a project area or adjacent areas
Trail issues including traffic patterns, trail closures, appropriate uses etc.

Potential Effects of OHV Recreation on:

(Check the one most appropriate) (Please select one from list)

- ◉ 6 or more items checked (4 points)
- ○ 4 to 5 items checked (3 points)
- ○ 2 to 3 items checked (2 points)
- ○ 1 or no items checked (No points)

3. Motorized Access - Q 3.

3. The Project would lead to improved facilities that provide motorized access to the following nonmotorized recreation opportunities 6

(Check all that apply) Scoring: 2 points each, up to a maximum of 6 points (Please select applicable values)

- ☑ Camping
- ☑ Birding
- ☑ Hiking
- ☑ Equestrian trails
- ☑ Fishing
- ☑ Rock Climbing
- ☑ Other (Specify) [Wilderness Access]

4. Public Input - Q 4.

4. The Project proposal was developed with public input employing the following 2

(Check all that apply) Scoring: Maximum of 2 points (Please select applicable values)

- ☑ Meeting(s) with the general public to discuss Project (1 point)
- ☐ Conference call(s) with interested parties (1 point)
- ☑ Meeting(s) with stakeholders (1 point)

Explain each statement that was checked

The project was subjected to meetings with the general public in previous years as part of the grant application process. Previous grants were reviewed by the California OHV Commission for the funding process.

As we developed a process to develop a travel management Geodatabase, we developed a presentation that was shared with the BLM California Management team as a proposal. We are currently developing a training protocol, and intend to work with individual offices to make the process work. We will be working with OHMVR and USFS staffs, as welll as Law Enforcement agencies in each area to improve the process, and to make the resulting data available to cooperators.

When we have modules of developed digital mapping developed in specific areas, we will work with the OHV public to utilize both digital and paper mapping copies of the Transportation Layer, and other GIS attributes to make online and paper user maps.

5. Stakeholder Input - Q 5.

5. If the Project were approved, the planning process would incorporate substantial stakeholder input: 5

(Check the one most appropriate) (Please select one from list)

- ○ No (No points)
- ◉ Yes (5 points)

If 'Yes', explain, specifically, how it would be 'substantial'. Identify stakeholders

The GPS Data collection completed in previous years has been an integral part of the inventory data utilized in the Land Uspe Planning process for a number of Land Use Plans that have been completed. Each of these plans have been subjected to substantial stakeholder input. Some of the plans that have used OHV Grant funded Inventory Data have included: Susanville RMP: Alturas RMP; Suprise (Cedarville RMP); Hollister RMP: Clear Creek RMP; Bakersfield RMP; Inyo National Forest Plan; South Cost Plan (Palm Springs, South Coast Field Office, Eastern San Diego Plan (El Centro Field Office); Sierra Management Plan (Folsom Field Office).

6. Utilization of Partnerships - Q 6.

6. The Project will utilize partnerships to successfully accomplish the Project. The number of partner organizations that will participate in the Project are 4

(Check the one most appropriate) (Please select one from list)

- ◉ 4 or more (4 points)
- ○ 2 to 3 (2 points)
- ○ 1 (1 point)
- ○ None (No points)

List partner organization(s)

US Forest Service- Mendocino, Shasta Trinity, Tahoe, Stanislaus, San Bernardio, Angeles, Cleveland, Sierra, Sequoia National Forests

Humboldt, Shasta, Trinity, Lassen, Mendocino, Lake, Colusa, Nevada, Mariposa, Fresno, San Benito, Montery, San Louis Obisbo, Inyo, Mono, Kern, San Bernrdino, San Diego, Imperial, and Riverside Counties

Friends of Jawbone, Friends of El Mirage, American Sand Associan, Friends of Dumont Dunes

7. Sustain OHV Opportunity - Q 7.

7. The Planning Project sustains OHV Opportunity in the following manner 4

(Check all that apply) (Please select applicable values)

- [x] Project will develop management plans for existing OHV Opportunity (4 points)
- [ ] Project will complete environmental review for an OHV Development Project (3 points)
- [ ] Project supports development of OHV Opportunities adjacent to population centers (3 points)
- [ ] Project supports development of OHV Opportunities in areas that lack legal OHV Opportunity (2 points)
- [ ] Project will develop a system of designated OHV routes for an existing OHV Opportunity (2 points)

Explain each statement that was checked

Data gathered by GPS Inventory collection has been utilized in 20 Land Use Plans or major amendments. Future data collections will be used for Land Use Planning in at least 4 additional areas, and in Activity Level Plans that are outcomes from the Land Use Plans already signed.

In addition, the resulting GIS Datalayer will be the foundation of future planning and implementation actions.

8. Identification of Funding Sources - Q 8.

8. Funds for implementing the completed plan have been identified 5

(Check the one most appropriate) (Please select one from list)

- ( ) No (No points)
- (•) Yes (5 points)

Explain 'Yes' response

BLM Resource Management plans often cover large areas of BLM Lands, and are traditionally implemented over a relativly long time; and utilize funding from a variety of sources, mostly from federally appropriated funding as it is available, but also from other funding sources, including OHV grants. Every Resource Management Plan has an implementation schedule, and cost estimates.

Reference Document

Copies of Resource Management Plans that have been completed utilizing data collected from previous OHV funded GPS Data Collection are currently in the BLM California State Office, Resources Division Library. Some of the completed plans included are:
Alturas RMP (Completed 2008); Bakersfield RMP (Est Completion 2009); Carrizo Plain NM Plan (Completed 2008); Eagle Lake RMP (Completed 2008); Sierra RMP(Completed 2008); Suprise RMP (Completed 2008); Eastern San Diego RMP (Completed 2008), South Coast RMP (estimated completion 2009), Lake Havasu and Yuma AZ RMP's (lands in California along Colorado River, both plans estimated completion 2009)

Additionally, several amendments to the California Desert Conservation Plan were completed from 2002-2006. These plans are in process of implementation, and GIS data from this grant funded project will be an important part of the implementation planning process for these plans.

9. Offsite Impacts - Q 9.

9. The Planning Project would address offsite impacts relative to the Project Area (e.g., sound, fugitive dust, runoff): 5

(Check the one most appropriate) (Please select one from list)

○ No (No points) ◉ Yes (5 points)

Explain 'Yes' response

GBP Data Collection, and analysis of GIS database stored information are integral parts of the planning process that is the first step in dealing with any offsite impacts. In addition, other data- resource concerns, land ownership, soil types and similar information is stored in GIS data layers. Creation of an accurate transportation data layer is in important step in utilization of the full capability of GIS technology.

Resulting GIS data can be downloaded into GPS equipment for site, project or issue location orientation, and condition monitoring.

This project will also have the capability for being shared as information for users or other partners as paper maps, or digital information. These maps are important for improvements of compliance with designated route networks, and for management of OHV activities by cooperating agencies.