This decision memo provides documentation, pursuant to the National Environmental Policy Act (NEPA), related to the Summit Snow Trail Maintenance project, located on the Summit Ranger District covering the Highway 108 and Eagle Meadow Road areas in Tuolumne County, CA.

**Purpose and Need**

The Forest Service completed the Stanislaus National Forest Land and Resource Management Plan (Forest Plan) on October 28, 1991. The “Forest Plan Direction” (USDA 2010)\(^1\) presents the current direction, based on the original Forest Plan, as amended. The Forest Plan Goal for Recreation includes: “Provide a variety of off-highway vehicle (OHV) recreational opportunities in a manner consistent with protection of wildlife and other resources, and with non-motorized recreation” (p. 6). Forest Plan Objectives include 30 miles of groomed snowmobile trail on the Summit Ranger District (p. 10). Forest Plan Direction that applies to this project includes forestwide standards and guidelines (p. 33-64); management area direction for Wilderness and Proposed Wilderness (p. 67-70), Wild and Scenic Rivers and Proposed Wild and Scenic Rivers (p. 111-118), Near Natural (p. 119-122), Wildlife (p. 123-127), Special Interest Areas (p. 129-146), Scenic Corridor (p. 155-160), General Forest (p. 161-164), Developed Recreation Sites (p. 165-169), and Developed (Non-Recreation) Sites (p. 181-182); and, land allocation direction for California Spotted Owl and Northern Goshawk Protected Activity Centers (p. 183-186); Old Forest Emphasis Areas (p. 190); General Forest (p. 191); and, Riparian Conservation Areas (p. 191-195).

The Summit Snow Trail Maintenance project area includes portions of Highway 108 and Eagle Meadow Road (5N01) with facility maintenance occurring at one Sno-Park (see Map Package, available by request). This 25.5 mile trail system, established in the early 1990s, has been maintained annually for the past 20 plus years. Trail elevations along Highway 108 range from 5,800 feet at the Sno-Park to 6,500 feet at Eagle Meadow Road and 6,200 feet at Kennedy Meadows. Trail elevations in the Eagle Meadow Road area range from 6,500 feet at Highway 108 to 7,600 feet at Eagle Creek.

In order to meet those goals and desired conditions, the Forest Service identified the following needs for this project:

- Update the August 15, 2001 snow grooming Categorical Exclusion to determine if the activity of snow trail maintenance needs any further monitoring or mitigations.
- Provide winter recreation opportunities on maintained snow trails.

**Proposed Action**

In response to the purpose and need described above, the Forest Service proposes the following actions.

1. Maintain the 25.5 miles of road segments listed below as snow trails. Snow trail maintenance activities consist of using a machine to groom the snow trails, clearing hazards, tree pruning and debris removal. The snow trail maintenance is completed by private contractors with contracts awarded and administered by the Forest Service, under a funding agreement with the California Department of Parks and Recreation. The grooming or compacting of the snow is usually done up to

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3 times a week depending on snow conditions. Based on average snow years, annual snow trail grooming would total about 1,332 miles on the Highway 108 system and 336 miles on the Eagle Meadow system.

2. Maintain associated Sno-Park and restroom facilities listed below. Facility maintenance is completed by the Forest Service under a funding agreement with the California Department of Parks and Recreation. CALTRANS plows the Sno-Park parking lot under separate state park funding managed by the California Department of Parks and Recreation.

   a. Highway 108 Sno-Park (1 restroom and garbage pickup) located at the winter closure gate on Highway 108 six miles east of Strawberry.

3. Decision

   My decision is to implement the Proposed Action as described above including the project design elements (Appendix B). Force account (Forest Service) and/or contract labor will complete the approved work during the 2012/2013/2014 field seasons. This action falls within a category of actions that are excluded from documentation in an Environmental Assessment (EA) or Environmental Impact Statement (EIS) and no extraordinary circumstances would preclude use of the categories: “Repair and maintenance of roads, trails, and landline boundaries” [36 CFR 220.6(d) (4)]; and, “Repair and maintenance of recreation sites and facilities” [36 CFR 220.6(d)(5)]. Appendix A includes a “Review of Extraordinary Circumstances” supporting my determination that no extraordinary circumstances exist.

   Resource specialists provided input covering botany, heritage, invasive plants, recreation, visual, watershed and wildlife included in the project file. I considered their recommendations, along with all public comments, in making this decision.

4. Public Involvement

   The Forest Service first listed the Summit Snow Trail Maintenance project in the Stanislaus National Forest Schedule of Proposed Actions (SOPA) on August 14, 2012. The Forest distributes the SOPA to about 160 parties and it is available on the internet [http://www.fs.fed.us/sopa/forest-level.php?110516].

   A legal notice, announcing the 30-day Opportunity to Comment on the draft decision memo appeared in the Union Democrat on August 31, 2012. The comment period, provided pursuant to the March 19, 2012 U.S. District Court order (1:11-CV-00679-LJO-DLB), allows an opportunity for interested or affected parties to make their concerns known before the Responsible Official makes a final decision. The 30-day comment period ended on October 1, 2012. On August 31, 2012 the Forest sent a letter to 159 parties interested in this project. The letter requested comments on the draft decision memo during the 30-day comment period. Two interested parties submitted one letter and one e-mail supportive of continuation of the snow trail grooming activities. Clarification was provided on one comment concerning snow packing to Sonora Pass in emergency situations. The other commenter provided support and recommendations for a more robust law enforcement program including aerial surveillance and more Forest Service presence.

5. Findings Required by Other Laws

   This action is consistent with the Forest Plan; the National Historic Preservation Act; and, all other applicable laws and regulations (see Appendix A).

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2 The mere presence of one or more of these resource conditions does not preclude use of a categorical exclusion (CE). It is the existence of a cause-effect relationship between a proposed action and the potential effect on these resource conditions and if such a relationship exists, the degree of the potential effect of a proposed action on these resource conditions that determine whether extraordinary circumstances exist. (36 CFR 220.6(b))
Implementation Date

Implementation of the decision may begin immediately following the publication date of the legal notice of this decision in the Union Democrat (36 CFR 215.9(c)).

Administrative Review or Appeal Opportunities

Since no comments or only supportive comments were received during the 30-day comment period (36 CFR 215.6), this decision is not subject to appeal (36 CFR 215.12).

Contact Person

For additional information about this project, contact Sue Warren, Team Leader; Stanislaus National Forest; 19777 Greenley Road; Sonora, CA 95370; or, call (209) 532-3671 ext. 321.

Signature and Date

MOLLY FULLER
District Ranger
Summit Ranger District
Stanislaus National Forest

October 9, 2012
Date
APPENDIX A
Review of Extraordinary Circumstances

In accordance with FSH 1909.15 Section 30.3(2), the Responsible Official considered the following resource conditions in determining whether extraordinary circumstances related to the proposed action would warrant further analysis and documentation in an Environmental Assessment (EA) or an Environmental Impact Statement (EIS).

1. **Federally listed threatened or endangered species or designated critical habitat, species proposed for Federal listing or proposed critical habitat, or Forest Service sensitive species.**

   There are no known TES aquatic species on or adjacent to the snow trails. The activities of facilities and snow trail maintenance will have no effect on aquatic species or their habitats. (Crispin Holland; personal communication, August, 2012)

   There are no issues with Sensitive Plants or weeds. All maintenance activities are taking place where there is adequate snow cover to protect vegetation and plant species. Transfer of weed seeds is unlikely from motorized use of snowmobiles. (Crispin Holland; personal communication, August, 2012)

   There are no known TES species or habitat associated with the facilities and snow trail maintenance project area (1/4 miles either side of snow trail). All maintenance activities are occurring on existing forest roads and highways that are open and previously disturbed.

   Extensive winter wildlife monitoring occurred in 2000 and 2001 off of the project area, using camera stations. Seventeen four sq. mile sample units were completed. No wolverine or red fox were detected in the sample areas at that time. Marten were detected but no den sites located. A northern goshawk was detected that occupies the Carson Iceberg wilderness. The goshawk detection was within the home range of the “Iceberg” goshawk and because the vast majority of the “Iceberg” goshawk’s home range is in a non-motorized setting, (including the nest stand which is in Wilderness), the goshawk detection did not raise any concerns with regard to disturbance. (Adam Rich; Stanislaus National Forest Wildlife and OSV Monitoring Report Fiscal Year 2002)

   Since 2002, the Sierra Nevada red fox has been sighted at the junctures of the Humboldt-Toiyabe National Forest, Stanislaus National Forest, and Yosemite National Park boundaries. Studies are underway to determine the number of individuals, range and habitat. The closest grooming activity occurs over 8 miles away from Sonora Pass and further than five miles from the detections.

2. **Floodplains, wetlands or municipal watersheds.**

   **Floodplains:** Executive Order 11988 defines floodplains as, “. . . the lowland and relatively flat areas adjoining inland and coastal waters including flood prone areas of offshore islands, including at a minimum, that area subject to a one percent [100-year recurrence] or greater chance of flooding in any one year.”

   No floodplains exist within the project area. There are no hydrology issues associated with this project. (Tracy Weddle; e-mail communication, August 2012)

   **Wetlands:** Executive Order 11990 defines wetlands as, “. . . areas inundated by surface or ground water with a frequency sufficient to support and under normal circumstances does or would support a prevalence of vegetative or aquatic life that requires saturated or seasonally saturated soil conditions for growth and reproduction. Wetlands generally include swamps, marshes, bogs, and similar areas such as sloughs, potholes, wet meadows, river overflows, mud flats, and natural ponds.”

   - No wetlands exist within or adjacent to the project area on NFS lands. (Tracy Weddle; e-mail communication, August 2012)
**Municipal Watersheds:** FSM 2542.05 defines municipal watersheds as: “A watershed that serves a public water system as defined in the Safe Drinking Water Act of 1974, as amended (42 U.S.C. §§ 300f, et seq.); or as defined in state safe drinking water statutes or regulations.”

- No municipal watersheds exist within or adjacent to the project area. (Tracy Weddle; e-mail communication, August 2012)

3. **Congressionally designated areas such as wilderness, wild and scenic rivers, or national recreation areas.**

From the Forest Plan Direction and Designated Areas Report (John J. Maschi, Forest Planner; October 3, 2012):

- No congressionally designated Wilderness, Wild and Scenic Rivers or National Recreation Areas exist within the project area or nearby.
- The Bald Peak Proposed Wilderness (20,500 acres) is not designated by Congress; however, since it is recommended for Wilderness designation, it is managed the same as designated Wilderness (USDA 2010, p. 70). Only a small portion (115 acres) of Bald Peak is located within the project area and the Middle Fork Stanislaus River and topography provide separation from snow trail maintenance and winter motorized and non-motorized recreation activities. Therefore, the proposed action is not likely to affect the Wilderness Characteristics and not likely to result in cumulative effects on those characteristics when considered in combination with other past, present and foreseeable future actions in the project area.
- The Middle Fork Stanislaus River is not designated by Congress; however, since portions of the Middle Fork Stanislaus are eligible and recommended for Wild and Scenic designation, it is managed to protect the values that resulted in its eligibility (USDA 2010, p. 117). Due to the nature of the Scenic, Recreation, Geologic and Other values present on these segments, snow trail maintenance and winter motorized and non-motorized recreation will not affect those values. Therefore, the proposed action is not likely to affect those values and not likely to result in cumulative effects on those values when considered in combination with other past, present and foreseeable future actions in the project area.
- Niagara Creek is not designated by Congress; however, since a portion of Niagara Creek is eligible and recommended for Wild and Scenic designation, it is managed to protect the values that resulted in its eligibility (USDA 2010, p. 117). Due to the nature of the Scenic and Geologic values present on this segment, snow trail maintenance and winter motorized and non-motorized recreation will not affect those values. Therefore, the proposed action is not likely to affect those values and not likely to result in cumulative effects on those values when considered in combination with other past, present and foreseeable future actions in the project area.

4. **Inventoried Roadless Areas.**

Above Niagara Creek, Highway 108 is located in a roaded corridor between the original Carson-Iceberg and Dome IRAs. The portion of Eagle Meadow Road above Niagara Creek is located between the Eagle and Dome IRAs. The project area contains 1,618 acres of IRAs because the original IRAs were mapped to within 300 feet of the roads. The California Wilderness Act of 1984 designated most of the Carson-Iceberg IRA as Wilderness but it did not include the portion now identified and the Bald Peak Proposed Wilderness (see above). Snow trail maintenance and winter motorized and non-motorized recreation activities are consistent with the Roadless Area Characteristics identified in the 2001 Roadless Rule. Therefore, the proposed action is not likely to affect those characteristics and not likely to result in cumulative effects on those characteristics when considered in combination with other past, present and foreseeable future actions in the project area (Maschi 2012).
5. **Research Natural Areas.**

   No existing or proposed Research Natural Areas (RNAs) exist within or adjacent to the project area (Maschi 2012).

6. **American Indians and Alaska Native religious or cultural sites.**

   This action is a screened undertaking (pursuant to 4.II.4): “Activities that do not involve ground or surface disturbance (e.g., timber stand improvement, pre-commercial thinning, non-disturbing wildlife structures, and fuels treatment), and that do not have the potential to affect access to or use of resources by Native Americans.” (Strain, 8-14-2012)

7. **Archaeological sites, or historic properties or areas.**

   No known sites are adversely affected by the snow trail maintenance activities described in this maintenance activity. All maintenance activities are occurring on state highway, county, and forest roads. Archaeological monitoring of the snow trail maintenance activities occurs, as needed. Should an archaeological site be discovered, appropriate site evaluation, mitigation, and consultation would be completed. (Strain, 8-14-2012, Stipulation 4.II.4)
APPENDIX B
Project Design Elements

The proposed action includes the following project design elements which are requirements for contractual snow trail maintenance activities. These elements are from the OSV Program Draft EIR, Program Years 2010-2020 – October 2010 California Department of Parks and Recreation, Off-Highway Motor Vehicle Recreation Division (EIR). The Stanislaus National Forest provided a substantial amount of data to the Division to complete this analysis.

Project Description of EIR: “The OHMVR Division proposes a 10-year funding commitment of the Over Snow Vehicle (OSV) Program for the operation, maintenance, and grooming of winter recreation trails and trailheads in mountainous regions throughout California…” These project activities (snow removal, trail grooming, and facility maintenance) facilitate the primary purpose of winter recreation use of national forest trails for motorized (over snow vehicles) and also support and benefit non-motorized users, such as; cross-country skiing and snowshoeing by providing motorized access for those activities (p. S.1 EIR).

Stanislaus National Forest Management Requirements (EIR):

1. **Measure LU-1**: All national forests participating in the OSV Program shall monitor wilderness boundaries, private property, and other closed areas near the groomed trail system for OSV incursions. National forests shall submit patrol logs to Division showing hours and days of patrol in known trespass locations, number of observed trespass incidents, and number of citations issued. National forests shall identify to the OHMVR Division what management actions have been taken and what, if any, additional actions are needed to further prevent trespass into wilderness areas, private property, or other closed areas. OHMVR Division shall work with law enforcement personnel from the USFS and County Sheriff Offices to implement focused enforcement actions as needed to address trespass incidents such as increased patrol frequency, aerial patrols, public education, signage, fencing, or trail closure. (EIR S-2)

2. **Measure BIO-3**: Educational materials shall be provided on red fox and the importance of minimizing direct contact with red foxes at each trailhead. USFS shall provide the results of Sierra Nevada red fox inventory and monitoring currently being performed by wildlife biologists from the Forest Service, CDFG, and the University of California, Davis, to the OHMVR Division. USFS shall work with CDFG, the University of California, Davis, OHMVR, and other partners to continue inventory and monitoring in the Sierra Nevada, including the Project Area where the red fox is most likely to occur (e.g., Lassen, Plumas, Tahoe, Eldorado, Stanislaus, Sierra, Inyo, and Sequoia National Forests). For those portions of the Project Area where presence is confirmed, USFS shall conduct an analysis to determine if OSV use within 5 miles of the detection have a potential to affect Sierra Nevada red fox and, if necessary, a LOP from January 1 to June 30 will be implemented to avoid adverse impacts to potential breeding. The USFS will evaluate activities for a 2-year period for detections not associated with a den site. In addition, if monitoring or other scientific information shows disturbance of Sierra Nevada red fox behaviors within the Project Area, the USFS shall implement suitable management actions to reduce any adverse impacts to a less than significant level. These management actions may include signage, barriers, LOPs, limits on night riding, trail closures, or reroutes of selected portions of OSV trails. (EIR S-4)

3. **Measure BIO-4**: The USFS will do one of the following: (1) Only permit OSV use on the groomed trail system and adjacent concentrated-use riding areas when there is sufficient snow cover (minimum snow depth of 12 inches) to protect soil and vegetation…(EIR S-4)

4. **Measure BIO-5**: USFS shall annually monitor aquatic resources in the Project Area near the groomed trail system for damage by OSV use during low-snow conditions. If these assessments
reveal impacts, USFS shall implement protective measures (e.g., fencing, signage, trail reroutes, etc.) to restrict access and prevent further resource damage and engage in public education. (EIR S-5)

5. **Stanislaus Trail Maintenance Operations**: Trails are prioritized for grooming based on visitor use. Grooming on priority trails occurs several times per week and after significant storms. The total hours of trail grooming occurring expected at each site for an average season is shown in Table 2-2. Trail grooming occurs as soon as possible after a storm in which snow accumulations have been substantial. The ideal air temperature for grooming is 35 degrees Fahrenheit or less with the temperature dropping. Wet snow requires a lower temperature to set and is best groomed at night. Heavy, wet snow at the end of a warm storm is packed as soon as possible with most of the grooming at night regardless of the temperatures. Grooming generally occurs at night (between 4:00 PM and 6:00 AM) except when circumstances require daytime grooming. Daytime grooming occurs when the snowmobile traffic is lightest so the trail surface has time to harden. Daytime grooming is generally not conducted on weekends or during periods of heavy use except for emergencies or when the situation otherwise precludes grooming during periods of low use.

6. **Contractual Performance Requirements** (from Summit Ranger District snow grooming bid solicitation 2009):

WORK METHODS AND STANDARDS FOR SNOW GROOMING

a. Minimum Snow depths:

   1. Highway 108 and Eagle Meadow Road shall have a minimum of 12 inches of snow base before grooming can start.

b. Grooming widths:

   1. The full road width on Highway 108 shall be groomed up to 18 feet wide where possible, with a minimum trail width of 12 feet in sections where 18 feet is not possible, for the entire length of the groomed trail system.

   2. The Eagle Meadow shall be groomed to a minimum width of 12 feet (except for the 2 mile section that is groomed only once)

   3. In conditions of fresh snow, when the snow is not compactable, at the discretion of the Contracting Officer and/or his Representative, 12 foot wide grooming will be acceptable.

c. There may be snow conditions which cause the closure of portions of the trails. In these situations the Contractor is required to access and work all portions of the trail systems which can be worked safely.

d. Moguls shall be cut off as deep as possible to fill in the voids and low spots in the trail. Do not cut moguls to the bottom if it will result in dirt remaining on the trail or having pavement showing. No moguls shall be evident after each grooming operation is complete.

e. Trail runs shall be groomed as flat and smooth as practical. Absolutely no out sloping on curves and no more than 5% in-slope on curves is allowed.

f. The snowcat and drag may not leave the road surfaces at any time or cross any body of water that is without a bridge.

g. If conditions warrant and funds are available, Contractor may be requested to track pack up Highway 108 to the Golden Staircase area (approximately 5 miles east of Kennedy Meadow Road, and level out the snow drift/berms that can develop and create hazards. Only track packing will be allowed in this area.

SNOWMOBILE TRAIL MAINTENANCE REQUIREMENTS

a. GROOMING TIME – Most grooming should occur at night, although weather and use may require grooming during the day. Most grooming will likely occur Wednesday through Saturday, although weather or traffic may influence weekend grooming. When weekend grooming is
necessary, night grooming will be the most desirable. Grooming times will be based on Contracting Officer's and/or his Representative’s decision.

b. GROOMING FREQUENCY AND PRIORITIES – The grooming frequency and priorities for each trail segment are to be at the Contracting Officer’s and/or his Representative’s discretion, based on contract requirements, considering such factors as temperature, snow, condition of trail, use frequency of trail, and trail work. Some sections of trails may be groomed more frequently than others depending on use frequency.

c. BACK-UP PLAN – In the case of equipment failure or of operator absence, it is the responsibility of the Contractor to ensure that the trails are being groomed. It is the Contractor's responsibility to contact the Contracting Officer and/or his Representative immediately when the Contractor cannot perform as directed. The Contractor shall detail in the Back-Up Plan how he/she will do the snow grooming during any equipment failure or absence of the operator. Note: the Back-up plan must be included in the Technical Proposal.

HAZARD CLEARING

a. Once the trail bed is established, the Contractor is responsible for removing minor hazards within the clearing widths. Minor hazard reduction requiring the use of the snow grooming equipment will be considered incidental to snow grooming. When the hazard reduction is performed by hand or with a chainsaw, it will also be considered incidental to snow grooming.

b. All groomed trails shall be cleared of all minor and major hazards in concurrence with trail grooming. Clearing limits shall be one foot beyond each side of the cleared trail, and 8 feet above the snow level of the trail.

c. Minor Clearing Hazard - Trees or tree limbs less than 24 inches in diameter that protrude into the clearing limits of the groomed trail.

d. Minor Trail Bed Hazard - Loose rocks up to 24 inches in diameter, debris created by removing trees, or limbs from within the clearing limits.

e. Major Hazard - Any hazard larger than a minor hazard.

f. If the Contractor is unable to remove any hazard with snow grooming equipment, hand tools, power tools and available manpower during grooming operations, or are aware of any unsafe condition adjacent to the trail or on the trail, he/she shall be responsible for marking these hazards with stakes, signs and/or brightly colored flagging until the hazard can be removed.

7. **Contractual Equipment Requirements** (from Summit Ranger District snow grooming bid solicitation 2009):

CONTRACTOR FURNISHED PROPERTY

a. TRAIL GROOMING TRACTOR SPECIFICATIONS – Minimum of one snow grooming tractor that is self-propelled over-the-snow tracked vehicle constructed specifically for snow grooming. The vehicle shall be capable of being operated under varying conditions ranging from snow trail to cross-country travel in deep snow covered mountainous terrain. The vehicle shall meet the following requirements:

1. **MAXIMUM HOURS** – Maximum hours of use on the vehicle shall not exceed 10,000 hours, unless the Contracting Officer approves a waiver to the 10,000 hours requirement. Note: If a waiver is to be requested it must be included in the Contractor’s technical proposal. The waiver must include a statement by a certified mechanic that the snow grooming vehicle is in good overall running condition and must list all improvements, reconditions, and upgrades.

2. **VEHICLE WIDTH** – The total overall width of the vehicle shall be a minimum of 12 feet and a maximum of 16 feet.

3. **TRACK WIDTH** – Each track shall be at least 42 inches in width.

4. **TRAVEL/CLIMBING ABILITIES** – The vehicle shall have sufficient track and power to pull a 12-foot minimum wide approved grooming drag with all attachments, under full load
on a sustained basis, up all grades on this particular trail system at site elevations up to 8,000 feet.

5. ENGINE – The vehicle shall be diesel powered. The engine shall have adequate power rating to meet the performance requirements. Engine displacements shall not be less than 220 horsepower for the Highway 108 portion of this contract and not less than 220 horsepower for the Eagle Meadow road portion of this contract.

6. FRONT BLADE – The vehicle shall be equipped with a front-mounted, hydraulically operated blade with a minimum of 8-way functions.

7. HYDRAULIC SYSTEM – The vehicle shall be equipped with a power hydraulic system capable of operating the front mounted blade simultaneously with a minimum of two rear hydraulic circuits for operation of the trail grooming drag. Tiller drive vehicles are recommended. The rear hydraulic system shall be capable of lifting the drag in the air and keeping the drag suspended during track packing operations.

8. LIGHTS/SAFETY EQUIPMENT – The vehicle shall be equipped with a minimum of two electric sealed-beam front headlights, a minimum of one electric sealed-beam rear back-up light and one roof-mounted flashing amber beacon. All lights shall be maintained in good operating condition at all times. A flashing amber beacon shall be operated at ALL times when the vehicle is in use.

9. CHAINSAW – The snow-grooming machine should carry a chainsaw, with a minimum 24” bar, in a safe manner.

10. HOUR METER AND SPEEDOMETER – The vehicle must be equipped with an hour meter and speedometer, which is in good working condition. The hour meter and the mileage must be entered on the Daily Grooming Work Log, or the Log will be considered invalid.

b. TRAIL GROOMING TILLER AND COMPACTOR BAR SPECIFICATIONS – A pull behind, snowmobile trail grooming drag shall be used for snowmobile trail grooming. The grooming drag shall meet the following general requirements and must be accepted by the Forest Service:

1. CONDITION – The trail grooming drag shall be in good working condition. It shall leave a smooth trail surface at all times with no irregularities caused by a damaged, bent, or broken real packer-pan. The drags shall not duck-walk or leave chatter marks on the finished trail surface. The drag shall be of sturdy construction to withstand hard or crusted snow; rocks, logs, trees, and wet snow yet light enough to have flotation in deep powder snow.

2. TILLERS – Shall be adaptable and sized to the contract specifications. Flex Tillers are acceptable, but not preferred.

3. COMPACTOR BARS – When conditions of fresh deep snow exist, compactor bars are acceptable for use.

4. TRACK PACKING – Track packing is allowable in heavy/deep snow conditions, or at seasons beginning with snow depth of over 30".

8. Law Enforcement: The Forest annually receives monies from the State Parks and Recreation Off Highway Motor Vehicle Division to provide law enforcement activities for summer and winter enforcement. These activities include signage of wilderness boundaries, coordinated aerial surveillance with ground and air enforcement on the Inyo, Eldorado, and Humbolt Toiyabe National Forests. The Forest also patrols regularly and inspects equipment for compliance with the California Vehicle Code. The emphasis is on issuing citations, not warnings, for wilderness intrusions and the issuance of press releases at the beginning of the year, emphasizing compliance, as well as issuing press releases when Wilderness non-compliance does occur.