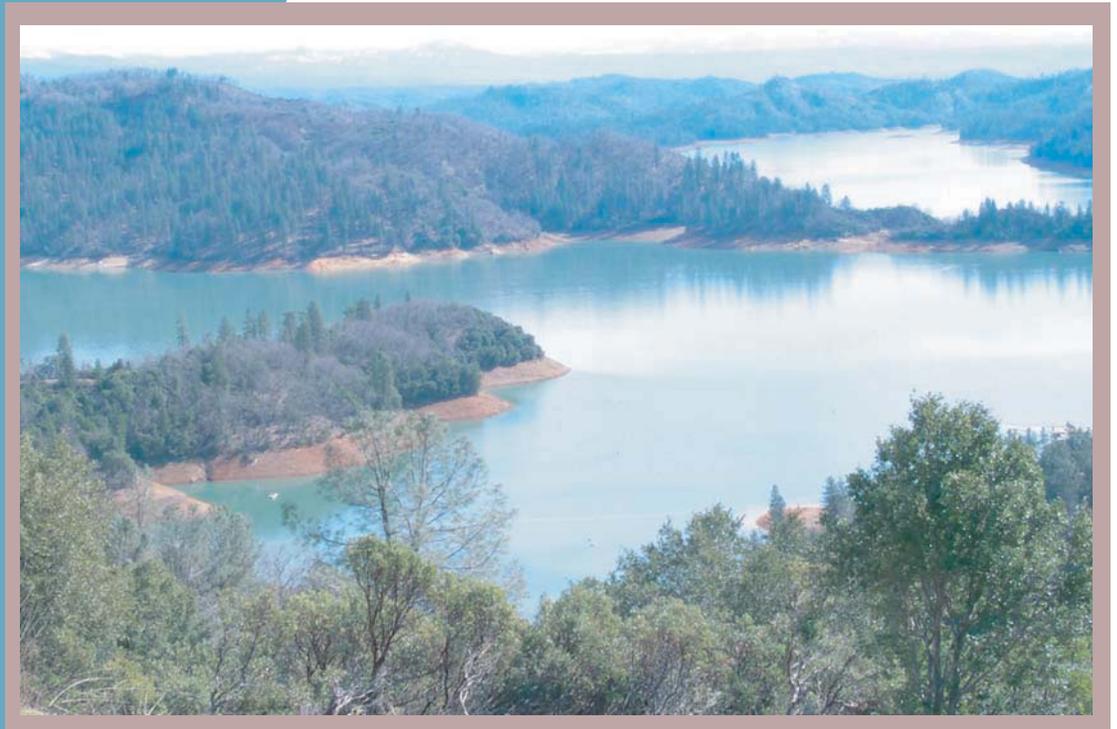


Record of Decision
for Final Environmental Impact Statement

Turntable Bay Marina Master Development Plan

State Clearinghouse #2005084005
August 2007



U.S. Department of Agriculture



U.S. Forest Service
Shasta-Trinity National Forest



 North State Resources, Inc.

RECORD OF DECISION

TURNTABLE BAY MARINA MASTER DEVELOPMENT PLAN

USDA FOREST SERVICE
SHASTA-TRINITY NATIONAL RECREATION AREA
SHASTA-TRINITY NATIONAL FOREST
SHASTA COUNTY, CALIFORNIA

Introduction

The Draft and Final Environmental Impact Statement/Environmental Impact Reports (EIS/EIR) for the Turntable Bay Marina Master Development Plan have been prepared pursuant to the requirements of the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). As a NEPA decision document, this Record of Decision (ROD) refers only to the NEPA component of the joint NEPA/CEQA document.

Location

Turntable Bay Marina Master Development Plan is located north of the city of Redding on the west side of the McCloud River arm of Shasta Lake about 1 mile north of where the McCloud and Pit River arms converge.

The legal location of this project is Township 34 North, Range 4 West, Sections 22 and 27 Mount Diablo Base Meridian in Shasta County, California.

Decision and Reasons for the Decision

Background

In May 2002, the Shasta-Trinity National Forest (STNF) issued a prospectus to existing marina operators offering the opportunity to relocate operation of an existing marina on Shasta Lake to Turntable Bay. Seven Crown Resorts, Inc. (SCR) submitted a proposal in response to the prospectus to relocate its facilities at Digger Bay Marina to the Turntable Bay location. In response to SCR's proposal, STNF issued a preliminary planning permit to prepare a conceptual Master Development Plan for the Turntable Bay Marina.

The STNF entered into a Memorandum of Understanding (MOU) with SCR – the project proponent, to use a third-party contractor to prepare an EIS/EIR for Turntable Bay Marina to comply with NEPA and CEQA. Under the MOU, the STNF is the lead agency for the NEPA process and the project proponent is responsible for costs accrued by the STNF and its third-party contractor. The Draft and Final EIS/EIR address the environmental issues, alternatives, and impacts associated with relocation of the marina.

The Final EIS/EIR incorporates by reference the Draft EIS/EIR. It was prepared as a stand-alone document because of the limited number of comments made on the Draft EIS/EIR as well as to reduce the cost of preparing and reproducing the document and to comply with the Paperwork Reduction Act of 1995.

As a NEPA decision document, this Record of Decision (ROD) refers only to the NEPA component of the joint NEPA/CEQA document.

Purpose and Need

Turntable Bay Marina will be located on Shasta Lake, which is in the Shasta Unit of the Whiskeytown-Shasta-Trinity National Recreation Area (NRA). Among the goals cited in the legislation that established the NRA (PL 89-336) is “to provide for public outdoor recreation use and enjoyment” of Shasta Lake and three other reservoirs in the NRA.

The NRA provides both land- and water-based recreational opportunities for an estimated 2 million visitors each year. Water-based recreational opportunities at Shasta Lake are supported by 10 commercially operated resort/marinas. Primary commercial activities at these resort/marinas are houseboat rentals and moorage for privately owned boats. The commercial marinas in the Shasta Unit operate under special use permits issued by the STNF.

Project Purpose

The purpose of the project is to improve the quality of facilities and services currently provided by Digger Bay Marina through relocation of the marina operations to Turntable Bay. Specifically, the purpose is to provide a full-service, high-quality recreational marina on Shasta Lake that includes a launch ramp capable of operating at varying lake levels, a minimum of 100 additional public moorage facilities, adequate parking to support provided services, boat rentals, a retail store, fuel for vessels, potable water, refuse disposal, pump-out and disposal of sewage and public restrooms.

Need for Project

The STNF manages the Shasta Unit of the NRA as a showcase recreational area that supports enjoyment and use of the natural environment. In the Shasta Unit, the key attraction, or recreational resource, is the water surface of Shasta Lake. Recreational boating on Shasta Lake is dependent on access to the water via shoreline facilities such as marinas, docks, and launch ramps.

The STNF determined that there is a need for a new resort marina on Shasta Lake that will better accommodate low lake levels and improve dispersion of marina services around the 420-mile shoreline of the lake. The NRA Management Guide (USDA Forest Service 1996) identifies Turntable Bay as the most feasible location for a new resort/marina.

The project proponent recognized that the identified need could be met through relocation of its existing facilities at Digger Bay to a new marina at Turntable Bay. Turntable Bay will provide a deep-water port with flexibility for use during low-water conditions, whereas the topography of Digger Bay does not provide such flexibility.

The NRA Management Guide (USDA Forest Service 1996) provides that, “Upon approval by the Forest Service, resort/marinas may merge, or consolidate to one location, or a resort-marina may move to a new location,” provided that the new location satisfies the following criteria:

- It would maintain or improve the dispersion of services around the lake.
- It would accommodate low-water conditions.
- It would remove or eliminate the threat for threatened and/or endangered species.
- The site can adequately support both land- and water-based facilities and services.
- Road access is feasible and reasonable (location and cost).
- Utilities (electricity and telephone) are reasonably available to the location.
- It would be compatible with existing commercial resort/marina locations.
- It would be compatible with natural resource values, such as preservation of watershed or fish habitat values.
- It would be compatible with public recreation sites or facilities.

There is a need for the STNF to act on (respond to) the application submitted by the project proponent requesting a special use authorization to construct and operate a full-service marina at Turntable Bay on Shasta Lake.

The EIS/EIR documents the analysis of two alternatives to meet this need and a No-Action Alternative.

Decision

Based on my review of all of the alternatives, I have decided to implement Alternative 3, which was identified as the preferred alternative in the Draft EIS/EIR. Under this alternative, STNF will issue a 30-year term permit for the development and operation of Turntable Bay Marina. The marina and associated land-based facilities will be developed for recreational use. All proposed land-based facilities will accommodate a 20-foot increase in the full-pool elevation of Shasta Lake to 1,090 feet mean sea level (msl) in response to the proposed 18.5-foot increase in the height of Shasta Dam currently being studied by the U.S. Bureau of Reclamation.

The project area includes the waters of Turntable Bay, lands adjacent to Turntable Bay and the area known as North Point. The project boundary includes STNF administrative facilities and a portion of the California Department of Transportation (Caltrans) right-of-way for Interstate 5 (I-5).

Water-based development at Turntable Bay will consist of docks and public moorage facilities as well as a retail store and other services. Land-based development will consist of parking and restrooms designed to comply with the Americans with Disabilities Act (ADA), the Architectural Barriers Act (ABA) and other public laws.

The shoreline of Shasta Lake in the project area is rugged. The development of roads and parking areas will require grading, resulting in an estimated 76,300 cubic yards of excess soil and rock that will be deposited at a location within the project boundary (North Point Disposal Area). The proposed design minimizes the total disturbed area, retaining as much of the area as

possible in an undisturbed condition. The landscape design will emphasize the use of native vegetation. In addition, the design will incorporate elements to address visual resources, soil productivity, water quality and noxious/invasive species management. The land and water-based facilities that will be located at Turntable Bay Marina are described in more detail in the EIS/EIR.

When the Resort/Marina term special use permit authorizing construction at Turntable Bay is issued, the existing Resort/Marina term special use permit for Digger Bay will be modified to provide for the mutually agreed upon relinquishment of the permit and to provide for a bond to cover the costs of restoration of the Digger Bay site. When the proponent is authorized to open the marina at Turntable Bay to the public, the Digger Bay special use permit will be relinquished. This will result in abandoning the current land-based operations at Digger Bay. Water-based improvements currently located at Digger Bay will either be relocated to Turntable Bay or transported to Bridge Bay Resort, another marina facility operated by SCR. Materials taken to Bridge Bay Resort will either be used at that facility or disposed of by SCR in a manner consistent with the terms of its permit. Land-based improvements at the Digger Bay site—paved access roads, parking areas, the boat launch ramp, and water and septic systems—will remain in place for potential use by the STNF after the special use permit for the Digger Bay location has been relinquished.

In addition, Alternative 3 will include a non-significant amendment to Standard and Guideline 21b(2) of the STNF Land and Resource Management Plan (LRMP).

Standard and Guideline 21b(2) currently reads:

In the following sensitive travel corridors the foreground portions (areas located up to ¼ to ½ mile from the road viewer) will be managed primarily to meet the adopted VQO [Visual Quality Objective] of R [Retention]: . . . (2) Interstate 5.

This Standard and Guideline will now read:

In the following sensitive travel corridors the foreground portions (areas located up to ¼ to ½ mile from the road viewer) will be managed primarily to meet the adopted VQO [Visual Quality Objective] of R [Retention]: . . . (2) Interstate 5 with the exception of areas associated with the Turntable Bay Marina special use permit which will have a VQO of M [Modification].

By this decision, the LRMP will also be modified to include Turntable Bay Marina in Prescription IV Roded, High Density Recreation (4-48) rather than in Prescription III Roded Recreation (4-64). This change will be reflected in Appendix F-7, Special Uses, to include the area within the project boundary for the proposed Turntable Bay Marina, Recreational Opportunity Spectrum (ROS) class: Rural.

This decision acknowledges that two closure orders will be required to ensure that Alternative 3 will be implemented in a safe and efficient manner, consistent with management direction. The Turntable Bay area will be closed to public access during the construction phase to protect the public from potential dangers such as heavy equipment operations, overhead hazards, partially constructed roadways and facilities and exposure to hazardous materials. This closure will limit

access from both the land and the water and will be in effect during the construction period, as authorized by the Forest Supervisor.

The Digger Bay area will be closed to public access after the water-based facilities are removed from the permit area. This closure will be necessary to protect the public from potential danger created by the remaining land-based infrastructure that will be left unmanaged. Risks include roads and trails, hazard trees, and various other hazards such as cables, walkways, and utilities that will not be maintained. The closure will limit access from both land and water and will be in effect until a new use for the site is established, as authorized by the Forest Supervisor.

I am fully incorporating the list of design criteria and measures to mitigate or reduce the impacts of the selected alternative provided in Chapter 3 of the Draft EIS/EIR and Appendix 1, "Mitigation Monitoring and Reporting Program," of the Final EIS/EIR. These were developed to minimize adverse impacts to natural resources and other values of federal land and to satisfy the Regional Water Quality Board's requirements under CEQA. I am satisfied that all practicable means to avoid or minimize environmental harm from the alternative selected have been adopted and that no other mitigation measures are necessary.

Implementation of Alternative 3 will require the following federal, state, and local permits and approvals:

- U.S. Army Corps of Engineers: Clean Water Act Section 404 permit for the discharge of fill into waters of the United States. Fill will be generated during construction of the access road and the boat launch ramp.
- California Department of Fish and Game: California Fish and Game Code Section 1602 Streambed Alteration Agreement. The construction of the access road and boat launch ramp will result in alteration to the shoreline of Shasta Lake below the full-pool level.
- California Department of Transportation: Encroachment permit for activities that will occur in the I-5 right-of-way.
- Regional Water Quality Control Board:
 - Waste Discharge Requirements.
 - National Pollutant Discharge Elimination System (NPDES) General Industrial Storm Water Permit.
 - NPDES General Permit for Storm Water Discharges associated with Construction Activities.
 - Water Quality Certification under Section 401 of the Clean Water Act.

This decision acknowledges that either action alternative meets the basic purpose and need. While Alternative 3 is similar to Alternative 2 with respect to the size and nature of water-based facilities, refined topographic information acquired subsequent to issuing the Draft EIS/EIR resulted in reconfiguring the docks to ensure optimal service during periods of low water levels. With respect to land-based facilities, Alternative 3 includes modifications made in response to scoping comments and significant issues identified during the NEPA/CEQA scoping process. These modifications are described in the following paragraphs.

Alternative 3 includes an additional increase in the elevation of certain road segments and parking areas compared to Alternative 2. This increase ensures that any future change in the surface elevation of Shasta Lake will not jeopardize the integrity of the road prism and/or surface of roads within the project boundary, including the fill slopes of I-5 northbound. This alternative will increase the grade of road segments, parking areas, and the boat launch ramp to ensure that STNF grade requirements are met.

Grading activities for roads, parking areas, and the boat launch ramp have been modified to reflect site-specific geotechnical requirements. Where feasible, slope angles have been steepened based on a field-verified and detailed geotechnical investigation. In certain instances, cut slopes have been steepened to 1:1 and fill slopes have been steepened to 1½:1. Excess excavation that will be disposed of at the North Point disposal area under Alternative 3 will be reduced, in part by incorporating excess material into the construction of roads and parking areas. This alternative reduces the volume of material to be placed at the North Point disposal area by about 29,800 cubic yards compared to Alternative 2. It also reduces the areal extent of the grading activities by approximately 15 percent, particularly in areas that have concentrations of perching habitat for bald eagles and osprey. In general, the reduction in impacts to habitat will reduce the requirements for revegetation.

Alternative 3 includes 43 fewer parking spaces than Alternative 2. The width of parking spaces in the upper parking areas will be increased from nine feet to 10 feet. Changes in the configuration of parking areas are shown on Revised Figure 2.4 in the Final EIS/EIR. The length of the walking trail under Alternative 3 has been reduced by 3,000 feet to minimize impacts to habitat and visual resources. These changes will permit inclusion of approximately 2,000 feet of additional sidewalks and stairways to increase pedestrian safety and will result in an overall decrease in the area affected by land-based development.

Under Alternative 3, the North Point disposal area has been modified to shift the location away from the shoreline of Shasta Lake. This modification expands the buffer between land-based activities and Shasta Lake and increases the amount of vegetation that will be retained, including large conifers. This modification reduces impacts to habitat, including potential perching habitat for bald eagles and ospreys, near the shoreline of Shasta Lake. This modification also reduces potential impacts to visual quality objectives, particularly for boaters on the lake surface.

As part of Alternative 3, the project proponent has developed an alternative lighting design to decrease visual impacts observable from Key Observation Points. Alternative 3 also includes additional modifications to lighting of land- and water-based facilities to reduce illumination and glare. These changes are designed to reduce direct impacts to travelers on I-5, up-slope residents, and visitors to the NRA.

Changes in the grading plan under Alternative 3 will result in a reduction in the overall footprint of the land-based features and facilities. This alternative retains more vegetation and reduces the visual contrast between landscape features, particularly in the vicinity of the upper parking areas.

Photo simulations of the proposed marina facilities as seen from I-5 northbound and from the McCloud Arm were included in the Draft EIS/EIR, Chapter 3.8 (Aesthetics). These simulations provided a qualitative assessment of potential impacts that was used to improve the appearance of the marina.

The decrease in grading activities under Alternative 3 may result in a reduction in the level of short-term noise created by the project. Short-term noise impacts may be slightly reduced as a result of a reduction in the number of construction days and amount of construction activity required on-site.

Reduction in the number of parking spaces may reduce long-term noise impacts – particularly during periods of heavy traffic (such as, holiday weekends). Noise impacts may also be reduced to some degree by retaining vegetation and by the use of selective grading designs that serve to deflect noise from sensitive receptors.

Other Alternatives Considered

In addition to the selected alternative, I considered two other alternatives, which are discussed below. Alternative 3 was the environmentally preferred alternative. A more detailed comparison of these alternatives can be found in the Final EIS/EIR, Chapter 3, Revised Table 2-3 and Revised Table 2-4.

Alternative 1—No Action

Under Alternative 1, the project proponent would not abandon its current land-based operations at Digger Bay Marina and would not relocate its water-based improvements to Turntable Bay. No improvements would be made at either Digger Bay or Turntable Bay. Current management plans would continue to guide the operation of Digger Bay Marina, as authorized under the project proponent’s special use permit.

Alternative 2—Proposed Action

Alternative 2 is identical to Alternative 3 except for the modifications incorporated into Alternative 3 that respond to significant issues identified during the scoping process. Details about the significant issues to which Alternative 3 responds are described in the following section.

Public Involvement

As described under “Background,” the need for this action arose in May 2002. A proposal to issue a 30-year term permit for the project proponent to build and operate a resort marina at Turntable Bay was described in the Notice of Intent to prepare an EIS published in the Federal Register on July 6, 2005. The Notice of Intent was provided to the public and other agencies for comment during the 30-day scoping period beginning on July 6, 2005.

As part of the public involvement process, the STNF held an open house on August 18, 2005 for members of the public on the proposed Turntable Bay Marina at the STNF Headquarters Office in Redding, California. A conceptual description of the project was provided at the open house. The planning process for the proposed development as well as similarities and differences between NEPA and CEQA were also described at the open house. A targeted mailing and media coverage, including a newspaper notice, newspaper articles, and television reports, ensured that potential stakeholders had adequate notification of this scoping opportunity.

Using the comments from one Tribal entity, three federal and state agencies, and eight members of the public, an interdisciplinary team identified several significant issues regarding the effects

of the Proposed Action (see pages 1-15 and 1-16 in the Draft EIS/EIR). The significant issues carried forward in the Draft EIS/EIR were:

- *Relocation of Digger Bay Marina.* The Proposed Action includes relinquishment of the permit to operate Digger Bay Marina and relocation of the commercial services currently provided at Digger Bay to Turntable Bay. Services that will no longer be available at Digger Bay include parking, a boat ramp, boat moorage, boat rentals, houseboat services, restrooms, a convenience store, and gasoline. Telephone service at Digger Bay for use in emergencies could also be affected. Relocation of these services could affect recreational users, particularly those launching from the Centimudi boat ramp. From certain parts of Shasta Lake, longer travel times will be required for boats to reach full-service marinas, and houseboats and pleasure boats that currently use Digger Bay will be diverted to marinas in the Sacramento, McCloud, and Pit River arms of Shasta Lake.
- *Vegetation and Habitat.* The Proposed Action will require the removal of vegetation to accommodate land-based facilities associated with the new marina. Removal of the vegetation and subsequent grading will remove habitat for various species. The final design will incorporate a number of measures to ensure that vegetation is reestablished consistent with NRA policies.
- *Aesthetics.* The Proposed Action will transform landscape elements that provide aesthetic values to various viewing groups, especially highway users and boaters. Vegetation removal, site grading, and structural improvements will affect aesthetic values at Turntable Bay.
- *Noise.* The noise levels associated with the Proposed Action will be typical of other marinas on Shasta Lake. Changes in noise levels may be noticeable at various locations, including Digger Bay Marina and certain residences upslope from Turntable Bay.

Environmentally Preferred Alternative _____

Alternative 3 is the environmentally preferred alternative. This alternative is environmentally preferred over the other alternatives considered because it provides services and facilities consistent with the recreational experiences expected at the NRA, constructs the new facilities to meet current standards for public access, and reduces impacts associated with significant issues.

In making this decision, I have also considered the information incorporated into the Final EIS/EIR relevant to CEQA. As an integrated NEPA/CEQA disclosure document, the EIS was prepared to meet the requirements of an EIR at the request of the Regional Water Quality Control Board, Central Valley Region (Regional Water Board), which is the CEQA lead agency for this project.

Findings Required by Other Laws and Regulations _____

I have determined this action to be consistent with the following legal requirements, as amended by this decision:

The National Forest Management Act — The National Forest Management Act (NFMA) requires projects to be consistent with the LRMP. My decision to issue a long-term (30-year) special use permit for the Turntable Bay Marina Master Development Plan is consistent with the

intent of the LRMP's long-term goals (LRMP, 4-4 through 4-6). Consistency with LRMP goals, desired conditions, and Standards and Guidelines is addressed throughout the Draft and Final EIS/EIR and supporting documents. The project is consistent with LRMP page 4-24, sections 16.c, d, h, m, and t. Collectively, these sections ensure that the project will be developed to satisfy requirements of the NFMA.

As described in the LRMP, Chapter 4-A, page 4-1, management direction for substantial portions of the STNF was directed by the Record of Decision for Amendments to Forest Service and Bureau of Land Management Planning Documents Within the Range of the Northern Spotted Owl (1994 ROD). Because the 1994 ROD was issued prior to the LRMP, the STNF incorporated land allocations, management prescriptions, and Standards and Guidelines established in the 1994 ROD. Specific to this decision, the Final EIS/EIR acknowledges that the project boundary includes waters of the United States. As described in Appendix 2 of the Final EIS/EIR, these "waters," including adjacent lands, are also characterized as Riparian Reserves.

Endangered Species Act (ESA) — The selected alternative will be consistent with the Endangered Species Act. Analyses of potential effects to federally listed species and consultation with the United States Fish and Wildlife Service (FWS) have been completed, fulfilling Section 7 of the Endangered Species Act consultation requirements (19 U.S.C. 1536 (c)). The FWS documented consultation details in a letter to the STNF dated August 2, 2007.

The FWS determined that the selected alternative is not likely to jeopardize the continued existence of the bald eagle. The FWS reviewed and concurred with the STNF's determination that the selected alternative may affect, but is not likely to adversely affect designated bald eagle critical habitat because impacts to habitat components (e.g., perch trees) are adequately mitigated as part of the project design. The FWS also acknowledged the STNF's determination that the selected alternative may affect, but is not likely to adversely affect the Pacific Fisher (*Martes pennanti*), which is a candidate species for Federal listing. The FWS stated in its letter that it fully supported the conservation measures developed for the Pacific fisher for the Project.

Clean Water Act — The selected alternative will not cause long-term direct or indirect effects that would exacerbate runoff and sediment delivery to Shasta Lake (Draft EIS/EIR, page 3.5-12-17). Implementation of project design standards, use of specific erosion and sediment control measures, and application of Best Management Practices for the protection of water quality have been incorporated into the selected alternative. The selected alternative complies with the federal Clean Water Act and the state Porter-Cologne Water Quality Control Act and applicable Basin Plan. The proposed project was designed to meet the requirements of the Regional Water Board to ensure compliance with Clean Water Act Section 401 water quality certification and waste discharge requirements.

Clean Air Act — The selected alternative will be consistent with the federal Clean Air Act as discussed in the Air Quality section of the Draft EIS/EIR (pages 3.11-8 through 3.11-12). If prescribed fire is used to treat vegetative material that must be removed under the selected alternative, the burning will meet requirements of the Shasta County Air Quality Management District.

National Historic Preservation Act — The proposed project is consistent with the requirements established by Section 106 of the National Historic Preservation Act (NHPA). One specific site was evaluated for inclusion on the National Register of Historic Places (NRHP). The analysis in Chapter 3.10 of the Draft EIS/EIR concluded that the identified site was not eligible for inclusion

on the NRHP. In addition to the site-specific evaluation required under the NHPA, representatives of local Tribal organizations and entities were contacted regarding the proposed marina. The only comment about the Draft EIS/EIR related to heritage resources was submitted by the California Native American Heritage Commission; this comment reinforced the Commission's scoping comment regarding outreach to the local Native American community.

Environmental Justice — Executive Order 12898 requires an assessment of whether implementation of the selected alternative would disproportionately affect minority or low-income populations. Chapter 3.12 of the Draft EIS/EIR documents the analytical process used to comply with this executive order. Although there is a high proportion of lower income people as well as a number of Native American Tribal groups living in the part of California where the selected alternative will occur, the selected alternative will not affect these groups differently than other members of the public. No adverse environmental effects or effects on human health as they pertain to environmental justice were identified.

Road Analysis — Because the selected alternative is site specific, situated between I-5 and Shasta Lake, the standardized road analysis process was not applied. Chapter 3.16 of the Draft EIS/EIR provides an in-depth analysis of the transportation and traffic issues identified during the NEPA/CEQA process. The selected alternative includes a non-significant amendment to the LRMP that provides for an increase in road density specific to the Turntable Bay location. This amendment, coupled with an extension of the Turntable Bay Road (FS 34N09), limits any future options to expand the road system influenced by the selected alternative.

Survey and Manage — The selected alternative complies with the January 9, 2006, court order regarding the protection of species under the 1994 Survey and Manage Standards and Guidelines.

Chapter 3.6 of the Draft EIS/EIR provides an in-depth discussion of the steps taken to comply with these Standards and Guidelines. As described in that chapter, protocol-level surveys were conducted for specific Survey and Manage species based on site-specific habitat information. No Survey and Manage species were detected within or adjacent to the proposed boundary of the selected alternative. Appendix L to the Draft EIS/EIR provides additional details concerning Survey and Manage species.

Management Indicators — The LRMP selects nine wildlife and three fish assemblages as management indicators at the Forest level. The LRMP directs the forest to “use appropriate indicator species or habitat components to represent the assemblage.” The purpose of this representation is to determine the relationship between habitat changes and population trends (36 CFR 219.19). The analysis presented in Appendix N of the Draft EIS/EIR and summarized on page 3.6-27 of the Draft EIS/EIR indicates that the action alternatives analyzed will not alter or contribute to existing forest-wide population trends for management indicators.

Implementation

Implementation Date

This project will be implemented no earlier than September 2007.

Administrative Review or Appeal Opportunities

My decision is subject to appeal pursuant to 36 CFR 215. Appeals must be filed within 45 days from the publication of a legal notice in the Redding *Record Searchlight*, a newspaper of general circulation. To meet administrative appeal eligibility, individuals and organizations must have participated in the comment period for the Draft EIS/EIR.

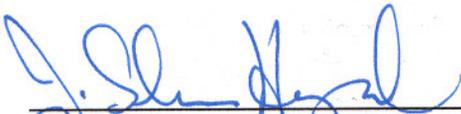
Copies of the notice of appeal must be filed with the Appeal Deciding Officer:

Bernard Weingardt, Regional Forester
USDA Forest Service
1323 Club Drive
Vallejo, CA 94592
Attn: APPEALS

Appeals can also be sent via e-mail to appeals-pacificsouthwest-regional-office@fs.fed.us or faxed to (707) 562-9229.

Contact Person

For additional information concerning this project and decision, contact Lee H. Simons by phone at (530) 242-5530 or by mail at Shasta-Trinity National Forest, 14225 Holiday Road, Redding, CA 96003.



J. SHARON HEYWOOD
Forest Supervisor
Shasta-Trinity National Forest

7 August 07
Date

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