

management program in CDF. It is unrealistic to expect suppression staff to design, plan, and implement fuels treatment projects utilizing the current grant funding cycles and requirements.

- Weather has affected project implementation in the following ways:
 - Snow at higher elevation projects has kept crews from working during the winter months. This has been an issue on 2 grant projects.
 - As mentioned above in #2, rain has caused delays or cancellation of prescribed burns.
- The time frames for completing the annual pre-fire management plan are not realistic, especially when considering that the date the fire plan analysis data is made available to CDF pre-fire staff is usually late April or May. Due to errors in the original 2005 data that was available May 11th, the final corrected data was not available until after May 31st. If our fire plans are going to continue to be due June 1st of each year, realistically the data would need to be available in late March in order to hold public meetings and get all the required signatures by June 1st.
- CDF staffing, in general, is insufficient to provide adequate personnel to plan and implement pre-fire projects. This is especially true when county contracts and Amador Plan programs use Schedule B personnel to augment their programs.
- The retirement of the Fire Prevention Assistant II (also the Unit VIP Coordinator) in TCU in December 2004 has affected the Unit's VIP program. The position has not been filled.

UNIT-WIDE BLM PROJECTS

2005 and Beyond Activities

This section of the plan was received too late to be incorporated into the body of the plan. In the next printing, the BLM projects may be incorporated into the CDF Battalion Plans where the projects will occur. These projects are listed in approximate order of planned accomplishment. None of these projects are funded for 2006 through the BLM but will be requested for funding beginning in 2007.

- Hetch Hetchy/Anker # 2 VMP – This project is a prescribed burn on HHWP, BLM, and private land in the Moccasin area. The northern end of this project is the Hetch Hetchy/Anker #1 VMP, and the southern end is the Creek Fire. Reducing these fuels will give fire fighters a chance to contain the fire before it gets into the Priest Reservoir basin. Priest Reservoir provides drinking water to millions of people in the Bay Area. Status: Project is being reviewed in Region Office; plan to begin prep work in winter/spring 2005.
- Cattle Drive Trail Fuel Break and Fuel Reduction Program – This project is being planned in three phases and will extend from Yankee Hill Road to Parrott's Ferry Road. The fuel break is located along Cattle Drive Trail for the first phase and then follows the main ridgeline west to Blue Mountain Minerals. From Blue

- Mountain Minerals, the project follows Marble Quarry Road back to Parrott's Ferry Road near the Gold Springs Subdivision. The first public meeting was held in January 2005. Interest letters have been sent to affected landowners. If all of the landowners wish to be involved in the project, it will encompass over 130 acres. It is anticipated that work will begin in 2005 and continue into the future until the project is completed. Funding (\$29,900) for the first phase of this project was secured through the CDF Proposition 40 Program.
- Pine Peak Fuel Break – This project is in Calaveras County off of Lombardi Ranch Road and Highway 49. The BLM parcel is on a hill top, has limited access and is surrounded by homes. The fuel break would run along the ridge line from a cul-de-sac on the east side to the private land on the west side. The treatment would entail some hand cutting of brush, particularly on the east end that could be chipped in place. The slopes are too steep to treat with a machine in most areas. A good portion of the hill top is already light grassy fuels and will not need further treatment. Total treatment area will be approximately 10 acres. The BLM has already had contact with the local homeowners association in this area and had made tentative plans for a limited access trail along the fuel break.
 - Happy Valley WUI – This project will treat the fuels on a BLM parcel by homes along Highway 26 and Buckeye Road near Mokelumne Hill in Calaveras County. Treatment would consist of mastication with machinery and will cover approximately 25 acres. The BLM has had contact with some of the homeowners in this area and they are supportive.
 - Fairway Acres – This BLM parcel is designated as an Area of Critical Environmental Concern due to rare plants and is surrounded by homes in Jamestown and Sonora. The parcel lies just west of Highway 49 where it junctions with Highway 108. Due to the sensitive species in this area, the BLM proposes to treat just the perimeter of the parcel for a total of approximately 25 acres of treatment by masticator. This project needs further coordination with the local homeowners to gain support and access to the property.
 - Rail Road Flat WUI – This project is designed to protect the homes in and around Rail Road Flat and the Independence Road area in Calaveras County by treating the perimeter of the public lands. Treatment would cover approximately 50 acres and be accomplished with mastication mowers.
 - Buchanan Road – This project is in Tuolumne County near Tuolumne City and is approximately 25 acres of mastication designed to protect the surrounding homes near the BLM land. The local fire safe council is very supportive of this project.
 - Darby Knob Fuel Break – There is an existing fuel break in this area that is in need of maintenance and can be treated with a masticator. The treatment area is approximately 20 acres in Calaveras County near Forest Meadows.
 - Jackass Hill – This project, in Tuolumne County, is to masticate approximately 60 acres near Tuttletown to protect homes in the area.
 - Priest Grade – This project is to treat approximately 20 acres near Groveland and Moccasin in Tuolumne County to protect those communities.