

## Rubicon Reroute

### Project Description

FOR OFFICE USE ONLY:

Version # \_\_\_\_\_

APP # \_\_\_\_\_

**Background - Provide a brief description of the Applicant or Land Manager's organization/program (e.g., location and types of recreation available) - 4970.10.2(d)(1)**

The Tahoe National Forest (TNF) is a popular destination for a variety of OHV user groups. The TNF is located in the Sierra Nevada mountain range between the metropolitan areas of Sacramento CA and Reno, NV within a one-hour travel time of 2-1/2 million people. The TNF is also a recreational destination for residents of the San Francisco Bay Area (population of about seven million people), about a 3-hour drive away. The TNF is one of the only national forests to have both Off Highway Vehicle (OHV) and Over Snow Vehicle (OSV) managed programs on all four of its ranger districts; Sierraville Ranger District, Truckee Ranger District, American River Ranger District and Yuba River Ranger District. The TNF encompasses an area of over 1,178,000 acres, with approximately 838,777 acres being National Forest System (NFS) lands. The TNF is a popular destination for motorized recreationists because of its rugged beauty, varied and unique OHV opportunities, OHV friendly campgrounds, the rich mining and pre-European history waiting to be explored, proximity to population centers and the amount of well-maintained motorized opportunities available to them. The vast majority of the NFS land is open to land-based motorized travel on designated routes. More than 83% of total TNF acreage is within ½ mile from a public motorized route. There are 27 acres at Prosser Pits that are open to motocross style riding. The TNF provides OHV opportunities from the family friendly Sugar Pine OHV Area (ATVs and dirt bikes) to extreme world renowned rock crawling trails (Fordyce and Rubicon). It also hosts, according to users, the most and best challenging single-track dirt bike trails this side of Idaho. During the winter, over 430,000 acres within the snow zone are open to unrestricted snowmobile use. Winter use starts with the first dependable 12 inches of snow cover, which typically begins between late November and January and ends between mid-March and May. These OHV routes across the TNF provide access to other non-motorized types of recreation such as, hiking, camping, fishing, hunting, sightseeing, birding, etc.

The TNF provides the following OHV opportunities:

- 15 OHV staging areas (Including the new Brimstone OHV Staging Area/Campground made possible via (G14-02-20-D01 & RTM-13-016))
- 156 miles of 4X4 routes (including the Fordyce Jeep Trail and approximately 5 miles of the Rubicon Trail –famous extreme rock crawler trails)
- 39 miles of ATV Routes
- 228 miles of motorcycle routes
- 1,736 miles of low standard roads open to non-street legal OHVs
- 240 miles of groomed snowmobile trails (located on top of existing roads, including county roads within the Tahoe NF. The grooming of these routes is funded under a separate contract.)
- 2 Sno-Parks which provide additional staging for OSV users

It is the TNF's goal to provide the public with networks of well-maintained, enjoyable, unique, and sustainable OHV trails that minimize impacts to the natural and cultural environments. TNF's involvement in the California OHV grants program is an important part of implementing and continually reaching and improving on this goal.

**Project Description - The Project Description shall provide sufficient clarity such that those not familiar with the Application or Project can understand what the Applicant intends to do - 4970.10.2(d)(2) Note: Do not add Project Deliverables in this box.**

The McKinney Rubicon Trail is an internationally preeminent four-wheel driving trail characterized by challenging and technical driving conditions and the rugged, remote location. The trail follows an original indigenous trail which connected Sacramento Valley to Lake Tahoe. In the 1840s, Euro-American settlers appropriated the route, ultimately developing it into a rugged, backcountry road by the 1890s. After falling into disrepair in the 1920s, four-wheel drive enthusiasts rediscovered it in the 1950s, eventually propelling the route to international popularity.

Because the McKinney Rubicon Trail evolved through historical use, the route was never designed or engineered to accommodate the thousands of modern off-highway and four-wheel drive vehicles that traverse the trail annually. As a result of the route's popularity, trail conditions in have deteriorated in some locations. In other locations, erosion

and sedimentation are threatening sensitive ecological resources as a result of the increased vehicle traffic.

Tahoe National Forest is proposing to construct two alignment reroutes (approx. 3/4 mile and 200 feet) on the McKinney Rubicon Trail, to accomplish two goals:

1. Preempt a prolonged closure of the trail from an imminent landslide above Miller Creek. The potential landslide could close approximately 100-foot section of trail with no way around. The blocked trail would eliminate through access between Loon Lake and Tahoma Trailhead.
2. Relocate heavy OHV traffic away from negatively impacted sensitive hydrological areas near Miller Meadows and Miller Creek and onto sustainably created routes. The new reroutes would decrease sedimentation into Miller Creek and reduce the impacts to the hydrologic function of Miller Meadow.

#### Project Description - 4970.10.2(d)(2)

#### List of Project Deliverables - 4970.10.2(d)(2)(A)

Provide a list of Project Deliverables the Applicant proposes to undertake

1. Is the Project seeking funding to complete CEQA and/or NEPA requirements and perform on the ground Project deliverables? ☐ Yes ☒ No

If Yes, list the CEQA/NEPA activities (Phase 1). If No, write N/A below.

N/A

Phase 2, if applicable. If not, fill out like regular Development Project.

#	Title	Project Deliverable Description
1.	Development Activities	Construct two re-routes that maintain the same challenging rock crawler characteristics and experience of the Rubicon Trail. The re-routes will enhance the sustainability of the trail. 1) Build an approx. 3/4 mile re-route to avoid losing trail connectivity due to an imminent landslide and to prevent further impacts to Miller Meadow. 2) Build an approx. 200 foot re-route to move the trail out of a continually flooded segment of trail. Moving the trail will reduce the sedimentation and improve the water quality of Miller Creek.
2.	Environmental/Cultural Requirements	The Truckee Ranger District will build the re-routes in the location identified during the NEPA process. All resource and cultural concerns were avoided.
3.	Other (unique to Development)	Install a bottomless arch culvert to span a broad wet drainage.
4.	Other (unique to Development)	Harden approx. 150 feet of the new 3/4 miles re-route across an intermittent drainage and a broad flat grassy area to avoid trenching of the trail.
5.	Other (unique to Development)	Install barriers to direct OHV traffic onto the re-routes.
6.	Other (unique to Development)	Modify drainages on the 03-04 road so they are navigable by 10 wheel dump trucks.
7.	Other (unique to Development)	
8.	Other (unique to Development)	
9.	Other (unique to Development)	

	Development)	
10.	Other (unique to Development)	
11.	Other (unique to Development)	
12.	Other (unique to Development)	

**How the proposed Project relates to OHV Recreation and will add to, enhance, or otherwise sustain OHV Recreation or OHV Opportunity in the Project Area - 4970.10.2(d)(2)(B)**

Because the McKinney Rubicon Trail evolved through historical use, the route was never designed or engineered to accommodate the thousands of modern off-highway and four-wheel drive vehicles that traverse the trail annually .As a result of the route's popularity, trail conditions in have deteriorated in some locations. In other locations, erosion and sedimentation are threatening sensitive ecological resources as a result of the increased vehicle traffic. Natural geological processes threaten the connectivity of the Rubicon Trail via a landslide above Miller Creek. This geological process has undermined the trail to the point of imminent failure.

This project would sustain the OHV connectivity to the world-renowned Rubicon Trail by relocating the route away from the landslide prone section. The re-route would ensure the sustainability of this unique OHV experience by reducing the adverse impacts the current trail alignment has on sensitive hydrological environments. This project will also enhance the rock crawling experience by installing features catered to 4x4 rock crawlers on the 3/4 mile re-route.

**Size of the proposed development - 4970.10.2(d)(2)(C)**

Approximatly 3/4 of a mile 4x4 rock crawler style re-route (8 to 12 feet wide)  
Approximatly 200 feet 4x4 re-route (8 to 12 feet wide)

**Timeline for Project Completion - 4970.10.2(d)(2)(D)**

Attachment Title	Attachment
Rubicon reroute timeline	<a href="#">40422_0_407_Rubicon Reroute Timeline.docx</a>

**The location(s) of existing OHV Opportunities in and around the Development and how the Project will affect or relate to those opportunities - 4970.10.2(d)(2)(E)**

The Rubicon Trail is a world-renowned 4x4 trail located on the Tahoe National Forest. The Rubicon Trail provides a unique and challenging rock crawling experience that is limited to a few places across the country. The Tahoe National Forest is fortunate enough to have two such trails, the Rubicon, and the Fordyce. These trails are only a 90-minute drive apart which makes the Tahoe National Forest a destination for 4x4 enthusiast. If this project is not completed, the connectivity of the Rubicon Trail will be severely impacted forcing visitors to converge on the Fordyce Trail. Concentrating all the visitors to the Fordyce will increase the user impacts and reduce the overall experience due to overcrowding.

**District and County Information**

**California State Senate Districts**

Select one or more of the California State Senate Districts where the proposed project activities will occur. Copy and Paste the URL (<https://findyourrep.legislature.ca.gov/>) in your browser to determine the State Senate district(s).

☒ State Senate 01

### California State Assembly Districts

Select one or more of the California State Assembly Districts where the proposed project activities will occur. Copy and Paste the URL (<https://findyourrep.legislature.ca.gov/>) in your browser to determine the State Assembly district(s).

☒ State Assembly 01

### California Congressional Districts

Select one or more of the California Congressional Districts where the proposed project activities will occur. Copy and Paste the URL (<https://www.govtrack.us/congress/members/CA#map>) in your browser to determine the Congressional district(s).

☒ Congressional District 1

### County

Select one or more of the California Counties where the proposed project activities will occur.

☒ Sierra

## Project Cost Estimate

FOR OFFICE USE ONLY:		Version # _____		APP # _____		
APPLICANT NAME :	USFS - Tahoe National Forest					
PROJECT TITLE :	Rubicon Reroute			PROJECT NUMBER (Division use only) :	G24-02-20-D03	
PROJECT TYPE :	<div><input type="checkbox"/> Law Enforcement<input type="checkbox"/> Restoration<input type="checkbox"/> Education &amp; Safety<input type="checkbox"/> Acquisition</div> <div><input checked="" type="checkbox"/> Development<input type="checkbox"/> Ground Operations<input type="checkbox"/> Planning</div>					
PROJECT DESCRIPTION :	<p>The McKinney Rubicon Trail is an internationally preeminent four-wheel driving trail characterized by challenging and technical driving conditions and the rugged, remote location. The trail follows an original indigenous trail which connected Sacramento Valley to Lake Tahoe. In the 1840s, Euro-American settlers appropriated the route, ultimately developing it into a rugged, backcountry road by the 1890s. After falling into disrepair in the 1920s, four-wheel drive enthusiasts rediscovered it in the 1950s, eventually propelling the route to international popularity.</p> <p>Because the McKinney Rubicon Trail evolved through historical use, the route was never designed or engineered to accommodate the thousands of modern off-highway and four-wheel drive vehicles that traverse the trail annually. As a result of the route's popularity, trail conditions in have deteriorated in some locations. In other locations,erosion and sedimentaiton are threatening sensitive ecological resources as a result of the increased vehicle traffic.</p> <p>Tahoe National Forest is proposing to construct two alignment reroutes (approx. 3/4 mile and 200 feet) on the McKinney Rubicon Trail, to accomplish two goals:</p> <ol style="list-style-type: none"><li>1. Preempt a prolonged closure of the trail from an imminent landslide above Miller Creek. The potential landslide could close approximately 100-foot section of trail with no way around. The blocked trail would eliminate through access between Loon Lake and Tahoma Trailhead.</li><li>2. Relocate heavy OHV traffic away from negatively impacted sensitive hydrological areas near Miller Meadows and Miller Creek and onto sustainably created routes. The new reroutes would decrease sedimentation into Miller Creek and reduce the impacts to the hydrologic function of Miller Meadow.</li></ol>					

Line Item	Qty	Rate	UOM	Total	Grant Req.	Match	
DIRECT EXPENSES							
Program Expenses							
1	Staff						
	1. Staff-District OHV Program Manager (PD #1,3-5) Notes : Associated to PD items #1, 3-5 this person is	100.0000	50.000	HRS	5,000.00	5,000.00	0.00

Project Cost Estimate for Grants and Cooperative Agreements Program - 2024  
Agency: USFS - Tahoe National Forest  
Application: Rubicon Reroute

3/1/2024

Line Item	Qty	Rate	UOM	Total	Grant Req.	Match
responsible for managing project implementation through the partner and volunteers. Project management includes guidance and evaluation of trail construction, on the ground approval of design and alignment features, leadership of volunteer group work days, and monitoring on the ground operations.						
2. Staff-District OHV Trails Lead (PD # 1, 3-5) Notes : Associated to PD item #1, 3-5, this person will assist the district OHV Program Manager with guidance and evaluation of trail construction, assist in hand labor with trail construction, leadership of volunteer work days, assist leading of working partner, and monitoring on the ground operations.	50.0000	42.500	HRS	2,125.00	2,125.00	0.00
3. Staff-District OHV Trails Co-Lead (PD # 1,3-5) Notes : Associated to PD item #1, 3-5, this person will assist the district OHV Program Manager with guidance and evaluation of trail construction, assist in hand labor with trail construction, leadership of volunteer work days, assist leading of working partner, and monitoring on the ground operations.	50.0000	42.500	HRS	2,125.00	2,125.00	0.00
4. Staff-TNF Trail Program Manager (PD # 1, 3-5) Notes : Associated to PD item #1, 3-5 this person will provide oversight and guidance to ensure the sustainability and OHV character of the Rubicon Trail is built into the re-route. The TNF Trail Program Manager will work with the District OHV Program Manger to ensure trail standards and BMPs are being implemented correctly, and that grant	40.0000	75.000	HRS	3,000.00	3,000.00	0.00

Project Cost Estimate for Grants and Cooperative Agreements Program - 2024  
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Line Item	Qty	Rate	UOM	Total	Grant Req.	Match
deliverable are being met.						
5. Staff-TNF Road Engineer (PD # 6 ) Notes : Associated to PD item #6- Will oversee modification of rolling dips on forest road 03-04 to allow passage of rock trucks to the Rubicon Trail.	40.0000	60.200	HRS	2,408.00	0.00	2,408.00
6. Staff-District Hydrologist (PD #3,4 ) Notes : Associated to PD item #3, 4- Oversee the installation of the bottomless culvert, hardening of intermittent drainage crossing, and ensuring water quality BMP are being achieved.	30.0000	59.000	HRS	1,770.00	590.00	1,180.00
7. Staff-TNF Heritage Program Manager (PD # 2) Notes : PD item #2 - This person will periodically monitor new trail construction, specifically when adjacent to documented cultural sites. This person will also assist trail construction managers in adhering to resource protection measures for cultural resources as outlined in the project environmental analysis.	20.0000	82.000	HRS	1,640.00	0.00	1,640.00
8. Staff-Public Service Officer (PD # 1) Notes : PD #1- As the official Rubicon representative for the TNF will work with the volunteer partners during volunteer work days.	30.0000	66.400	HRS	1,992.00	664.00	1,328.00
9. Staff-Volunteers (PD #1, 3, 4) Notes : Project deliverables #1, 3, 4- Volunteer assistance with hand labor. Labor tasks include rock hardening, clearing, lop and scatter, retaining wall construction, transporting rock, cutting and dragging trees, rolling out	300.0000	37.320	HRS	11,196.00	0.00	11,196.00

Project Cost Estimate for Grants and Cooperative Agreements Program - 2024  
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	Line Item	Qty	Rate	UOM	Total	Grant Req.	Match
	chain link and Enviro-Span assembly (culvert).						
	10. Staff-District Wildlife Biologist (PD #1) Notes : Will survey reroute location before implementation to ensure no new wildlife nests have moved into the area. If new nesting sites are discovered, the wildlife biologist would determine appropriate mitigation measures.	20.0000	66.500	HRS	1,330.00	665.00	665.00
<b>Total for Staff</b>					32,586.00	14,169.00	18,417.00
<b>2</b>	<b>Contracts</b>						
	1. Contracts-Rubicon Trail Foundation (PD # 1, 3-6) Notes : Associated to project deliverables item #1, 3-6. Rubicon Trail Foundation (RTF) will hire an experienced contractor/rock crawler to implement the project deliverables. RTF will provide the match component through direct payment to their contractor. The high costs of this project are contributed to several factors; the special rock crawler nature of the re-route; working near sensitive environments; the need for trail hardening with imported (24-10 wheel truck loads) and locally sourced rock and the installation of a bottomless arch culvert, all within a remote and rugged environment. A portable toilet service will be utilized to maintain clean water standards. The re-route will predominantly be constructed with a 9,600 lbs. rubber tracked excavator with some hand labor. Construction includes brush clearing, hazard tree removal, excavation, tread compaction, trail hardening utilizing chain link fencing and fractured granite, placing route delineators, and	1.0000	240000.000	MI	240,000.00	206,000.00	34,000.00



Project Cost Estimate for Grants and Cooperative Agreements Program - 2024  
Agency: USFS - Tahoe National Forest  
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	Line Item	Qty	Rate	UOM	Total	Grant Req.	Match
	creating rock crawling features.						
3	<b>Materials / Supplies</b>						
4	<b>Equipment Use Expenses</b>						
	1. Equipment Use Expenses-Class 251 Notes : Dodge RAM 1500 4X4 PU 1/2 ton vehicle. This is a Truckee Ranger District OHV vehicle used for patrol , carrying tools, transporting motorcycles, and occasional small load towing.	1650.0000	0.360	MI	594.00	594.00	0.00
5	<b>Equipment Purchases</b>						
6	<b>Others</b>						
<b>Total Program Expenses</b>					273,180.00	220,763.00	52,417.00
<b>TOTAL DIRECT EXPENSES</b>					273,180.00	220,763.00	52,417.00
<b>INDIRECT EXPENSES</b>							
<b>Indirect Costs</b>							
1	<b>Indirect Costs</b>						
	1. Indirect Costs-Indirect Costs - Grant Administration Notes : Administrative assistant staff costs for processing bills, collecting and filing grant expenditure documentation, maintaining the project file, and other grant related administrative duties through the life of the grant.	145.0000	36.000	HRS	5,220.00	5,220.00	0.00
	2. Indirect Costs-Indirect Costs - Grant Administration Notes : TNF Indirect Costs in support of managing and administering the OHV project grant (i.e. utility costs, contract administration, management personnel, telephone	1.0000	27800.000	PKG	27,800.00	0.00	27,800.00

Project Cost Estimate for Grants and Cooperative Agreements Program - 2024  
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	Line Item	Qty	Rate	UOM	Total	Grant Req.	Match
	etc...)						
Total for Indirect Costs					33,020.00	5,220.00	27,800.00
Total Indirect Costs					33,020.00	5,220.00	27,800.00
TOTAL INDIRECT EXPENSES					33,020.00	5,220.00	27,800.00
TOTAL EXPENDITURES					306,200.00	225,983.00	80,217.00

Project Cost Summary for Grants and Cooperative Agreements Program - 2024  
Agency: USFS - Tahoe National Forest  
Application: Rubicon Reroute

3/1/2024

	Category	Total	Grant Req.	Match	Narrative
<b>DIRECT EXPENSES</b>					
<b>Program Expenses</b>					
1	Staff	32,586.00	14,169.00	18,417.00	
2	Contracts	240,000.00	206,000.00	34,000.00	
3	Materials / Supplies	0.00	0.00	0.00	
4	Equipment Use Expenses	594.00	594.00	0.00	
5	Equipment Purchases	0.00	0.00	0.00	
6	Others	0.00	0.00	0.00	
<b>Total Program Expenses</b>		273,180.00	220,763.00	52,417.00	
<b>TOTAL DIRECT EXPENSES</b>		273,180.00	220,763.00	52,417.00	
<b>INDIRECT EXPENSES</b>					
<b>Indirect Costs</b>					
1	Indirect Costs	33,020.00	5,220.00	27,800.00	
<b>Total Indirect Costs</b>		33,020.00	5,220.00	27,800.00	
<b>TOTAL INDIRECT EXPENSES</b>		33,020.00	5,220.00	27,800.00	
<b>TOTAL EXPENDITURES</b>		<b>306,200.00</b>	<b>225,983.00</b>	<b>80,217.00</b>	

## Soil Conservation - Part 1

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### ITEM 1 - DETERMINE THE NEED FOR FULL SOIL CONSERVATION PLAN (SCP)

**All Applicants submitting Projects involving Ground Disturbing Activities shall submit a Soil Conservation Plan that clearly identifies what proposed Project(s) will be addressed and how the Soil Conservation Standard will be achieved for each proposed Project. The Soil Conservation Plan must cover the combined Project Area of all proposed Projects with Ground Disturbing Activities.**

Applicants able to certify that none of the proposed activities listed in the Application have potential to cause erosion or sedimentation which significantly affects resource values beyond the Facilities, or generate soil loss that exceeds restorability, shall submit the Soil Conservation Plan form only. Applicants who cannot certify that the proposed activities listed in the Application will have no potential to cause erosion or sedimentation which significantly affects resource values beyond the Facilities or generate soil loss that exceeds restorability shall submit the Soil Conservation Plan form and a Soil Conservation Plan (refer to 14 CCR Section 4970.06.3).

1. Do any of the proposed Projects involve Ground Disturbing Activities? (If you checked ☒ Yes ☐ No YES, complete Question #2. If you checked NO, stop here, and proceed to the Evaluation section).
2. Can the Applicant certify that none of the proposed Projects with Ground Disturbing Activities, including the OHV Recreation directly facilitated by these activities, have potential to cause erosion or sedimentation which significantly affects resource values beyond the Facilities, or generate soil loss that exceeds restorability? (If you checked YES complete SCP Form Item #2. If you checked NO, complete a Soil Conservation Plan at time of Final Application, and proceed to the Evaluation section). ☐ Yes ☒ No

### ITEM #2

Discuss the analysis and justification used to certify that the proposed Project, or OHV Recreation activity, does not have the potential to cause erosion or sedimentation which significantly affects resource values beyond the Facilities, or generate soil loss that exceeds restorability.

## Evaluation Criteria

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### 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: 2

(Note: This field will auto-populate once the Cost Estimate and Evaluation Criteria are Validated.)

- ☐ 76% or more (10 points)  
☐ 66% - 75% (7 points)  
☐ 51% - 65% (5 points)  
☐ 36% - 50% (4 points)  
☒ 26% - 35% (2 points)  
☐ 25% (Match minimum) (No points)

### 2 Natural and Cultural Resources - Q 2a., 2b., & 2c.

#### 2. Natural and Cultural Resources - Species (Page 1) - Q 2.

- a. Species 5

Enter the number of special-status species that are known to occur in the Project Area.

Number of special-status species: 0

(Check the one most appropriate)

- ☒ No Special-status species occur in Project Area (5 points)  
☐ One to five special-status species occur in Project Area (3 points)  
☐ Six to ten special-status species in Project Area (2 points)  
☐ More than ten special-status species occur in Project Area (No points)  
☐ Analysis has not been completed/unknown (No points)

Provide name and date of Reference document that supports the selection:

McKinney Rubicon Trail Reroute and Restoration Decision Memo 8/2/2023

#### b. Natural and Cultural Resources - Habitat (Page 2) - Q 2.

- b. Habitat 3

Potential effects on special-status species habitat.

Special-status species habitat is known to occur in the Project Area: ☒ Yes ☐ No  
(Check the one most appropriate)

If "Yes", enter the number of special-status species habitat that is known to occur in the Project Area: 1

(Check the one most appropriate)

- ☐ No special-status species habitat is known to occur in the Project Area (5 points)  
☒ Habitat for one to five special-status species is known to occur in Project Area (3 points)  
☐ Habitat for six to ten special-status species is known to occur in Project Area (2 points)

- ☐ Habitat for more than ten special-status species is known to occur in Project Area (No Points)
- ☐ Analysis has not been completed/unknown (No points)

Provide name and date of Reference document that supports the selection:

McKinney Rubicon Trail Reroute and Restoration Decision Memo 8/2/2023

**c. Cultural Resources (Page 3) - Q 2.**

c. Cultural Resources 10

Does the Project contain cultural resources?

- ☒ No (10 points)
- ☐ Yes

Type of Cultural Resources

(If "Yes", check the most appropriate below)

- ☐ Project would provide additional protection to cultural sites. Provide a detailed explanation that supports this selection (5 points)
- ☐ Identified cultural sites in the Project Area will not be affected (3 points)
- ☐ Project impacts to cultural sites will be mitigated (No points)
- ☐ Analysis has not been completed/unknown (No points)

Provide name and date of Reference document that supports the selection:

McKinney Rubicon Trail Reroute and Restoration Decision Memo 8/2/2023

**3 Riparian/Wetland Issues - Q 3.**

3. Does the Project Area contain riparian/wetland issues? 0

(Check the one most appropriate)

- ☐ No (10 points)
- ☒ Yes

The Project utilizes the following techniques to prevent damage to or restore riparian/wetland areas: 8

Check all that apply and provide a detailed explanation that supports the selection(s)

- ☒ Re-routes to divert trails away from riparian/wetlands areas (2 points)  
[One of the main objectives for this re-route is to avoid impacts to a wet meadow.]
- ☐ Well-documented evaluation and monitoring strategies (Provide name and date of reference document) (2 points)
- ☒ Provide bridges instead of wet crossings (2 points)  
[Installation of a bottomless arch culvert on the re-route.]
- ☒ Provide sanitary facilities (2 points)  
[Contractor will have portable toilets during the construction of the trail.]
- ☒ Restrict public vehicular access in riparian/wetland areas by placing physical barriers (e.g., gates, fences, bollard, boulders) (2 points)  
[Boulders will be place to redirect vehicles to the new re-route and way from a wet meadow. On the re-route boulders and logs will be placed to keep vehicles on the trail and away from wet areas.]

**4 Diversified Use - Q 4.**

4. The Project is designed to provide for diversified OHV use: 4

(Check all that apply) - Scoring: 1 point each, up to a maximum of 6 points. Provide a detailed explanation of how each vehicle type will benefit from this Project:

☒ ATV

[Re-route will prevent closure of the Rubicon Trail for through traffic. The Rubicon Trail including the re-route will provide a challenging OHV experience for ATVs.]

☒ 4X4

[Re-route will prevent closure of the Rubicon Trail for through traffic. The Rubicon Trail including the re-route will provide a challenging OHV experience for 4x4 vehicles.]

☒ Motorcycle

[Re-route will prevent closure of the Rubicon Trail for through traffic. The Rubicon Trail including the re-route will provide a challenging OHV experience for motorcycles.]

☒ Recreation Utility Vehicle (RUV)/Side-by-Side

[Re-route will prevent closure of the Rubicon Trail for through traffic. The Rubicon Trail including the re-route will provide a challenging OHV experience for RUVs.]

☐ Snowmobile

☐ Dune buggy, rail

**5 Publicly Reviewed Plan - Q 5.**

5. Is there a publicly reviewed and adopted plan and/or environmental document that supports the need for the Project? 5

(Check the one most appropriate)

☐ No (No points)

☒ Yes (5 points)

Provide name and date of plan:

McKinney Rubicon Trail Reroute and Restoration Decision Memo 8/2/2023

**6 Recycled Materials - Q 6.**

6. At least 50% of the construction materials used for the Project contain recycled content, such as: 0

- Materials diverted from landfills
- Recycled plastic lumber
- Fly ash content concrete

(Check the one most appropriate)

☒ No (No points)

☐ Yes (5 points)

Provide a detailed explanation for the "Yes" response:

**7 Sustainable Technologies - Q 7.**

7. At least 50% of the Project uses sustainable technologies, such as: 0

- Alternative fuel vehicles and equipment
- Repaving with permeable asphalt
- Renewable energy sources (e.g., solar, wind)

- Low volatile organic compound emission materials (e.g., paint, sealants, carpet)
- Practices that meet U.S. Green Building Council LEED Silver standard
- Low-flow plumbing fixtures
- Water efficient landscaping

(Check the one most appropriate)

☒ No (No points)

☐ Yes (5 points)

Provide a detailed explanation for the "Yes" response:

## 8 Sustain Existing OHV Recreation - Q 8.

8. The Project is designed to sustain existing OHV Recreation: 3

(Check the one most appropriate)

☒ Project directly improves or sustains existing OHV Opportunity (3 points)

☐ Project improves support facilities associated with existing OHV Opportunity (2 points)

☐ Project involves construction of a facility associated with new OHV Opportunity (No points)

☐ None of the above (No points)

Provide a detailed explanation to support selection:

This project ensures the sustainability of the world renowned Rubicon Trail by routing the trail away from imminent landslide terrain. A landslide would result in a trail closure by blocking passage from Tahoma Trail Head to Loon Lake Trail Head. The re-route will incorporate rock crawling features that maintain the unique characteristics of the Rubicon Trail.

## 9 Motorized Access - Q 9.

9. The Project improves or creates a new trail that provide motorized access to the following non-motorized recreation opportunities (Respond ONLY if Development Project involves road(s) or trail(s)): 6

(Check all that apply) - Scoring: 2 points each, up to a maximum of 6 points. Provide a detailed explanation for each statement checked:

☒ Camping

[The Rubicon Trail hosts numerous camping opportunities. The re-route ensures that the access will remain available given the threat of trail closure due to a landslide.]

☐ Birding

☒ Hiking

[The Rubicon Trail provides hiking opportunities including access to the Pacific Crest Trail. The re-route ensures that the access will remain available given the threat of trail closure due to a landslide.]

☐ Equestrian trails

☒ Fishing

[The Rubicon Trail provides access to fish-bearing lakes and streams including Rubicon Creek. The re-route ensures that the access will remain available given the threat of trail closure due to a landslide.]

☐ Rock Climbing



- ☒ Hunting ☐ Other (specify)  
[The Rubicon Trail provides access to many acres of hunting terrain. The re-route ensures that the access will remain available given the threat of trail closure due to a landslide.]

**10 Public Input - Q 10.**

10. The Project was developed with public input prior to the preliminary Application filing deadline. 2  
Public input employed the following:

Provide a detailed explanation for each statement checked. Identify date(s) of meetings, location(s), participants, how public was notified of the meeting, and who hosted the meeting. Applicant must identify how distinct stakeholders are stakeholder to the Project. Do not include internal agency meetings or meetings that occurred more than 12 months prior to filing the preliminary Application:

Note: For any meeting held virtually, the Applicant must notify the Division prior to the virtual meeting by email at OHV.Grants@parks.ca.gov.

(Check all that apply)

- ☒ The Applicant initiated and conducted publicly noticed meeting(s), held either in-person or virtual, with the general public to discuss Project (1 point)  
[The TNF hosted a well-publicized (2/6/24 - mass emails, news release) Open House on 2/15/24 between 4:30-6:00 pm at the TNF Supervisor's Office (631 Coyote Street, Nevada City, CA) to discuss 2024 TNF OHV grant application proposals & obtain public input. Sixteen members of the public attended the Open House.]
- ☒ The Applicant held a meeting(s), held either in-person or virtual, with multiple distinct stakeholders separate from their general public meeting (1 point)  
[1/17/24 at Marshall Foundation Building 1124 Sherman Street, Placerville CA (6:30 pm) Tahoe National Forest Trail Program Manager and Truckee Ranger District Public Service Officer met with Rubicon Trail Foundation (RTF) representatives to discuss the TNF OHV grant appl. & give input and to discuss the upcoming seasons work needs/plans and the Rubicon re-route. RTF would be a partner in the construction of the Rubicon Trail re-route.

11/5/2023 TNF representatives meet with Friends of the Rubicon (FOTR) at 9:00 a.m. on a volunteer work day at the Tahoma Trail Head on the east end of the Rubicon Trail to discuss future plans for the re-route and gain their input. FOTR conducts annual maintenance on the Rubicon Trail and monitors conditions that are reported to the TNF.]

**11 Utilization of Partnerships - Q 11.**

11. The Project will utilize partnerships to successfully accomplish the Project. Identify the number of organizations that will actively participate in the Project. Partners cannot include any unit of the OHVMR Division, subcontractors, any participant being paid by this OHV Grant and Cooperative agreement, or any Grantee receiving Grant funds for a Project in the Project Area as specified in this Application. 4

(Check the one most appropriate)

- ☒ 4 or more (4 points)  
☐ 2 to 3 (2 points)  
☐ 1 (1 point)  
☐ None (No points)

List each partner organization(s) separately and provide a detailed explanation for how each partner will participate in the Project:

Rubicon Trail Foundation- enter into an agreement with the Forest Service to construct the re-route.

Friends of the Rubicon- volunteers will assist in the construction of the re-route.

Lake Tahoe High Lows- volunteers will assist in the construction of the re-route.

Jeepers Jamboree- volunteers will assist in the construction of the re-route.

## 12 Primary Funding Source - Q 12.

12. Primary funding source for all future operational costs associated with the Project will be: 3

(Check the one most appropriate)

- ☐ Applicant's operational budget. Applicant will not apply for future OHV grants (5 points)  
☒ Combination of OHV Trust Funds and operational budget (3 points)  
☐ OHV Trust Funds (No points)

Provide a detailed explanation:

In addition to the OHV Trust Fund the Forest Service will provide funding support for trail staff to conduct management and maintenance of the Rubicon Trail.

## 13 Offsite Impacts - Q 13.

13. Offsite impacts relative to the Project Area have been addressed: 4

(Check the one most appropriate)

- ☐ No (No points)  
☒ Yes

(If "Yes", check all that apply and provide a detailed explanation how they have been addressed) - Scoring: 1 point each, up to a maximum of 5 points.

- ☐ Sound  
☐ Fugitive Dust  
☒ Runoff  
☒ Erosion  
☒ Traffic  
☒ Wildlife  
☐ Other

Provide a detailed explanation for a 'Yes' response:

Runoff/erosion- The re-route trail design incorporates low grades, trail hardening, and frequent drainage features to minimize runoff and soil erosion.

Traffic- the trail re-route will prevent the closure of the trail keeping the trail connectivity open. Preventing the Rubicon Trail closure would prevent the displacement of traffic onto the Fordyce Jeep Trail. The Re-route will incorporate areas for vehicle passage to minimize traffic back logs.

Wildlife-Moving the trail away from the wet meadow reduces in impact to meadow associated species.

Hardening the re-route and removing a 200 foot flooded section of trail will reduce sedimentation into the water ways that feed fish-bearing streams.

Attachments Index

FOR OFFICE USE ONLY:	Version # _____	APP # _____
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#	Section	Title	File Name
1	Rubicon Reroute	407_Rubicon Reroute Timeline.docx	<a href="#">40422_0_407_Rubicon Reroute Timeline.docx</a>