

VIII.**Madera-Mariposa-Merced Unit
Battalion Fire Prevention Plans****Battalion 1 Fire Management Plan
Year 2011
Battalion Chief Steve Leonard***1. Year in Review*

- a. The 2010 fire season was relatively quiet in Battalion 1. While the Converse fire (38 Acres), the Rock fire (87 Acres), and the Cunningham fire (86 Acres) were the largest in the Battalion, the majority of the fire activity was in the front country. The fire that had the greatest potential was a multiple fire incident caused by a flat tire on a trailer, which dragged the wheel on the pavement. This took place on Hwy 140 below the Chase (Lasgoity) Ranch. Private fire prevention disk lines adjacent to Hwy 140, an aggressive initial attack force, and four person staffing on the engines made the difference in keeping all four fires under 10 acres.
 - i. The Converse fire was caused by a private land owner mowing with a brush hog behind a tractor. While this fire had potential for major property damage, portions of the Minotti Fuel Break allowed IA forces to catch it. The transition from oak woodland to brush to timber played a significant role in keeping the fire at bay because the new growth live fuel moistures were still at or above 70%.
 - ii. The Rock fire was caused by a vehicle fire. Fortunately, it started in the latter portion of the burn period and had a road on two sides. It started at the intersection of White Rock Road and West Westfall just past the old White Rock CDF station. While some augmentation was initially ordered by the Company Officer IC, it was not necessary and was tied together nicely.
 - iii. The Cunningham fire was caused by a camp fire. This fire was also in the waning hours of the burn period burning in a southerly direction due to the NW diurnal wind. The fire came out of the Bear Creek drainage overflow of Bear Reservoir.
 - iv. The largest fire of the season was not in Battalion I but adjacent to it, in Battalion 16. The Robinson fire, caused by a bird coming into contact with a power line, burned 1,700 acres and again was started in the late hours of the burning period. Access and long arrival times for dozers made it a fight. The fire was held on the southernmost flank by La Paloma Road and again burned north to south based on the diurnal winds.
 1. In summary, due to the above normal rain fall levels, the live fuels above the 2000' elevation never had the opportunity to dry out to sustain extreme burning characteristics. As the above mentioned fires show, it was a light flashy fuel fire season that

made for an entertaining fire season but would not sustain any major fire activity.

- b. The VMP (Vegetation Management Program) project work that was done in the past never was completed and it is my opinion that they may never get done due to Cal Fire's cumbersome VMP process and the authority that has been given to the Air Pollution Control Districts. Past VMP projects like the Adams 800 acre VMP died on the vine due to a lack of resources and APCD issues. Currently there is hope for the long-awaited Greely Hill VMP. The BLM has funded the project and we are in the process of waiting for the EIR and burn plan to be approved so we can move forward with our hand crews to start the pile and burning process and to reestablish control lines. Over the past few years we have been maintaining the private portions of the project with Prop 40 dollars and agreements with private land owners on the perimeter of the project. This funding will allow for maintenance of part of the Ponderosa fuel break and a joint effort between CAL FIRE and BLM to get this completed. We are looking at burning this in the fall of 2012.
 - i. This past year we have received a hard push from Sacramento to get as many LE 100 inspections done as possible. This push resulted in the hiring of a FFI specifically for this assignment. Unfortunately for Battalion I, we had an early season FFI injury and our LE 100 FFI was pressed into service on an engine. We were not allowed to hire behind so our program for the LE 100 FF was scrapped and all three stations, Catheys Valley, Hornitos, and Coulterville stepped up and completed 100% of their inspections. Catheys Valley and Hornitos completed their entire PRA while Coulterville completed their entire target area of Don Pedro. One reason for this success was the inception of the LE 100 mailers. This program jumpstarts the inspection process and, when inspectors are properly trained, helps the private property owners get started or complete their defensible space.
 - ii. This past year we worked in conjunction with the Unit's prevention staff to provide a quality school program. Catheys Valley FFS judged and hosted the competition for the best home fire prevention plan. The winners from each class came to the Station and were fed hotdogs cooked by the Firefighters. Catheys Valley personnel also attended the Fall Festival where fire prevention for kids is the main message.

2. Goal Statement

- a. The goal of the Battalion Prevention Plan is to prevent unwanted wildfire within the Battalion boundaries. With dedicated and committed Battalion employees, Prevention Bureau Staff, and Pre-Suppression Staff, this prevention plan will be the leading document that supports our Unit Fire Plan and a model for the protection and safety of the citizens of Battalion 1 and the communities it serves.

3. Objectives

- a. The methods used to accomplish our goal will consist of public education, prescribed fire projects, mechanical fuel reduction and modification, range improvement, fire road maintenance, and always an aggressive LE-100 inspection program. The fire station managers will again be the catalyst to

carry forth and complete many of the programs. Fire Prevention and Pre-Fire Suppression staff will again be called upon to assist in this year's program.

4. Measurement of:

a. Information Education

i. School Programs:

1. Through the Unit Prevention Bureau, Battalion 1 personnel prepare and present programs to school children, assist school teachers and administrators, either in or out of classroom, and prepare or present fire prevention or conservation education subjects and materials, with emphasis on K-2 students that reside in State Responsibility Area (SRA) lands.
 - a. Battalion 1 school programs consist of a coordinated effort between cooperating fire agencies known as "TEAM TEACHING".
 - b. This allows a great opportunity and potential for stimulating interest in wildfire prevention. The classroom atmosphere makes an ideal place to acquaint children with fire prevention responsibility. Here it is possible to form fire-safe attitudes in children.
 - c. *Please see attachment A for a "TEAM TEACHING" schedule

ii. Fire Prevention Signs

1. In 2009 the Fire Prevention Bureau developed new prevention signs for roadways throughout the Unit. In 2010 a complete revitalization and addition of new prevention frames for the signs went into effect in Battalion 1. A new prevention sign was added to the intersection of Greely Hill Road and Ernst Road and a new prevention sign is being installed on the Reddington Ranch on the south side of Highway 140. The new prevention signs are rotated based on the Fire Prevention Bureau rotational schedule. Station managers have been diligent in maintaining that rotation.
2. Currently there are 5 Fire Prevention signs in Battalion 1.
 - a. **Catheys Valley:**
 - i. In cooperation with Company 23 of the Mariposa County Volunteer Fire Department, one prevention sign is located on the south side of Hwy 140 at McCay Community Park.
 - ii. With appreciated cooperation from the Reddington Ranch, one prevention sign will be installed on the south side of Hwy 140 near the entrance to the ranch.
 - b. **Hornitos:**
 - i. Current sign is located on the southwest corner of CAL FIRE property at the Hornitos FFS and is visible from Bear Valley Rd.
 - ii. One more sign will be added in 2011 in the Hornitos area along Bear Valley Road, east of the town of Hornitos.

c. Coulterville:

- i.* One sign is located on the southwest corner of CAL FIRE property at the Coulterville FFS and is visible from Hwy 49.
- ii.* One sign is located at the intersection of Greely Hill Road and Ernst Rd.
- iii.* A third sign will be added to the Don Pedro area by fire season 2011.

5. Public Events

- a.** All on-duty Company Officers in Battalion 1 will attend public events in the local community they serve. This participation creates an environment that builds trust and friendship between CAL FIRE employees and the residents of the community. A professional, polite, and friendly attitude will be maintained at these events and fire prevention message is encouraged. If a station is invited to a public event that is not listed, it will be the responsibility of the Company Officer to decide if attending will have an impact on station management. The following events are attended each year by our on-duty personnel.

i. COULTERVILLE:

1. Coyote Howl
2. Greely Hill Breakfast
3. Coulterville Pancake breakfast
4. Ambulance Association Dinner

ii. HORNITOS:

1. Hornitos Enchilada Feed
2. Flea Market

iii. CATHEYS VALLEY:

1. Agri-nature trail
2. Coyote Springs Buck-n-Bash
3. Coyote Springs Western Carnival
4. Catheys Valley Elementary Fun Day

6. Media

- a.** Media contact for Battalion 1 has traditionally been through the Unit's Prevention Bureau in the form of a press release or a direct phone call from the Mariposa Division Chief to the editor of the Mariposa Gazette in the event of a specialized training activity. Burn permits are required on May 1st of every year (PRC 4423 (b)). The on-duty Battalion Chief, with approval from the Mariposa Division Chief, may restrict burning hours, burning elevations, and burn pile sizes based on fire weather, fuel conditions, and predicted weather based on fire weather reports from the National Weather Service. These changes are communicated to the public through contact with media outlets determined by the Unit's Prevention Bureau.

7. Planning, Engineering & Structure Ignitability

a. VMP (Vegetation Management Program)

- i.* The VMP (Vegetation Management Program) project work that was done in the past never was completed and it is my opinion that they may never get done due to CAL FIRE's cumbersome VMP process

and the authority that has been given to the Air Pollution Control Districts. Past VMP projects, like the Adams 800 acre VMP, died on the vine due to a lack of resources and APCD issues. Currently there is hope for the long-awaited Greely Hill VMP. The BLM has funded the project and we are in the process of waiting for the EIR and burn plan to be approved so we can move forward with our hand crews to start the pile and burning process and to reestablish control lines. Over the past few years we have been maintaining the private portions of the project with Prop 40 dollars and agreements with private landowners on the perimeter of the project. This funding will allow for maintenance of part of the Ponderosa fuel break and a joint effort between CAL FIRE and BLM to get this completed. We are looking at burning this in the fall of 2012.

ii. **Public Resource Code 4291**

1. Mailers-

a. The CAL FIRE Prevention Bureau mailed self inspection letters to residents in Mariposa County. They were asked to return these mailers to CAL FIRE headquarters when they had completed all tasks to make each residence "in compliance". When each of the Battalion stations received the mailer from Headquarters, they would log the address as completed and "in compliance". Mailers are used as first inspections completed by local owners. Residents of Mariposa County received these mailers by the first week of June.

2. Inspection Process-

a. Each station within Battalion I starts weed abatement inspections during the month of June. These inspections were conducted by station personnel this year due to limited firefighter staffing eliminating the Battalion LE-100 firefighter position. Every station's Company Officer and crew drove to each residential structure and visually inspected and handed helpful information out to homeowners. If extra firefighters were available or overtime was authorized we would use these individuals to perform inspections within the 2010 target areas.

b. If a residence was "out of compliance" we would hand a written LE-100 form to the property owner stating each violation along with a second inspection date judging by the amount of work required to become compliant and/or fourteen days after first inspection. If the residents were not home during the inspection and were "out of compliance" station personnel would mail the LE-100 form to residence via certified mail to confirm reception of violations.

c. If during inspections a residence was "out of compliance" and the station had received a mailer, this would be counted as a second inspection. One copy would be given to home owner either in person or certified mail

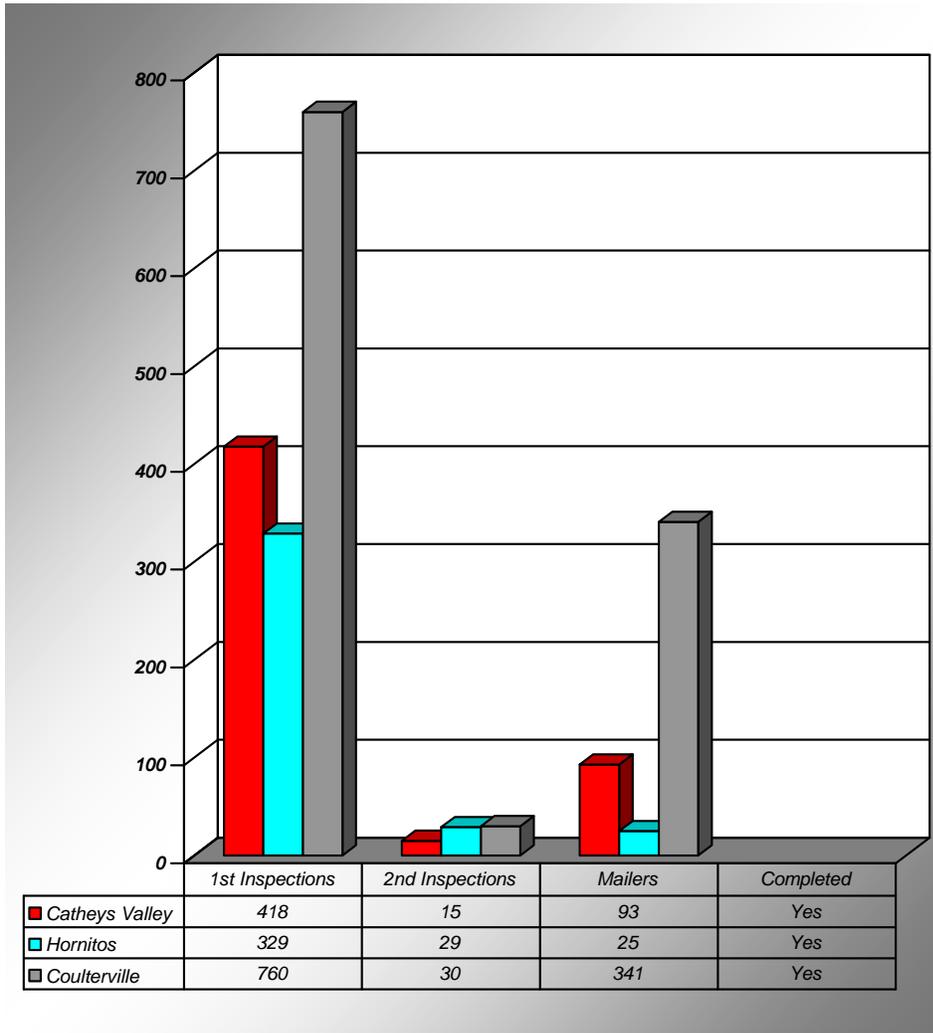
along with a copy to prevention to schedule a third inspection.

3. Augmented LE-100 Firefighter-
 - a. The augmented Battalion 1 LE-100 firefighter was not used this year due to limited firefighter staffing within the battalion.
 - b. Planning with a designated LE-100 firefighter, would have started in the Catheys Valley area first and worked toward Hornitos and then to the Don Pedro area. This firefighter's goal was to provide each station with 100% of only first inspections; second inspections were to be completed by station personnel.
 4. Tracking of inspections-
 - a. Each of the three station assigned to Battalion 1 has different means of tracking residences and "compliant"/"out of compliance" structures. The Coulterville fire station uses a County APN listing to identify each property owner within Don Pedro, Coulterville and Greeley Hill. Along with roads and addresses, they have property owner names and mailing addresses if the owner is not presently living at the residence. After completing field inspections they enter all information into the same form and save it on the computer. Catheys Valley and Hornitos use a mapping system that has all residences and mailing addresses within their Initial Attack area.
 5. Coulterville's three target areas-
 - a. Coulterville station has three target areas which consist of: Don Pedro, Coulterville and Greeley Hill combined between the three are about 180 square mile of area to cover. In the year on 2010 Don Pedro will be the main target area. In 2011 the main target area will be moved to the Coulterville area, and in 2012 the target area will be Greeley Hill. Each of these three target areas will be 100% completed, rotating every year.
- b. Fire Safe Council-**
- i. The Fire Safe Council is a non-profit 501C3 program which is funded by grants through the state and federal governments to provide weed abatement assistance to disabled, elderly, or low-income families. Throughout the communities of Coulterville, Greeley Hill, Don Pedro, Hornitos, and Catheys Valley approximately 120 people have been helped by the Fire Safe Council program, removing and clearing property to the LE-100 guidelines. About 50 people have called the Fire Safe Council to have trees trimmed, brush removed, or requested a chipper to mitigate larger fuel piles they have cleared but are unable to dispose of.
- c. Statistics-**

8. *Please see next page

Battalion 1 LE-100's Statistics

9.



10. Fire Roads Battalion 1 Fire Road System

- a. Over the last 10 years in Battalion 1 we have been successful in reestablishing fire roads. We have striven to maintain both the roads and the trust and commitment from the private landowners and Federal Government agencies. This has been a long process that has been successful due to the fact that equipment and personnel were re-committed to fire road improvements after the "49" fire in 1999 and once again on the "Telegraph" fire of 2008. Re-contacting landowners along the "Buckhorn" and other fire roads and providing road maintenance have provided an enormous safety

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and operational benefit during fire suppression attempts. This year we will attempt to expand this type of effort and continue to regain the upper hand on fire road improvement. With the development of the "Old Highway" fire road project, the Battalion has tied the Guadalupe Ridge Road to the old highway in the Catheys Valley area. In the past this type of fire road development has not received the type of support needed for completion. We are hoping for a positive change in this thought process by putting motivated personnel in our Pre-Suppression position.

- b.** Listed below and supported with topographical maps are the fire roads and their current status that run through Battalion 1.
- i. Buckhorn Fire Road* Verbal agreements have been secured with surrounding landowners to allow for annual maintenance. The A-19 will be updated with the new A-719 as soon as it is available. FC32 documentation for crew work has been completed. This is a critical fire road within the Battalion and this need to get done. It is 9.5 miles in length. *See attached map.*
 - ii. Crown Lead Fire Road* Because it is has not been properly maintained in years, Crown Lead Fire Road is a CAL FIRE road in dire need of maintenance. It is 4 miles in length. *See attached map.*
 - iii. Van Ness Fire Road* It runs from the end of Cornetts Entrance to White Rock Road. Currently the Catheys Valley "RAWS" station is located at the McGonigle Ranch on this fire road of 7 miles in length. *See attached map.*
 - iv. Tim Brush Fire Road* Annual maintenance for this road is provided by CAL FIRE. It is 4.5 miles in length. Currently we can only maintain on the ridge of this fire road due to the BLM installing a non-opening gate before the fire road runs into wild and scenic habitat. Severe maintenance is needed on the downhill switchback that runs to the North Fork drainage. *See attached map.*
 - v. Black Mountain Fire Road* Annual maintenance of this road is provided by CAL FIRE. Road is 4.25 in length. Currently working on a solution to repair the uphill grade, 1.0 mile east of the North Fork of the Merced River, which was washed out the winter after the Telegraph fire. *See attached map.*
 - vi. Hunters Valley Access Road* Annual maintenance is provided by CAL FIRE. Road is 1.0 miles in length. This fire road received maintenance in 2008 and has held up nicely but continued maintenance is required.
 - vii. Peno Blanco Lookout Road* This road runs from Highway 49 to Granite Springs Road. It provides access to the Peno Blanco Lookout and because of its location seconds as a fire road. It is a CAL FIRE maintained road. *See attached map.*

11. Fuel Reduction

a. SWIFT

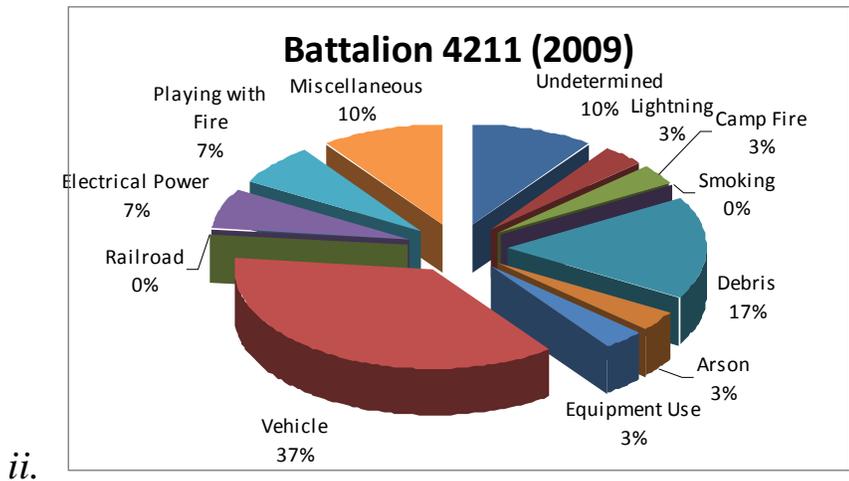
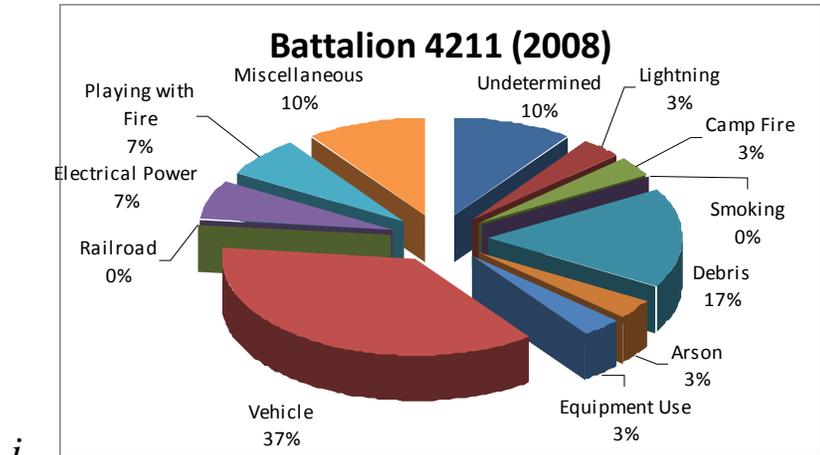
- i.* Fuel reduction projects in Battalion 1 have been a cooperative effort through State, Federal, and Local Stakeholders. These Stakeholders developed a group called SWIFT (SouthWest InterFace Team). SWIFT meets once a month to give updates, progress, and come up with new fuel reduction projects that will create a strategic fire defense system designed to reduce the loss of life, property, and the severity of

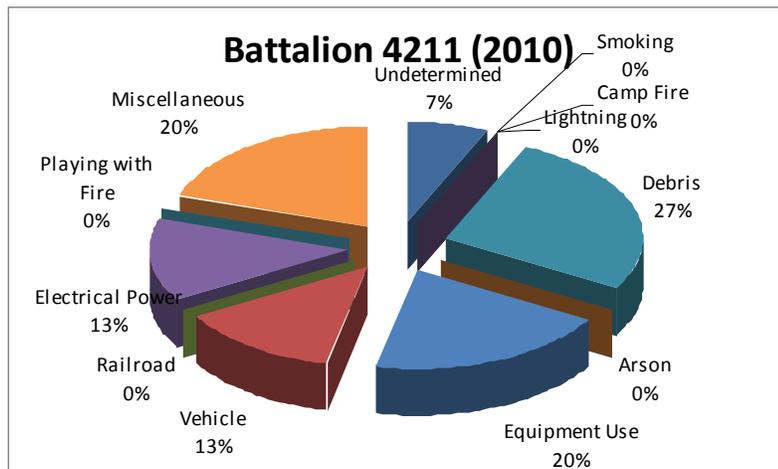
major fires in the northern section of Mariposa County, the southern section of Tuolumne County, the US Forest Service lands, Bureau of Land Management lands, and National Park Service lands.

- ii. Local Stakeholders include Mariposa County Fire Department, Tuolumne County Fire Department, Groveland Fire Department, Tuolumne County RCD, District, Mariposa Fire Safe Council, Yosemite Foothills Fire Safe Council, Pine Mountain Lake Association, and Hetch Hetchy Water and Power.
- iii. Currently there are three major shaded fuel break projects, three road corridor hazard reduction treatments, two direct residential area fire protection actions, two forest health and fuel reduction projects, two VMP projects, and a strategic water system support project.

12. PREVENTION (LAW ENFORCEMENT)

a. Fire Cause Analysis of Battalion Statistics by PFE

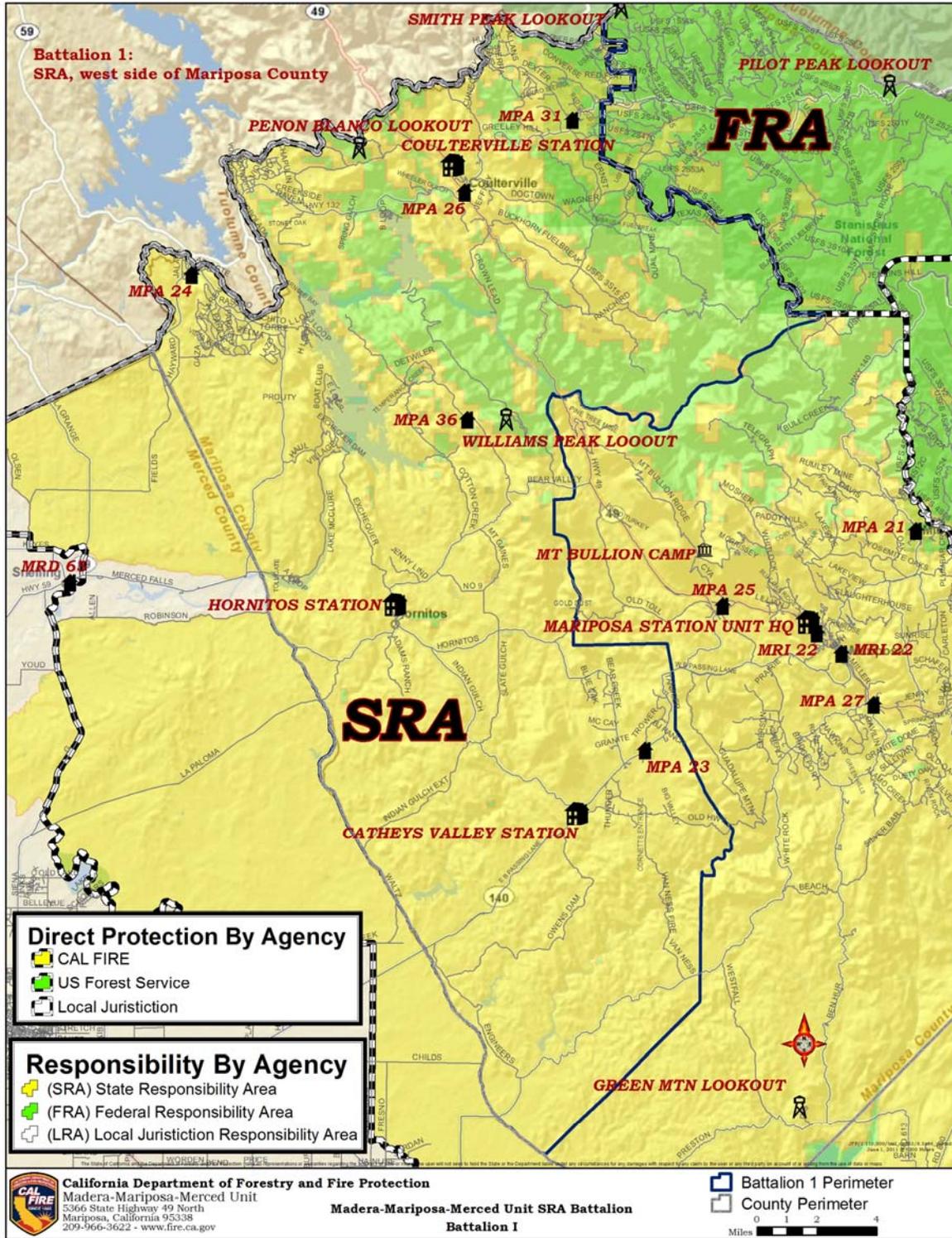




iii.
b. Reducing Ignition

- i.* The purpose of this document is to identify how Battalion 1 educates the public in preventing unwanted fire, how to safely use fire to reduce unwanted fuels in the Wildland Urban Interface, large scale fuel reduction projects, fire road maintenance for access to unpopulated areas, and how unwanted ignitions can be reduced. As the reader examines the ignition statistics it is important to note that the majority of ignitions in the Battalion are related to debris burning, equipment use, and vehicles.
- ii.* The goal of the Battalion is to work through the Unit's Prevention Bureau to address strategies that will reduce these unwanted ignitions. Strategies may include public education by working with local merchants who sell weed- and grass-cutting machines. This should include pamphlets located in their stores that address mowing times, conditions, and maintenance, including spark arresters, to insure a fire safe process to reduce residential fuels.
- iii.* Debris fires are generally a matter of carelessness on the homeowner's part. Burning permits are issued and the terms of the permit are not only stated on the permit but are reiterated when the public comes to a CAL FIRE station for a permit. Stressing the importance of common sense goes a long way, especially when several unwanted ignitions came from the dumping of fireplace and woodstove ashes. While incinerators (burn barrels) have been banned for almost a decade, there still needs to be a renewed educational process regarding the ban on incinerators.
- iv.* To reduce unwanted ignitions by vehicles in Battalion 1 an aggressive road corridor hazard reduction treatment needs to happen along the south side of Highway 140 from the Mariposa-Merced County line east to the Lasgoity Ranch. Cooperation from landowners to disk their property adjacent to Hwy 140, cooperation from the Mariposa County Health Department, cooperation from CAL TRANS and CHP could make this possible. Create a defensible fuel break which would benefit landowners, reduce the risk of traffic accidents when a significant fire starts along this corridor, and significantly reduce vehicle caused ignitions.

Exhibits: REQUIRED MAPS



Battalion 4212 Fire Management Plan
Year 2009
Battalion Chief Kevin Smith

Battalion Prevention Plan Standard

1. Battalion 2 stretches through the upper portion of Mariposa County with State Highway 49 and 140 intersecting in the town of Mariposa. The communities of Mariposa, Bootjack, Lushmeadows, Ponderosa Basin, Midpines, Mount Bullion and Mormon Bar are within this Battalion. The most populated areas are the communities located on the Highway 49 corridor. The areas of Mariposa, Bootjack, Lushmeadows, Midpines and Ponderosa Basin have grown in recent years with new residential construction. This rate of development created numerous areas in the Battalion that have a high potential for rapid fire spread and loss of structures.
2. Yearly review: This year was a quiet year for fire activity compared to the previous years. There were two large fires that occurred in the Mariposa response area - the Telegraph fire that consumed 22 acres and took place within the 2008 Telegraph fire burn, and the White Rock fire that burned 56 acres. Collectively, vegetation fires within Battalion Two burned 98 acres and dollar damage from these fires totaled \$22,578.00. A further breakout of fire activities, cause and dollar loss are on the following pages and listed by each station's response area.
3. Areas in Battalion 12 that have communities at risk include Ponderosa Basin, the Woodland area, Bootjack area, the Midpines area and the Mariposa area. The influencing factors involved housing density, timber, fire history, range, and fuel hazard ratings. Most of MMU's large, damaging fires have originated within these areas. The fires that start in these areas immediately threaten high value/ high-risk exposures. The historic ignitions are difficult to manage; therefore, the emphasis of efforts will involve fuel management activities and protection of asset exposures.
4. 2010 Dispatched fire activity summaries:
 - a. Mariposa Station
 - i. 13 Vegetation Fires
 - ii. 9 Structure Fires
 - iii. 4 Vehicle Fire
 - iv. 3 Illegal Burns
 - v. 8 Fire Menace Standbys
 - vi. 1 False Alarm
 - b. Usona Station
 - i. 5 Vegetation fires
 - ii. 1 Structure fire
 - iii. 4 Vehicle fires
 - iv. 1 Illegal burn
 - v. 1 Fire Menace Standby
 - c. Information for the above figures was captured from the California All Incident Reporting System (CAIRS). Fire cause and dollar loss for Local Response Area (LRA) fires were not captured due to jurisdictional and filing responsibility that falls upon Mariposa County Fire Department and Mariposa Public Utility District. These fires would be any of the following:

structure, vehicle, dumpster and debris. Fire cause and dollar loss that were captured were from SRA vegetation fires.

5. Goals & Objective statement:
 - a. Support the Mariposa Fire Safe Council on current and future fuel treatment projects and public outreach.
 - b. Complete current projects and identify future targets.
 - c. Maintain an aggressive LE-100 program within target areas.
 - d. Support local and unit fire prevention activities.
 - e. Accomplish the Objectives
 - f. Designate personnel to provide winter time support for ongoing fuels treatment projects being conducted within the battalion.
 - g. Educate the community within the battalion on proper fire hazard reduction through face-to-face contact during annual LE-100 inspections.
 - h. Participate with local stakeholders in annual community public education events.
 - i. Provide monthly statistics to fire prevention on activities.
6. Measurement:
 - a. Over time, each supporting objective will have measurement criteria to evaluate the accomplishments and related effectiveness.
7. Information & Education
 - a. Both Mariposa and Usona Stations participated, along with the Unit's Prevention staff and V.I.P.s, in our Team Teaching venture at local schools and special events within the community such as the Mariposa County Fair and the Butterfly Parade.
 - b. TEAM TEACHING: Our Team Teaching was done alongside with the Fire Prevention Specialist and V.I.P.s. Most of the Team Teaching occurred at local elementary schools and pre-schools. The events drew participation from the Mariposa Station, Usona Station and The United States Forest Service. The program message focuses on kids not playing with matches, Stop drop and roll, and Stay low and Stay out.
 - c. Static display: During the Mariposa County Fair, engine crews from the Mariposa Division rotated into the Unit's prevention booth to assist with delivering the message to the public about the need for 100 foot clearance around all structures and public awareness of CAL FIRE's role as an all risk department.
8. Planning, Engineering & Structure Ignitability
 - a. LE-100 Program
 - i. The LE-100 Program in Battalion Two is quite extensive due to the population density that resides in or around the town of Mariposa, along the Highway 49 South corridor toward the Madera County line, and along Highway 49 North toward the Merced River. Due to the sheer number of structures, each response area is divided into three inspection zones. Both Mariposa and Usona Stations conduct inspections within one zone each year, as depicted in the Battalion Two LE-100 Priority Area map. See attachment.
 - ii. The inspection totals for the Battalion were 2,730 inspections that yielded 4,690 structures. One address is considered a single inspection, but the inspection site could have multiple structures such as the residence, detached garages, sheds, barns and pump

houses. Inspection totals for the Mariposa Station response area were 1,205 addresses that yielded 2,844 structures and 144 address required re-inspections. Inspection totals for the Usona Station response area were 1,525 addresses that yielded 1,846 structures and 29 address required re-inspections. A detailed inspection matrix is included in the LE-100 section of this report.

1. Inspections were also conducted by the U.S. Forest Service in their Direct Protection Area (DPA) of State land. Attached guidelines illustrate the inspection process for U.S. Forest Service personnel along with the Battalion Two's guidelines.
- iii. The LE-100 program continues to bring to light the need for defensible space to the public, specifically in the wake of the Telegraph Fire from 2 years prior, where 30 dwellings and 100 outbuildings were destroyed. A common response from the public during LE-100 inspections was, "After the Telegraph fire, I need to get on this..." in respect to cleaning up their property.

9. Current Projects

- a. Currently there are no prescribed burns being pursued. However, fire road maintenance is progressing with the near completion of the Stumpfield/Watt Road project in the Usona response area. A summary of the fire road projects will be mentioned later in this document.
- b. Stumpfield Road Fuel Break
 - i. A 6 Mile long, 300 feet wide shaded fuel break along Stumpfield Mountain Road South of Mariposa adjacent to the Chowchilla River Drainage.
 - ii. Facilitated by the Mariposa Fire Safe Council through funding from Prop 40 Community Action Grant.
 - iii. Environmental Compliance review was conducted in spring 2007 and 2008.
 - iv. Project was started during spring of 2008 with emastication equipment working in specific areas that were considered suitable for mechanized equipment.
 - v. Private hand crews were used to identify and create buffers around endangered elderberry bushes. These crews also achieved fuel reduction in the sensitive riparian areas.
 - vi. Project was temporarily stopped due to a Proposition 40 funding freeze by the State of California.
 - vii. Funding Restored Fall of 2009.
 - viii. Project restarted October 2009 using Cal Fire CDC hand crews.
- c. Watt Road Fuel Break
 - i. A 1.5 Mile long, 300 feet wide shaded fuel break along Watt Road South of Mariposa and East of the Stumpfield Mountain Road fuels treatment area, adjacent to the Chowchilla River Drainage.
 - ii. Facilitated by the Mariposa Fire Safe Council through funding by Prop 40 Community Action Grant. Environmental Compliance review was conducted in spring 2007 and 2008.
 - iii. Project was started during spring of 2008 with mastication equipment working in specific areas that were considered suitable for mechanized equipment.

- iv. Private hand crews were used to identify and create buffers around endangered elderberry bushes. These crews also achieved fuel reduction in the sensitive riparian areas.
 - v. Project was temporarily stopped due to a Proposition 40 funding freeze by the State of California.
 - vi. Funding Restored Fall of 2009.
 - vii. Project restarted October 2009 using Cal Fire CDC hand crews.
- d. Lushmeadows Fuel Break
- i. A 5 mile long, 300 feet wide shaded fuel break starting at Clouds Rest area of the Lushmeadows Subdivision following the ridge line and ending at Tip Top Road and highway 49. The project will protect the communities of Lushmeadows, Usona, and Ponderosa Basin.
 - ii. Facilitated by the Mariposa Fire Safe Council through funding by Prop 40 Community Action Grant. Environmental Compliance review is being conducted in fall of 2009.
 - iii. Project will begin during spring of 2010 with mastication equipment working in specific areas that were considered suitable for mechanized equipment.
 - iv. Cal Fire CDC hand crews will be utilized to establish the 300 foot shaded fuel break in areas unsuitable for mastication equipment. These crews will establish the desired fuel reduction in the sensitive riparian areas and in steep terrain.
- e. Grist Fire Road
- i. Improvement of existing fire road that runs 2.5 miles along Grist Road, south of Mariposa.
 - ii. Facilitated by local property owners working in conjunction with battalion personnel and Cal Fire Sacramento.
 - iii. Project is approximately 60% complete with additional crew days needed.
 - iv. Project work is ongoing.
- f. Mount Ophir Fuels Reduction Project
- i. 1300 acres near Old Toll Road and Hwy. 49 North, northwest of Mariposa.
 - ii. Fuels reduction will be accomplished through mechanized equipment and hand crew work.
 - iii. Cal Fire MMU hand crews and engine crews, under the permission of the property owner, have been utilizing this property for a training area and have contributed to the fuels being reduced within the area.
 - iv. Project work is ongoing.
10. Future Projects
- a. Colorado Road Fuel Break
- i. Mariposa Fire Safe Council Project
 - ii. A 300 foot wide shaded fuel break along Colorado Road between Hwy. 140 and Whitlock Road.
 - iii. Treatment types will include mechanical mastication, hand brushing and tree limbing.
 - iv. Fuels reduction to be accomplished through the use of mechanized equipment, handcrews and winter time pile burning.

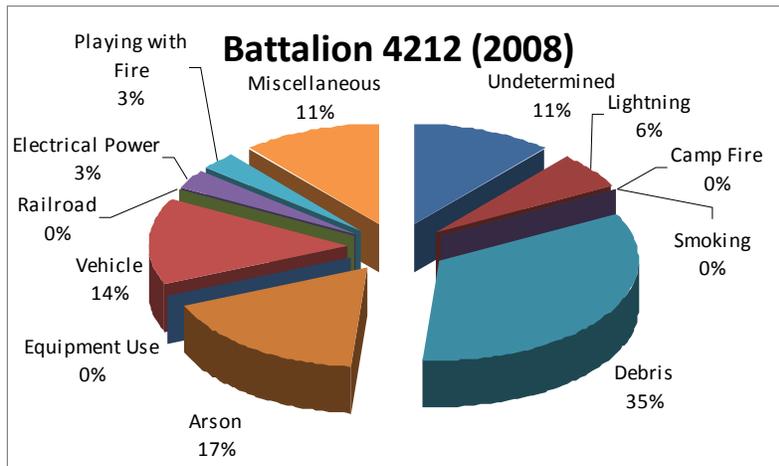
- v. This project would protect residents along Colorado Road, Rancheria Creek Road and Davis Road.
- vi. Awaiting a funding source.
- b. Dubberke Fuel Reduction Project
 - i. A proposed fuels break on the east side of the town of Mariposa starting at the Stockton Creek Watershed running north to Highway 140.
 - ii. Treatment types will include mechanical mastication, hand brushing and tree limbing.
 - iii. Fuels reduction to be accomplished through the use of mechanized equipment, hand crews and winter time pile burning.
 - iv. In the conceptual phase at this time.
- c. Feliciana Strategic Fuel Treatment
 - i. A proposed fuels break from U.S. Forest Service fuel break on Feliciana Mountain to Highway 140 at Bear Creek Bridge.
 - ii. Treatment types will include mechanical mastication, hand brushing and tree limbing.
 - iii. Fuels reduction to be accomplished through the use of mechanized equipment, hand crews and winter time pile burning.
 - iv. The project would protect the east side of Midpines from a fire that is coming up out of the Merced River Canyon and/or Bear Creek drainage.
 - v. Property ownership is almost entirely Bureau of Land Management.
 - vi. Mariposa Fire Safe Council Project
 - vii. Contingent on funding with a Sierra Nevada Conservancy Grant (\$200,000)
- d. Fish Camp Strategic Fuel Reduction Project
 - i. A proposed fuels reduction project to include State Responsibility Area in and around the Community of Fish Camp in Mariposa County.
 - ii. Treatment types will include mechanical mastication, hand brushing and tree limbing.
 - iii. Fuels reduction to be accomplished through the use of mechanized equipment, hand crews and winter time pile burning.
 - iv. Use of California Forest Improvement Project (CFIP) funding on parcels meeting requirements.
 - v. In the conceptual phase at this time.
- e. Mariposa Fuel Reduction Project
 - i. A proposed fuels break on the west side of the town of Mariposa starting at Highway 140 running north to Highway 49. (Phase 1).
 - ii. A proposed fuels break on the north side of the town of Mariposa starting at Highway 49 running east to Highway 140. (Phase 2).
 - iii. Treatment types will include mechanical mastication, hand brushing and tree limbing.
 - iv. Fuels reduction to be accomplished through the use of mechanized equipment, hand crews and winter time pile burning.
 - v. In the conceptual phase at this time.
- f. Midpines / Mt. Bullion Fuel Break
 - i. A 400-500 acre proposed shaded fuel break to follow a path of ridge tops and established fire line from Midpines to Mt. Bullion.

- ii. Will use fire control and contingency fire lines that were utilized during the Telegraph Fire and were found to be strategically appropriate.
 - iii. Treatment types will include mechanical mastication, hand brushing and tree limbing.
 - iv. Fuels reduction to be accomplished through the usage of mechanized equipment, hand crews and winter time pile burning.
 - v. In the conceptual phase at this time.
 - g. Midpines Interior Strategic Fuel Reduction Project
 - i. A proposed fuels reduction project bounded by Colorado Road, Rumley Mine Road, Telegraph Road, Sherlock Road, East Whitlock Road, and Highway 140.
 - ii. Treatment types will include mechanical mastication, hand brushing and tree limbing.
 - iii. Fuels reduction to be accomplished through the use of mechanized equipment, hand crews and winter time pile burning.
 - iv. Use of California Forest Improvement Project (CFIP) funding on parcels meeting requirements.
 - v. Use of Fuel Hazard Reduction Emergency funding on parcels meeting requirements.
 - vi. In the conceptual phase at this time.
 - h. Silver Bar Fuel Break
 - i. A 120 acre proposed shaded fuel break to follow Silver Bar Road in Mariposa County.
 - ii. Treatment types will include mechanical mastication, hand brushing and tree limbing.
 - iii. Fuels reduction to be accomplished through the use of mechanized equipment, hand crews and winter time pile burning.
 - iv. In the conceptual phase at this time.
11. Past Projects
- a. Vanderau VMP
 - i. A fuels reduction project on 180 acres of a 429 acre parcel located north east of Mariposa adjacent to the Stockton Creek Watershed area. This area had a high dead to live fuel ratio present due to chemical treatment from property owner.
 - ii. Fuels reduction completed through mechanized equipment, crew brush clearance and pile burning.
 - b. Wood for Seniors Program established.
 - c. Long VMP
 - i. A 4000 acre ranch southwest of Mariposa adjacent to the Stockton Creek Drainage.
 - ii. Several VMP burns have been conducted over the years with the last one in 2004.
 - d. Stockton Creek Fuels Reduction
 - i. Several acres of brush clearing and piling along the Stockton Creek Watershed north and east of Mariposa.
 - ii. Project was facilitated by the Mariposa Resource Conservation District (RCD) for \$300,000.
 - iii. Project was completed in 2003 and is in need of maintenance.
 - e. Basin VMP

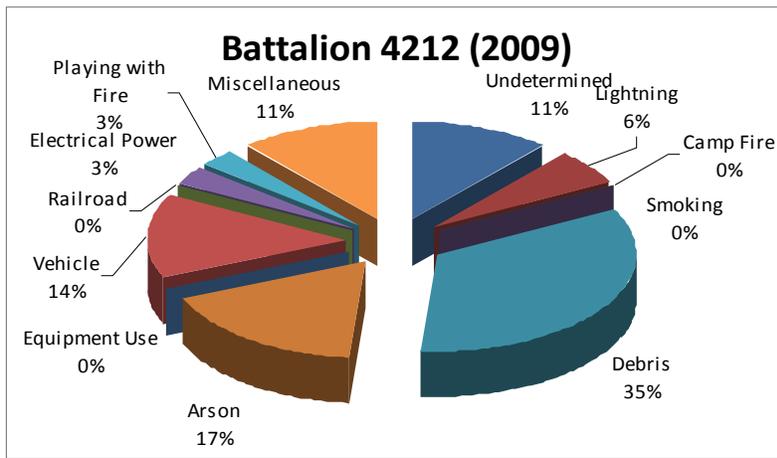
- i. A 400 acre fuels reduction project in Ponderosa Basin Subdivision south of Mariposa.
- ii. Fuels reduction was accomplished through crew brush clearance/pile burning.
- iii. Project was completed in 2003 and is in need of maintenance.
- f. Ponderosa Basin Strategic Fuel Treatment
 - i. A 300 foot shaded fuel break approximately 1 ¼ miles long.
 - ii. Total treatment area is 105 acres.
 - iii. The treatment will be along a strategic ridge line adjacent to the community of Ponderosa Basin.
 - iv. Fuel Break ties in with Cal Fires Ponderosa Basin VMP and U.S Forest Service Sonny Meadows Project.
 - v. Treatment types will include mechanical mastication and hand brushing and tree limbing.
 - vi. The Mariposa County Fire Safe Council facilitated work through a 2008 U.S. Forest Service Grant of \$131,670.
 - vii. Completed 2009
- g. Guadalupe Fire Road
 - i. A shaded fuel break following Guadalupe Fire Road
 - ii. The treatment is along the strategic ridge line of Guadalupe Mountain.

1. Needs Maintenance.

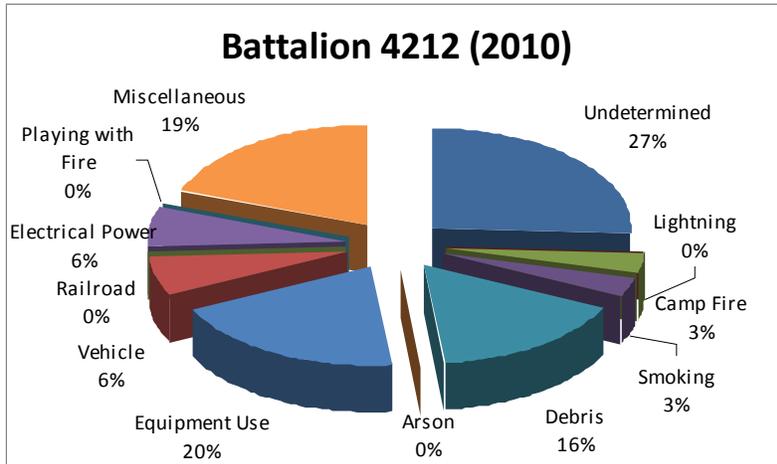
12. Fire Prevention (Law Enforcement)



i.



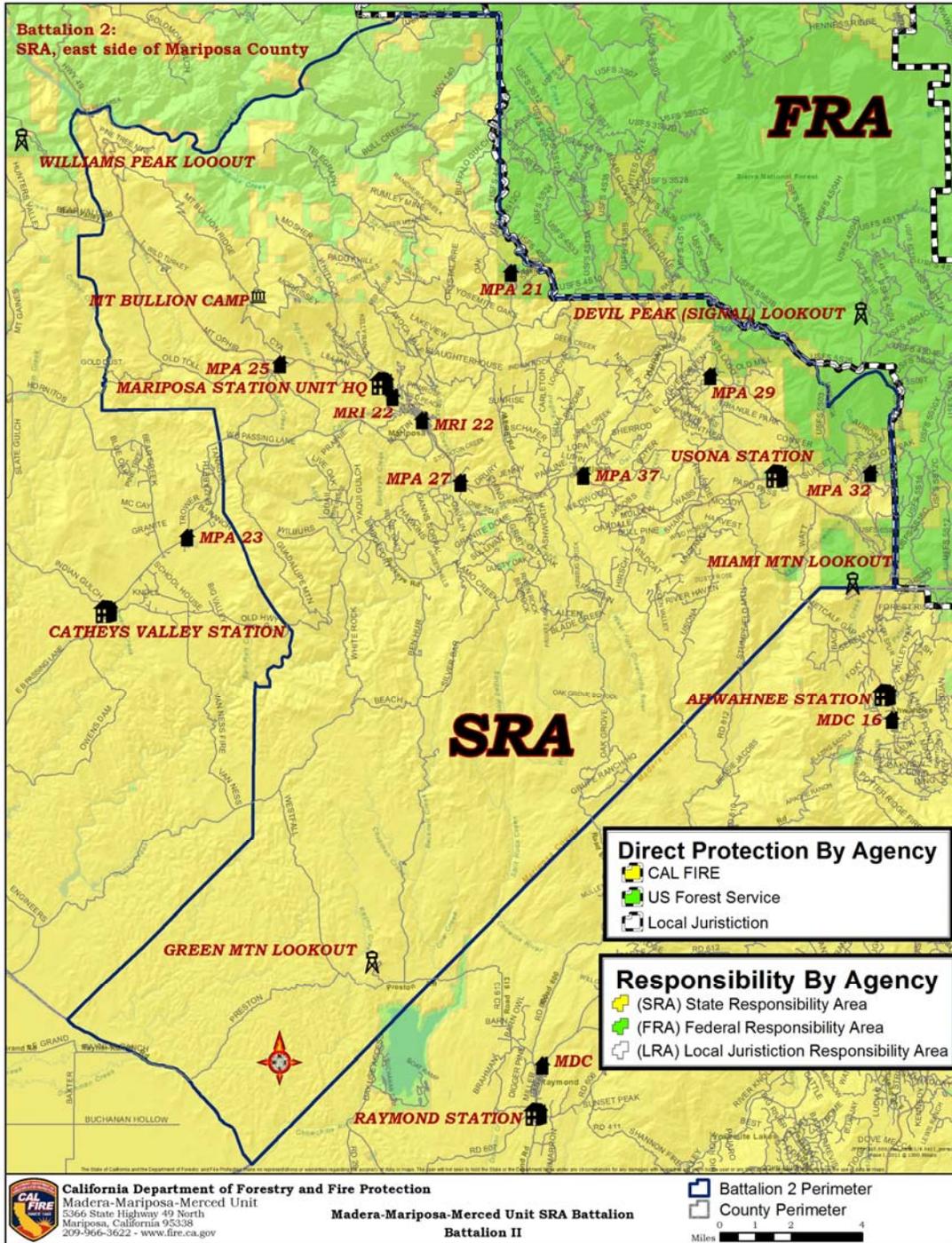
ii.



iii.

- b. State specific goals and objectives within battalions to reduce ignitions.

Exhibits: REQUIRED MAPS



**Battalion 4214 Fire Management Plan
Year 2011
Battalion Chief Rich Drozen**

1. Yearly review:

Overview

Communities at risk in Battalion 4 include the areas of Oakhurst, Nipinnawasee, Ahwahnee, and Miami Saddle (Figure - 42). The influencing factors involved in identifying fuel reduction projects include: fire history, housing density, fuel hazard, timber values, and range. Fire ignitions have traditionally not been a problem in these areas. However, these areas are directly threatened by fires starting in the Chowchilla and Fresno River drainages. Past fires have threatened or, in one case, destroyed these communities such as the Harlow Fire which devastated the area in 1961. The Stumpfield Fire in 1996 was almost a repeat of the Harlow Fire, but fortunately was stopped in the Chowchilla River drainage by aggressive firefighting efforts.

Additional communities at risk in Battalion 4 include Cedar Valley, the John West Road area, Sugar Pine, the Bass Lake area, and Oakhurst. These areas were identified as having significant asset values with Medium and High fuel hazard ranks. Fire prevention efforts will emphasize structure clearance and fuel management to mitigate the wildfire hazard in the area.

- a. In the previous 5 years all fires within the Battalion were held to 157 acres or less.
- b. Battalion statistics are gathered at the Bass Lake station at the end of every month. There they are compiled for Battalion 4 and forwarded to Prevention.

2. Goals & Objectives statement:

Objectives

1. Support the Eastern Madera Fire Safe Council with current and future fuel treatment projects
2. Educate the public on fire safety and hazard reduction
3. Implement an aggressive LE-100 inspection program
4. Support Unit and local fire prevention activities

Accomplishing the Objectives

- Educate the community within the battalion on proper fire hazard reduction through face-to-face contact during annual LE-100 inspections.
- Participate with local stakeholders in annual community public education events.
- Provide monthly statistics to Fire Prevention on activities.

- a. The specific priorities for Battalion 4 for 2011 will be to re-establish previously abandoned fire roads. The LE-100 program was the focus for the 2010 season. With the elimination of funding for the LE-100 assigned firefighters, it will be difficult to reach the same number of households in 2011.

3. Measurement:

4. Information & Education

- i. It is the Battalion goal to reach as many people as possible personally and educate them on fire safety. Utilizing local school programs allows us to reach a younger group of residents.
- ii. While out of the station, it is the Battalion goal to help educate the adults by providing them with information regarding the LE-100 program and what they can do to help us protect their property.
- iii. Madera County Burn Permit Issuance:
The San Joaquin Valley Air Pollution Control District (SJVAPCD) requires burn permits for door yard, hazard reduction burning year round in Eastern Madera County. Burning is allowed during the daytime only. Burn permits may be obtained at CAL FIRE or Madera County fire station.

CAL FIRE will restrict daytime burning as the fuel conditions become dry enough for a wildland fire to actively spread. Burn restrictions in Eastern Madera County will be regulated by elevation. Lower elevation fuels (grass & brush) will dry out and cure faster. Therefore door yard burning will be restricted earlier for lower elevations. Information regarding these restrictions will be indicated on the SJVAPCD burn day phone line on the SJVAPCD permit.

Permit holders may burn piles of brush, leaves, pine needles, and other dry vegetation no larger than 4'x 4' in size from 9:00 AM to 4:00 PM

- 1. By being able to make personal contact with the residents of the Battalion affords us the opportunity to help them with specifics on their property regarding mitigating hazards and ignition sources.
 - a. School programs-1151 educational contacts encompassing 54 hours were made by Battalion personnel. Aug 2010-Apr 2011
 - b. Prevention signs, all stations have functional signs in place.
 - c. Public events-1475 public contacts encompassing 106 hours along with 1320 burn permits written by Battalion personnel. Aug 2010-Apr 2011.

5. Planning, Engineering & Structure Ignitability

- a. VMP
- b. Title 24 (addresses fire apparatus access, water requirements, building materials, and construction methods as of 2007)
- c. Title 19, PRC 4290 (addresses fire apparatus access and water requirements)
- d. PRC 4290
 - With PRC 4290 being enacted, many residents have installed water tanks holding at least 2,500 gallons of water. Through public contact we relay to homeowners the importance of the tanks as a water supply and the benefits of being able to use them on incidents such as holding five times the amount of water that is carried on a fire engine. An effort is made to inspect the tanks to ensure that there is access to them and that the proper fittings are in place to be able to connect to them. If the homeowners do not have the appropriate fittings, a flyer has been made with the approximate price to retrofit the tanks and information on the importance and examples of the fittings. All of the schedule B engines have been outfitted with the appropriate fittings to be able to connect to the properly equipped 4290 tanks and training on utilizing them is expected.

e. Battalion 4 LE 100 Guidelines

Employees conducting LE-100 inspections will be given training on the expectations, considerations (such as animals and uncooperative homeowners), and proper filing of LE-100 inspections. When a locked gate is encountered the inspector will leave a copy of the inspection and an information flyer on the gate. If there appears to be a vacant home with violations they will look up the homeowner information on GIS Arc Explorer and send the white copy of the violation to that address. While inspecting the home they will also look for a visible address. If no address is posted there is a box on the LE-100 inspection form for a violation.

First inspections will primarily be done utilizing the station personnel on the engine and the second and third inspections will be done by the LE-100 firefighter or relief captain. All the addresses and data collected will be entered and saved on an Excel document, and the re-inspection violations will be kept in a file with the appropriate date labeled for re-inspection. Each day the LE-100 firefighter comes on duty he will start with the re-inspections for that day and then continue with first inspections. Each mailer received will be saved and attached to the corresponding violation if one exists and the others will be filed.

Refer to the PRC 4291 when performing property inspections.

When filling out the LE-100 inspection include the following:
Under Inspector include Rank, Badge Number and Battalion (4)
Inspection Date
Station Number (Name of your station or the station closest to address)

As much information on the property address as you can acquire

Description of the violations

It is important that the wording of these violations matches the wording in the PRC 4291. If it is not in there, it can not be written up.

Include the phone number of the closest fire station to the address in case

the property owner has questions regarding the inspection notice.

Inspection Number (1st, 2nd, 3rd)

Date of Re-Inspection (Usually 2 weeks from date)

Check the boxes for the violations observed

Check any boxes referring to any actions taken

Procedures for Inspections:

1st Inspection No Violations

If possible make contact with the property owner and thank them for their hard work.

1st Inspection With Violations

Fill out LE-100.

If the property owner is home, leave WHITE copy with them.

If the property owner is not home, but it appears as if someone

lives

there on a regular basis, leave the canary copy on the door in

addition

to one of the informational handouts.

If the property appears to be a vacation home, or vacant,

use ARC GIS to find the mailing address of the property

owner. Put the canary copy in an addressed envelope,

(using Microsoft Word) and send to Mariposa to be mailed.

Log the re-inspection date in the Battalion 4 LE-100 box with the inspection form.

2nd Inspection No Violations

Make contact with property owner if possible and thank them.

Mark "PASS" in the Battalion 4 LE-100 workbook for the

appropriate

address.

2nd Inspection W/Violations

Fill out LE-100

Leave pink copy with the property owner if they are home.

If property owner is not home, do not leave copy on door. Send

to

Mariposa in an addressed envelope so they can send it

certified mail.

Mark "FAIL" in the Battalion 4 LE-100 workbook and mark the

new

re-inspection date.

3rd Inspection No Violations

Make contact with property owner if possible and thank them.
Mark "PASS" in the Battalion 4 LE-100 workbook for the appropriate address.

3rd Inspection W/Violations
Fill out LE-100
Leave gold copy with the property owner if they are home.
If property owner is not home, do not leave copy on door. Send
to
Mariposa in an addressed envelope so they can send it
certified mail.
Mark "FAIL" in the Battalion 4 LE-100 workbook and mark the
new
re-inspection date.

File all re-inspections in the box with the mailer and date of re-inspection.

IMPORTANT!!!!!!!!!!

When conducting your inspections you must mark all the violations you notice on the 1st inspection. When you go back to do your re-inspection, you can only inspect for the violations marked on the original LE-100. Make sure to enter all property inspections into the Battalion 4 LE-100 workbook and whether or not the property was a "PASS" or "FAIL".

LE-100 Inspections Daily Guide and Procedures

1. Check out your utility and write up any safety violations. Ensure it is full of fuel and ice cold drinks. You may be supplying your fellow firefighters on a fire later in the day.
2. Check the Battalion 4 LE-100 Workbook for any re-inspections that are due that day. Cross reference this with the labeled folders in the LE-100 box.
3. When you return from doing your inspections enter all of the addresses into the Excel workbook titled (LE-100 Log alphabetically and numerically). Check to see if the address is already logged and update appropriately.
4. File the LE-100 forms appropriately.
5. Complete an FC 33. This should be done on a daily basis. File these in the folder labeled "FC 33s" in the LE-100 box.

6. Complete the PRC 4291 inspection logs for the appropriate areas.
These are filed on the Battalion 4 LE-100 flash drive.

7. Highlight the map for the areas you performed inspections or have completed.

f. Pre-Plans

- A CDF Pre-Fire Plan Report, an Excel worksheet, is currently used to pre-plan for incidents at commercial structures.
- A transition into an electronic based Pre-Plan program, Cad Zone, will be taking place this year. All new and existing Pre-Plans will be created and modified for compatibility in this new program.
- Each operator is responsible for updating or creating at least one Pre-Plan per month.
- Currently the priority for the Battalion is the Oakhurst Basin due to the high concentration of businesses, hotels, medical buildings, etc., and the frequent changes in management and occupancy.

g. Fire roads

- In the last two years in Battalion 4 there has been a focused effort to improve and maintain the fire roads.

1. *Deadwood Lookout Road* This road runs from Road 425c to Deadwood Lookout and continues to the Potter Ridge fire road. The Deadwood Lookout Road is maintained annually and requires yearly application of gravel due to the steep grades. This road is the primary access road to the Deadwood repeater vault (MMU local tone 3 & Command 4 tone 3).

2. *Potter Ridge Fire Road* This road runs from Deadwood Lookout Road to Sutton Road in the Goldside subdivision in Ahwahnee. Potter Ridge Fire Road is complete for 2011.

3. *Metcalf Gap Fire Road* This road runs from Crooks Mtn. Road to the Chowchilla River. Metcalf Gap Fire Road is maintained every other year on average. This fire road provides access to the Chowchilla River draining from the Madera County side. This road ties into the Watt Road Fire Road and fuel break from Mariposa County.

4. *Crooks Mountain Fire Road*. This road runs from Crooks Mountain Road to Road 600. Crooks Mountain. Fire Road has not been maintained and the fuel break is overgrown and in need of maintenance.

5. *Shannon Fire Road* This road runs from Road 411 to Road 400. The Shannon Fire Road is not maintained and is primarily located on Raymond Granite Quarry property. They maintain this and other roads on the eastern side of their property. However the river crossing is not maintained, which makes access to the fire road difficult from the Road 400 access point.

6. *Dupzik or Dupzy Fire Road* This road runs from Road 600 to Wells Road. This fire road has been abandoned for more than 15 years and is the only access into much of the Fresno River drainage, north of road 415.

h. Fuel reductions

Past Projects

Crook's Mountain Fuel Break

- A twelve mile long, 300' wide shaded fuel break northwest of Oakhurst
- Completed in the spring of 2007
- Facilitated by the Eastern Madera County Fire Safe Council through Prop-40 Community Action Grant Funds
- Is currently undergoing maintenance

Massetti Range Improvement (RI) Burns

- A series of eight (8) RI burns starting in the mid 1990s through 2007.
- Area southwest of the town of Oakhurst
- Funded through Prop 40 California Forest Improvement Program (CFIP).

Rososco Range Improvement (RI) Burn

- RI Burn of 350 acres done in 1995
- Area is north of Oakhurst

Bona-Freitas Range Improvement (RI) Burn

- RI Burn done in 1984
- Area is located west of Oakhurst, in the Buckskin Flat area Sec. 20, Township. 7S, Range 21E.

Current Projects

Mudge Ranch (Road 420) Fuel Break

- A three mile long, 300' wide shaded fuel break south of Oakhurst
- Facilitated by the Eastern Madera County Fire Safe Council through funding by the United States Forest Service, (USFS)

Road 620 Phase 1 Fuel Break (Roundhouse 1 & 2)

- A seven mile long, 300' wide shaded fuel break northeast of Ahwahnee
- Vortex professional line – Rotary
- Facilitated by the Eastern Madera County Fire Safe Council through funding by Prop-40 Community Action Grant, (CAG)

- This project is nearly complete

New Road 620 Phase 2 Fuel Break (Old Nip)

- A three mile long, 300' wide shaded fuel break north of Ahwahnee.
- Project starts at the intersection of Road 620 & Road 628 and ends at Worman Road and Highway 49.
- Facilitated by the Eastern Madera County Fire Safe Council and funded by Prop-40 Community Action Grant (CAG).
- This project is nearly complete

Cedar Valley Fuel Reduction Project

- Eastern Madera County Fire Safe Council Project
- A 300 foot wide shaded fuel break along Cedar Valley Road
- Located strategically around the community of Cedar Valley
- The fuel breaks will be on State Responsibility Area (SRA) and enhance existing U.S. Forest Service fuel reduction projects in the Cedar Valley area.
- Treatment types will include mechanical mastication, hand brushing, and tree limbing.
- Fuels reduction to be accomplished through the use of mechanized equipment, hand crews and winter-time pile burning.

Future Projects

Road 620 Phase III Fuel Break

- Proposed fuels break to allow for fuel breaks from Road 620 Bissett Station Road south along the Miami Creek and Carter Creek drainages.
- Currently these drainages do not have accessible control points for fires coming from the Chowchilla or Fresno River drainages (Harlow Fire burn pattern).
- Fuels reduction to be accomplished through the use of mechanized equipment, hand crews and winter-time pile burning.

Hwy 41 Deadwood Summit Fuel Break

- A proposed fuels reduction project to allow for fire safe clearance along the Caltrans right-of-way north of the Deadwood summit into the town of Oakhurst.
- Hwy 41 in this area is an overgrown mid-slope road that represents the primary ingress and egress thoroughfare for Eastern Madera County.
- Fuels reduction to be accomplished through the use of mechanized equipment, hand crews and winter-time pile burning or chipping
- Coordination with Caltrans as a project sponsor and traffic control will be essential.
- It will be necessary to limit the impact to traffic along this busy thoroughfare.

Fresno River – Oakhurst town site

- The Fresno River in Oakhurst proper is overgrown and is a continuous fuel bed along the banks of the river.

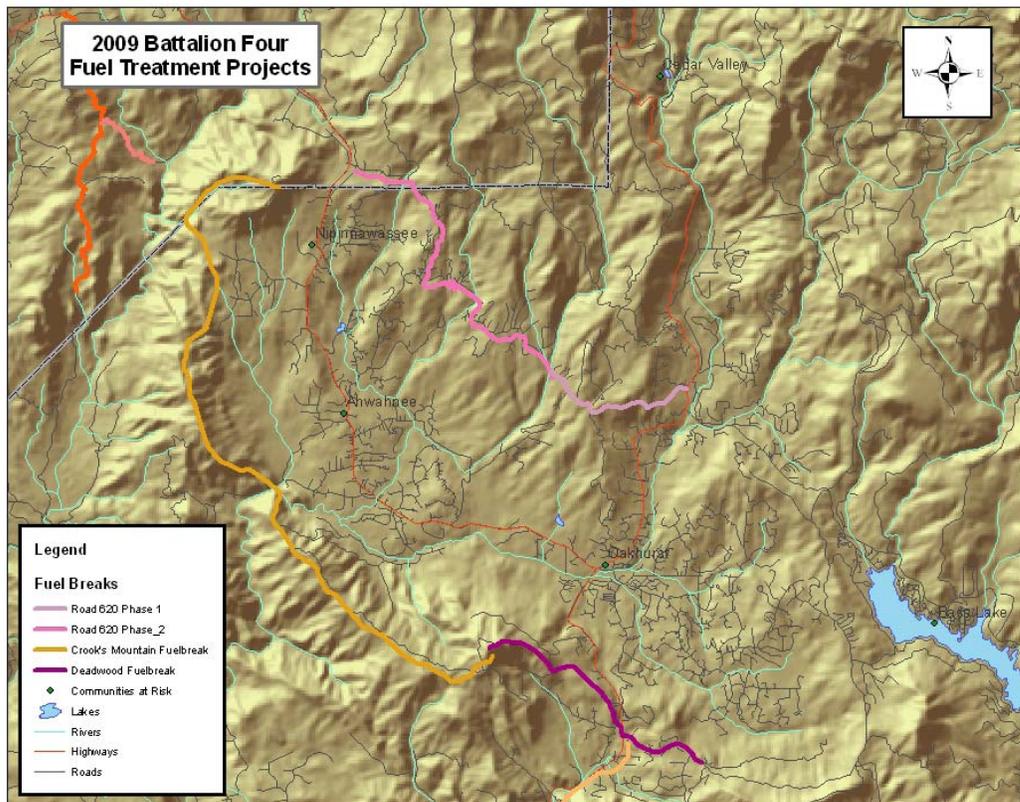
- Fuels reduction to be accomplished through the use of mechanized equipment, hand crews and winter time pile burning
- In the conceptual phase at this time
- Project sponsor is being sought for this project

Sugar Pine Strategic Fuel Reduction Project

- A proposed fuels reduction project to include State Responsibility Area (SRA) in and around the Community of Sugar Pine in Madera County
- Treatment types will include mechanical mastication, hand brushing and tree limbing.
- Fuels reduction to be accomplished through the use of mechanized equipment, hand crews and winter time pile burning
- Use of California Forest Improvement Project (CFIP) funding on parcels meeting requirements
- In the conceptual phase at this time

Bass Lake Interior Strategic Fuel Reduction Project

- A proposed fuels reduction project bounded by Road 274 (Crane Valley Road) and the Bass Lake Shoreline.
- Treatment types will include mechanical mastication, hand brushing and tree limbing.
- Fuels reduction to be accomplished through the use of mechanized equipment, hand crews and winter-time pile burning.
- Use of California Forest Improvement Project (CFIP) funding on parcels meeting requirements
- Use of Fuel Hazard Reduction Emergency funding on parcels meeting requirements
- In the conceptual phase at this time



6. VIP/ Co-op/Stakeholders

a. COLLABORATION

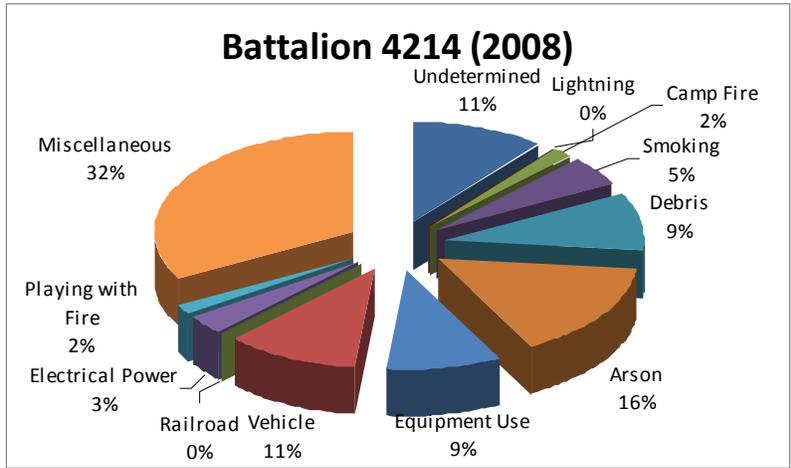
- i. Collaboration is a key aspect of the project development process. The battalion should identify specific project areas and problems that, if addressed, will support the overall goals of the Unit Strategic Plan. The 2010 Assessment identifies priority landscapes and potential treatment strategies in Units and addresses various themes (water, wild land urban interface, etc.) that support fuels reduction, education or other project types. These priority landscapes can be used to identify potential project areas, thus opening discussions with stakeholders and creating opportunities to implement projects across ownerships.

1. *NOTE: It is important that you document actual, verifiable collaborations with people and agencies; do not list names or agencies in your area unless you have actively met/consulted with them.*

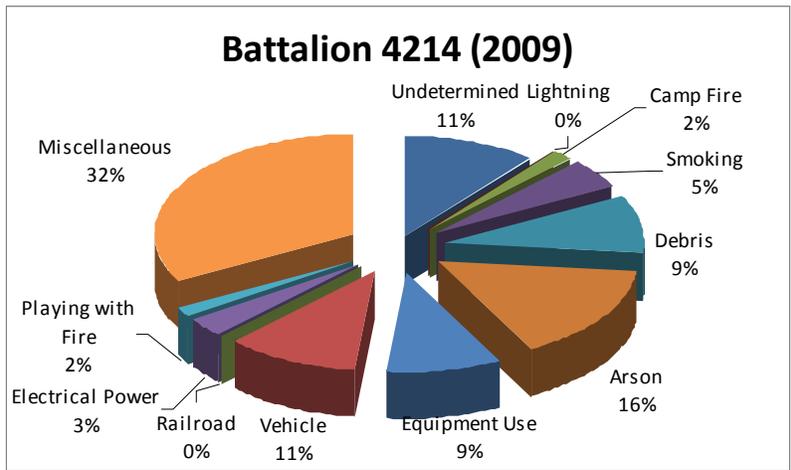
- ii. A. Communities/Agencies/Fire Safe Councils

7. Fire Prevention (Law Enforcement)

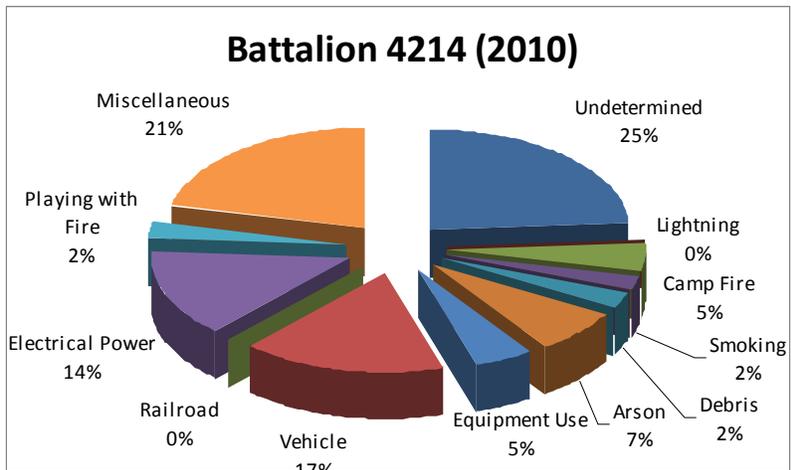
a. Include the Ignition Analysis (SRA) historic average. For those



i.



ii.

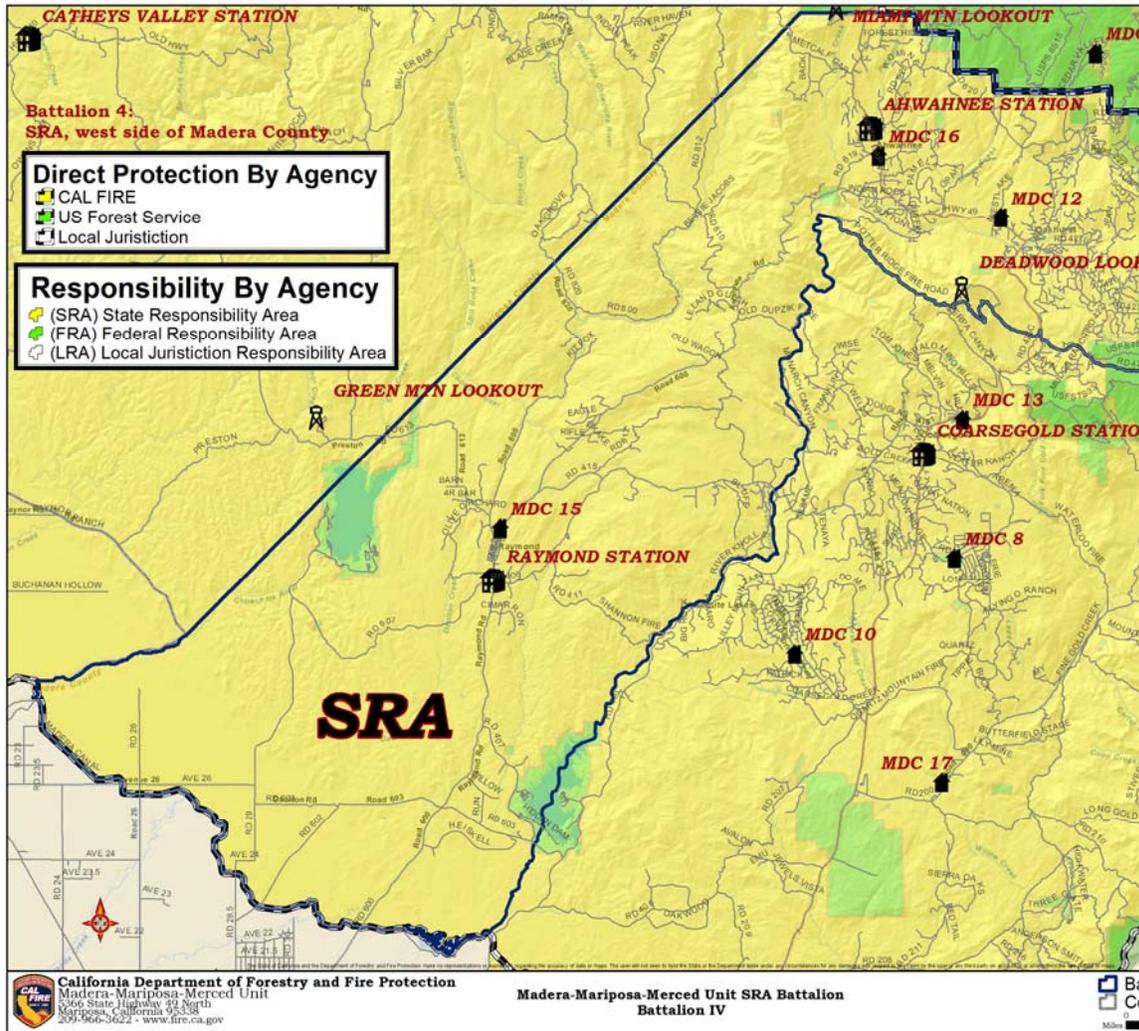


iii.

b. State specific goals and objectives within battalions to reduce ignitions.

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Exhibits: REQUIRED MAPS



Battalion 4215 Fire Management Plan
Calendar Year 2011
Battalion Chief Gary Hampy

1. Yearly review:

- a. Communities at Risk in Battalion 4215 include Cascadel Woods, Bass Lake Annex, North Fork, Yosemite Lakes Park, Quartz Mountain, Coarsegold and Indian Lakes. The influencing factors involved in identifying fuel reduction projects include: fire history, housing densities, fuel hazards and timber and range values. Fire prevention efforts will emphasize structure clearances and fuel management treatments to mitigate the wildfire hazard throughout the Battalion to create defensible space where necessary. Fuel management projects in the Battalion are designed to help protect these communities.
- b. The two main fire roads in Battalion 4215 that connect State Highway 41 to Madera County Road 200 are the Waterloo Fire Road and the Quartz Mountain Fire Road. Unfortunately they have not been maintained for at least 10 years. With the development of the Indian Lakes subdivision, the Chukchansi Casino and the Flying "O" subdivision, these fire roads have become a critical holding point for fires that originate out of these three structurally dense areas. In 2005, the 550 acre Quartz Fire was the latest fire to threaten these communities. The need to reduce fuels on the ridge top behind Indian Lakes and the Flying "O" subdivisions are a high priority. Local land owners have taken some steps to reduce this fuel, but a wildland fire that burns out of the Indian Lakes subdivision will need to be held to the West by State Highway 41, to the North and East by the Waterloo Fire Road, and the South by the Quartz Mountain Fire Road. The last place to stop a wildland fire before it burns to Thornberry Ridge, the Church Ranch, and Sierra Highlands subdivision, will be the Waterloo Fire Road. At that point Madera County Road 223 will be the next holding road to the East, and it has a much higher residential population. Madera County Road 420 (Thornberry Road) will be the next holding road to the North.
- c. The Eastern Madera County Fire Safe Council has received grant funding for both the Cascadel Woods Fuel Reduction and the Quartz Mountain Fuel Reduction Projects. These two projects will help protect the communities of Cascadel Woods, Quartz Mountain and Indian Lakes.
- d. The Waterloo Fire Road is also a high priority for Battalion 4215. The first agreement for a CAL FIRE fire road was with the Veater family in 1945. At that time several property owners gave permission to maintain the Waterloo Road as a fire road which ran from State Highway 41 to Madera County Road 200. It was originally the stage road that ran from the town of Oneals to the town of Coarsegold. Waterloo Road was renamed Veater Ranch Road and is paved from State Highway 41 to the Veater Ranch. Once you pass the Veater Ranch, the road changes to Arena Way and runs across the top of the ridge on the east side of the Indian Lakes Subdivision. The Waterloo Fire Road takes off of Arena Way and goes into the North Fork of Fine Gold Creek.

2. Goals & Objective statement:

- -

- e. Support the Eastern Madera County Fire Safe Council (EMCFSC), the Coarsegold Resource Conservation District (CRCD) with current and future fuel management projects.
 - f. Facilitate fuel reduction projects that will widen and open up roads that affect ingress and egress for both the public and emergency equipment.
 - g. Educate the public on fire safety and hazard reduction.
 - h. Implement an aggressive LE-100 inspection program
 - i. Support Unit and local fire prevention activities.
3. Measurement:
- j. Designate personnel to provide winter-time support for ongoing fuel management projects being conducted within the Battalion.
4. Information & Education
- k. Educate the community through face-to-face contact during annual LE-100 inspections within the Battalion on proper fire hazard reduction.
 - l. Educate the community on the danger of using equipment i.e. welding, cutting disc, and lawn mowers during high fire danger periods.
 - m. Participate with local stakeholders in annual community public education events.
 - n. Provide monthly statistics to the CAL FIRE Fire Prevention Bureau on fire prevention activities.
5. Planning, Engineering & Structure Ignitability
- a. **Current Projects**
 - I. **Cascadel Woods Fuel Reduction / Shaded Fuel Break**
 - Eastern Madera County Fire Safe Council Project
 - Phase 1 – Reduce fuel loading on 160 acres located strategically around the community of Cascadel Woods.
 - Phase 2 – Install and maintain a 300 foot shaded fuel break on Cascadel Road (Madera County Road 233) from the Mammoth Pool Road (Madera County Road 225) to the community of Cascadel Woods.
 - This fuel break will be on State Responsibility Area (SRA) and enhance existing United States Forest Service fuel reduction projects in the Cascadel Woods area.
 - Fuel treatment will include mechanical mastication, hand brushing and tree limbing.
 - Fuel reduction will be accomplished through mechanized equipment, hand crews and winter time pile burning.
 - Environmental Compliance review was conducted in the fall of 2009.
 - II. **Quartz Mountain Fuel Break**
 - A nine mile long, 300 foot wide shaded fuel break below Pacific, Gas and Electric (PG&E) high voltage powerlines was completed in 2010.
 - The project has increased the previous 90 foot wide fuel break to a 300 foot wide fuel break.

- Project starts west of the Indian Lakes Subdivision and ends at State Highway 41 and the Deadwood Fuel Break.

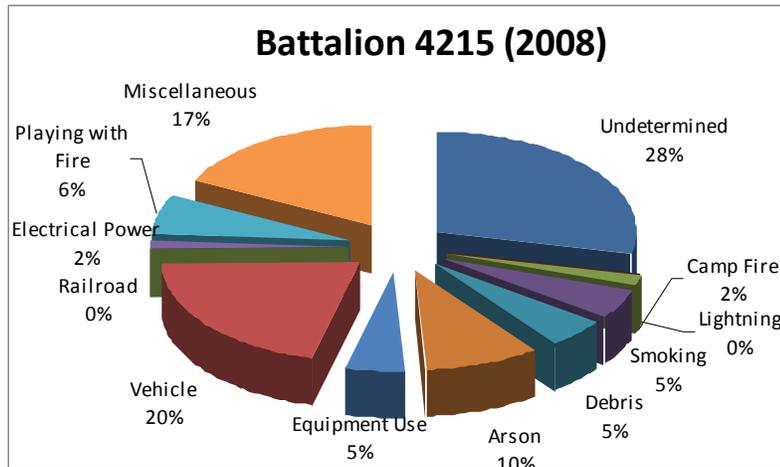
b. Future Projects

i. CAL FIRE Fire Road 20 and CAL FIRE Fire Road 21 (AKA Fish Creek Fire Road)

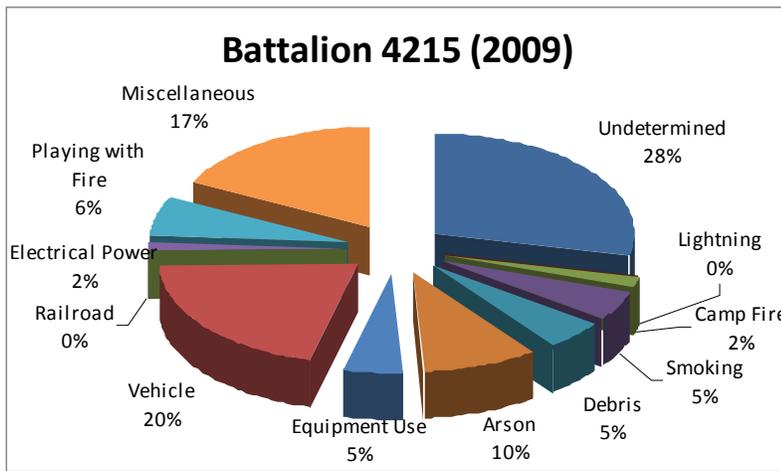
- CAL FIRE Fire Road 20 and CAL FIRE Fire Road 21 (AKA Fish Creek Fire Road) were established to contain a fire that comes out of the San Joaquin River drainage and threatens the town of North Fork, the residents of Leisure Acres, and the many homes that sit on the south side of Madera County Road 200. Historically these two fire roads ran through large ranches and were maintained annually. Today these fire roads have either grown over, been abandoned, or are on smaller parcels that belong to several different landowners.
- Obtain landowner support for the projects.
- Fuel reduction will be accomplished through the use of mechanized equipment, hand crews, and winter-time pile burning. CAL FIRE engine crews, hand crews, and dozers (where applicable) will be utilized to reduce fuels along the fire road.
- This project will include funding for gates, culverts, and gravel.
- CAL FIRE dozer, backhoe, dump trucks, and graders will be utilized to repair and maintain the fire roads.
- Environmental Compliance review will be conducted in the winter of 2010/2011.

6. Fire Prevention (Law Enforcement)

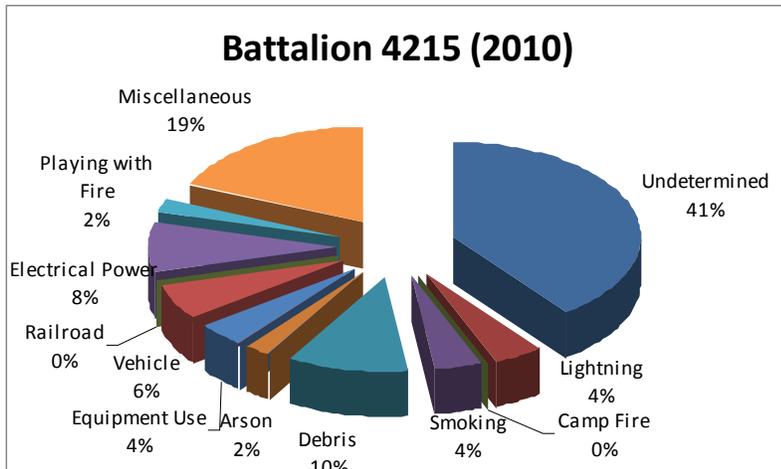
a. Fire cause analyses.



i.



ii.

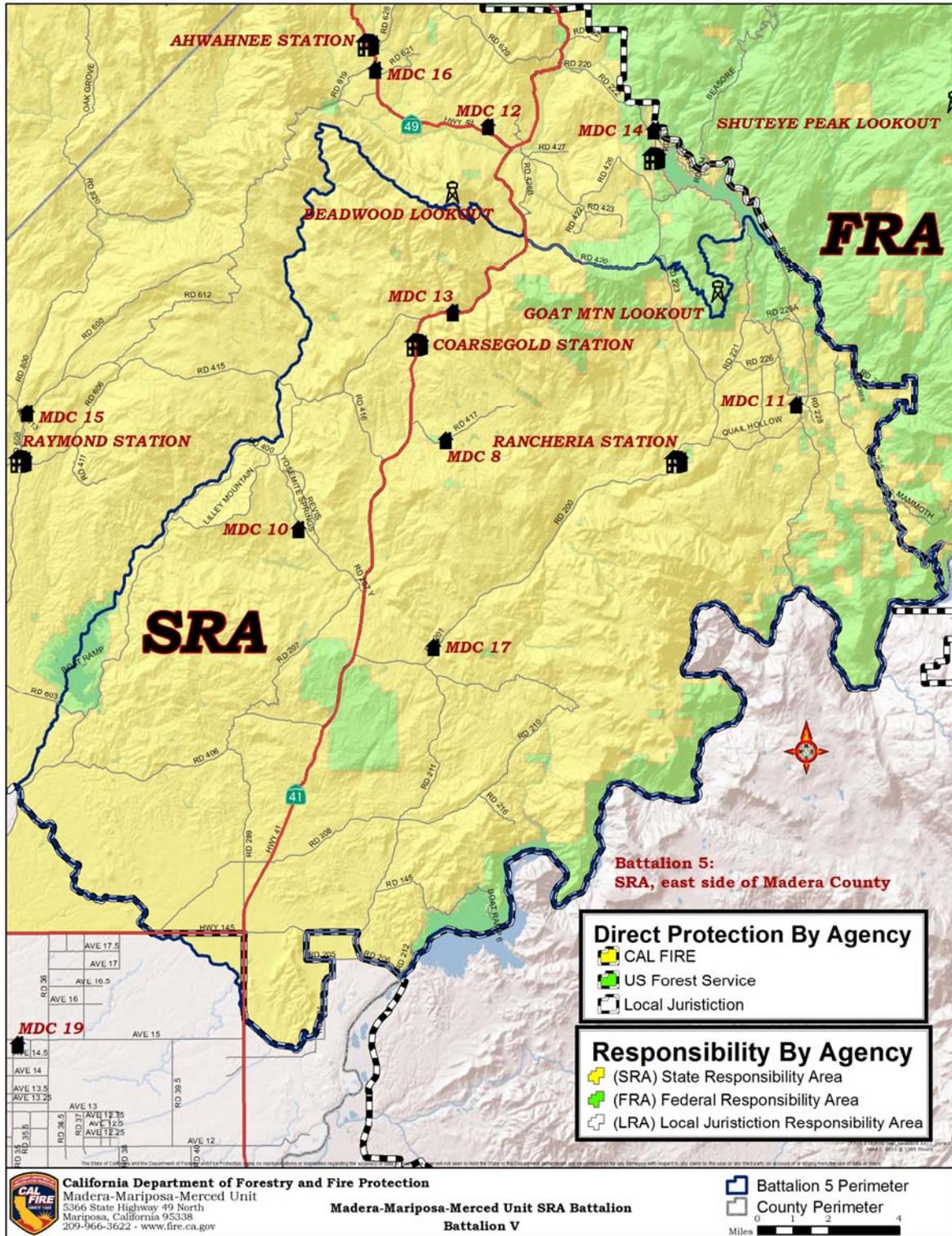


iii.

b. Reduce ignition sources

- I. No Fireworks in the SRA.
- II. Implement restrictions on "open burning" after May 1st.
- III. No use of equipment lawnmowers after 10am.
- IV. Enforcing the state fire laws for spark arrestors.

Exhibits: REQUIRED MAPS



Battalion 16 Fire Management Plan
Year 2011
Battalion Chief Mark Lawson

1. Yearly review:
 - o.** Communities within Battalion 16 include the communities of McSwain, Beachwood, Franklin, Castle AFB, Winton, Cressey, and Snelling. The area around the City of Atwater is within Battalion 16 and includes the McSwain area and Castle AFB. The Beachwood/Franklin area makes up the east side of Battalion 16 near the city of Merced. Battalion 16 also incorporates SRA (State Responsibility Area) within its boundaries near the community of Snelling and on the eastside of Snelling Highway. The areas surrounding the communities of Snelling and Merced Falls have the highest fire risk within the Battalion and have a history of significant wildland fires with structures being lost.
 - p.** Battalion 16 is unique in that it has five fire stations and three major programs within its jurisdiction. Fire stations are located in the towns of Winton, Cressey, Snelling, Castle and Atwater. Castle Station, located at the old Castle Air Force Base, houses two important county programs - the Airport Rescue Fire Fighting (ARFF) program and the Hazardous Materials Team. The third major program is the Fire Equipment Repair Facility located at Castle Park.

2. Goals & Objective statement:
 - q.** Support Unit and local fire prevention activities.
 - r.** Aggressively pursue 100% compliance on LE-100 inspections within Battalion 16 SRA areas and pursue annual weed abatement compliance within LRA.
 - s.** Strategically place Fire Prevention signs throughout Battalion 16 to educate the public on fire safety.
 - t.** Support the area with current and future fuel treatment projects.
 - u.** Improve access to all SRA areas within Battalion 16 to include the Snelling Highway, La Paloma Road, La Grange Road, Robinson Road, the Merced River and Merced Falls Road.
 - v.** Network with property owners, Merced Irrigation District (MID), and Pacific Gas & Electric (PG&E) to establish and maintain these fuel breaks

3. Measurement:
 - w.** Educate the community within the Battalion on proper fire hazard reduction through face-to-face contact during annual LE-100 inspections.
 - x.** Participate with local stakeholders in annual meetings and community public education events.
 - y.** Provide monthly statistics to fire prevention on activities.

4. Information & Education
 - z.**

5. Planning, Engineering & Structure Ignitability
 - aa.** Snelling Highway (G Grade) Rangelands Fuel Break

- i. The Snelling Highway Fuel Break is a twenty foot fuel break that parallels both sides of the Snelling Highway from the intersection of Snelling Highway and La Paloma Road to Robinson Road near the community of Snelling. The fuel break protects grasslands on both sides of the highway from fires caused by vehicle traffic. The fuel break helps keep roadside vegetation fires small, giving fire personnel time to reach the scene and extinguish the fire. The firebreak protects SRA lands to the east and LRA lands to the west. Completion of the fuel break will require Battalion 16 personnel to network with property owners to establish and maintain it.

6. Future Projects

bb.Merced River Fuel Break

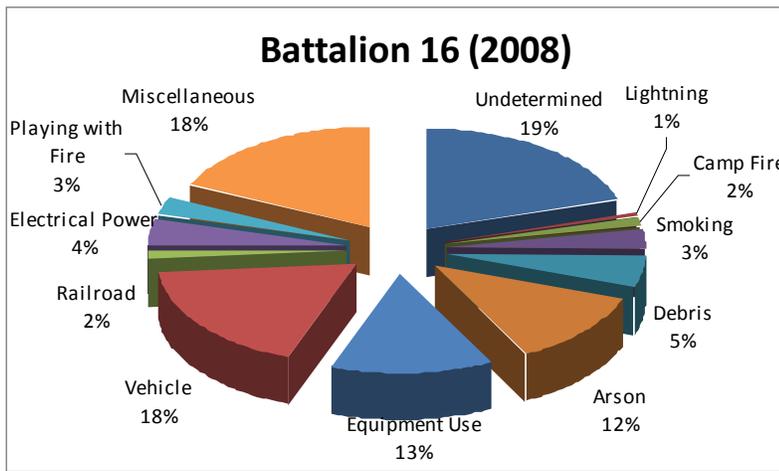
- ii. The Proposed Merced River Fuel Break is a thirty foot fuel break that follows the Merced River from Highway 59 passing over the Snelling Highway and ending at Hornitos Road in Mariposa County. The fuel break protects SRA grasslands from problematic fires that routinely occur in the Snelling rock tailings. The fuel break helps keep a large rangeland fire from entering the heavy fuels of the Merced River. The firebreak protects the community of Snelling and SRA lands to the south of the Merced River. Completion of these fuel breaks will require Battalion 16 personnel to network with property owners to establish and maintain these fuel breaks.

cc.Snelling/Rock Tailings Fuel Breaks

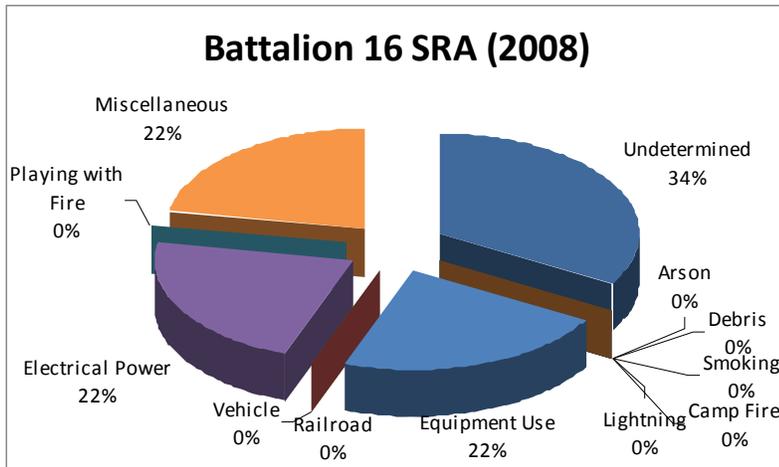
- iii. The Proposed Snelling/Rock Tailings Fuel Breaks is a series of thirty foot fuel breaks that dissect the Merced River rock tailings area on the North side of the Merced River. The fuel breaks slow or stop a progressing vegetation fires that start routinely along the Merced River by hikers or fishermen. The area around Henderson Park would need special attention in fuel reduction along trails accessing the Merced River. The fuel breaks help keep a large rangeland fire from entering the heavy fuels of the Merced River. The firebreak protects the community of Snelling and SRA lands to the south of the Merced River. Completion of these fuel breaks will require Battalion 16 personnel to network with property owners to establish and maintain these fuel breaks.

7. Fire Prevention (Law Enforcement)

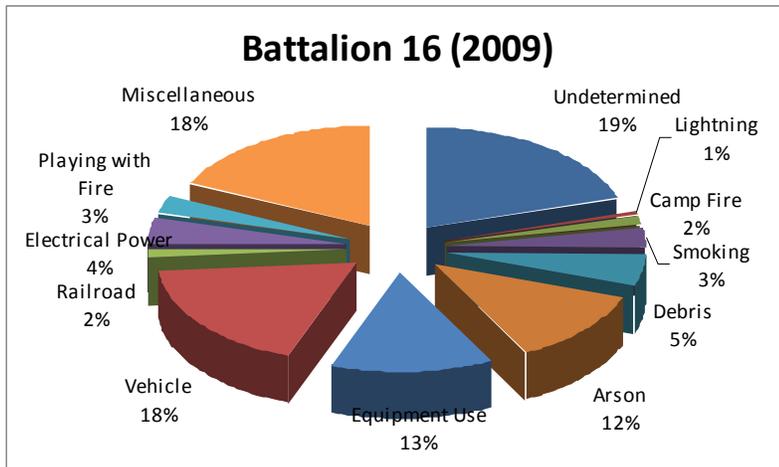
- c. Fire cause analyses.



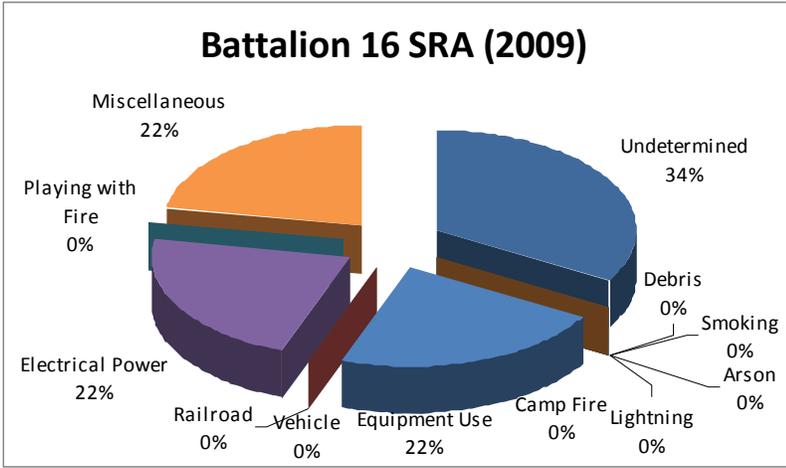
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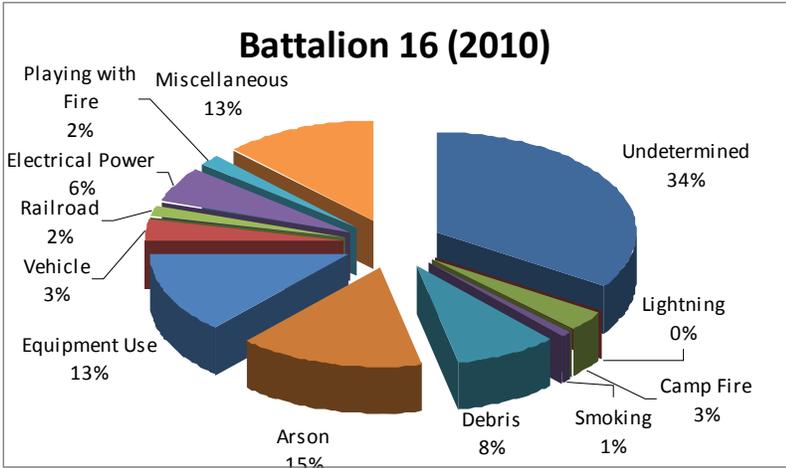
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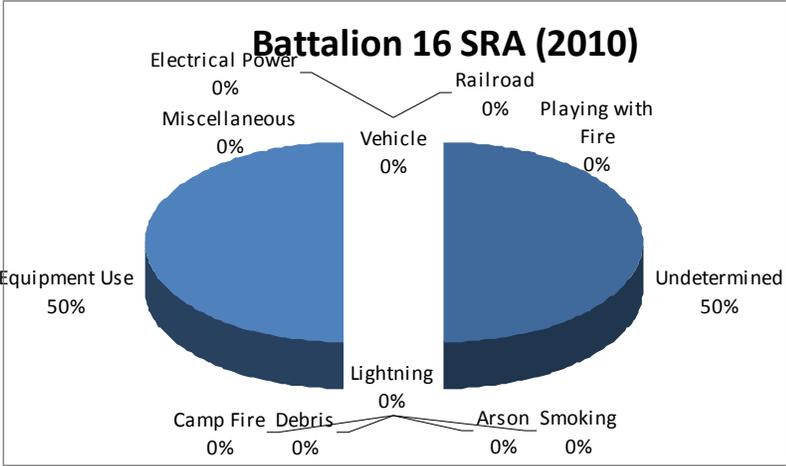
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iv.



v.

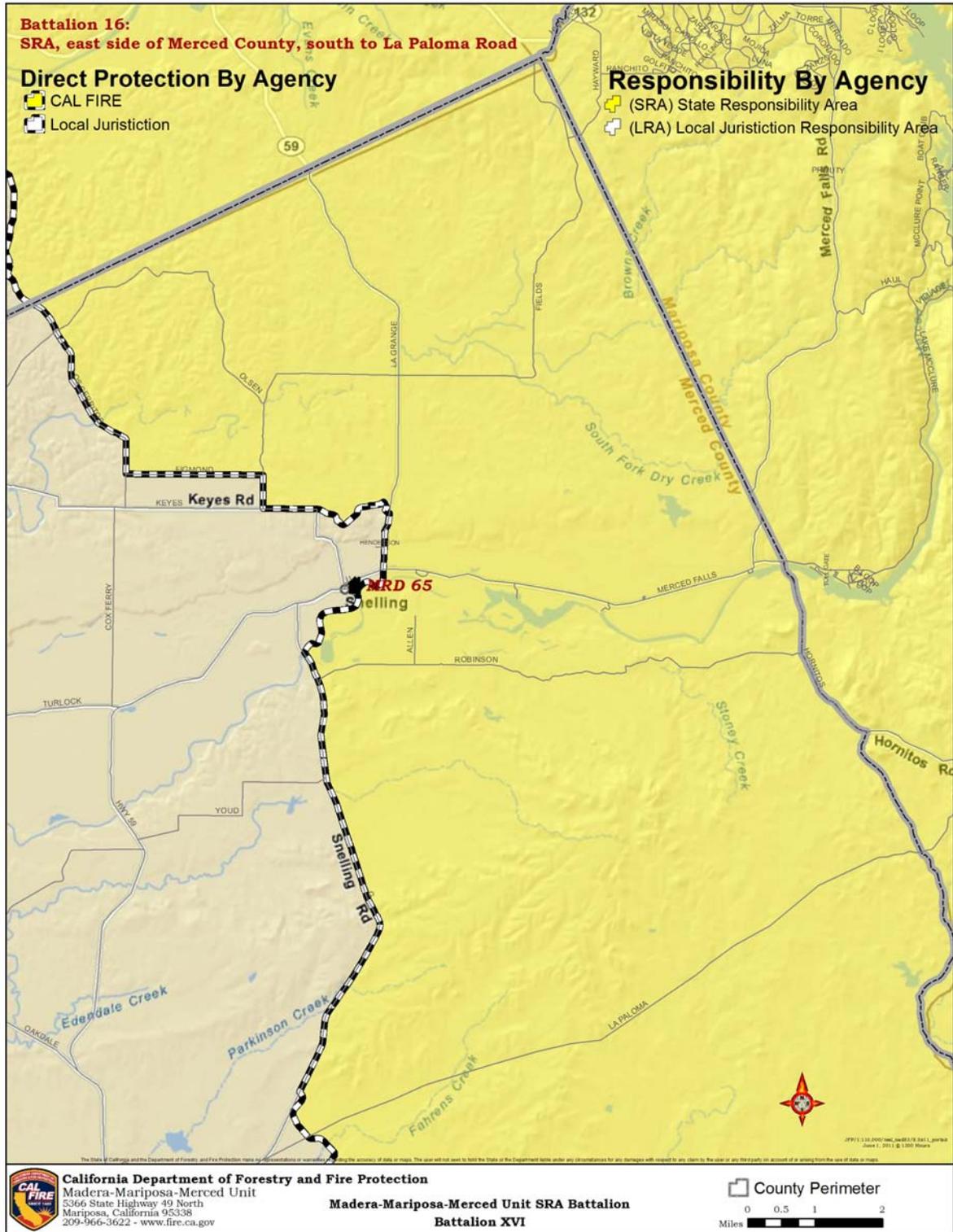


vi.

d. State specific goals and objectives within battalions to reduce ignitions. **This will be included in the future.**

8. Exhibits: REQUIRED MAPS

e. Individual Battalion Maps



**Battalion 17 Fire Management Plan
Year 2011
Battalion Chief Mike Van Loben Sels**

1. Yearly review:

- a. Battalion 17 personnel regularly conduct inspections and request land use agreements from the large acreage owners in the area. Through these efforts Battalion 17 has established fire breaks which are maintained on a regular basis.
- b. Our LE-100 program is completed in a timely manner each year and the relationship with the local cooperators is strong.
- c. The past year brought limited fire activity to the area. However, five fires were held by fire breaks and extinguished by responding units before they could spread to the wildland.
- d. The Battalion personnel conduct regular visits to local schools and community events to promote fire prevention to the public.

2. Goals & Objective statement:

Communities at risk in Battalion 17 include the areas of Santa Nella and San Luis Hills. The influencing factors involved in identifying fuel reduction projects include: fire history, housing density, fuel hazard, and range value. Fire ignitions have traditionally been an issue near roadways and campgrounds in the area and fast moving grass fires have threatened these communities, or their interests, in the past.

Additional communities at risk in Battalion 17 include Dos Palos, Dos Palos "Y", Gustine, Los Banos, and Volta. These areas were identified as having moderate to significant asset values with Light to Medium fuel hazards. Fire prevention efforts will emphasize structure clearance and fuel management to mitigate the wildfire hazard in the area.

Objectives:

- 1. Support the area with current and future fuel treatment projects.
- 2. Educate the public on fire safety and hazard reduction.
- 3. Implement an aggressive LE-100 inspection program.
- 4. Support Unit and local fire prevention activities.

3. Measurement:

- a. Agreements have been made with local land owners and cooperating agencies to establish and maintain fire breaks along the I-5 and Hwy 152 corridors.
- b. The LE-100 program covers 100% of the known structures in the Battalion.
- c. Battalion personnel logged over 100 hours of time spent on prevention-related activities.

4. Information & Education

- i. Battalion 17 stations participate in numerous community events to promote fire prevention and awareness. Some of these programs are:
 - 1. Los Banos Fair
 - 2. Gustine City's Fiesta
 - 3. Loews Career Day
 - 4. Fireworks Displays

5. Christmas Parades
6. Pancake Breakfasts and Tri-Tip Dinners

5. Planning, Engineering & Structure Ignitability

I-5 Corridor Fuel Break

- A thirty two mile long, 15' wide disked fuel break on the West side of I-5
- Facilitated and paid for by landowners to protect range land
- Fuels reduction to be accomplished through the use of mechanized equipment

152 Corridor Fuel Break

- A ten mile long, 15' wide disked fuel break on the north and south sides of Highway 152 from San Luis Creek to Dinosaur Point Road
- Facilitated by State Parks
- Fuels reduction to be accomplished through the use of mechanized equipment

San Luis Creek Fuel Break

- A four mile long, 15' wide disked fuel break from the north side of Highway 152 at the Romero's Visitor Center to the north access to San Luis Creek Recreational area
- Facilitated by State Parks
- Fuels reduction to be accomplished through the use of mechanized equipment

San Luis Hills Fuel Break

- A one and one half mile long, 15' wide disked fuel break from the south side of Highway 152, around the San Luis Hills subdivision, to San Luis Drive
- Facilitated and paid for by landowners to protect range land
- Fuels reduction to be accomplished through the use of mechanized equipment

Future Projects

Langdon Canyon Fire Road

- A seventeen mile long fire road from Arburua Road to Paul Negra Road
- Facilitated by CAL FIRE
- Fire roads to be maintained through the use of mechanized equipment

Laguna Seca Fire Road

- A seven mile long fire road from I-5 to Langdon Canyon Road
- Facilitated by CAL FIRE
- Fire roads to be maintained through the use of mechanized equipment

Past Projects

Billy Wright Fire Road

- A fourteen and one half mile long fire road from Jasper Sears Road to Burch Haven
- Facilitated by CAL FIRE
- Fire roads to be maintained through the use of mechanized equipment

Sweeny Fire Road

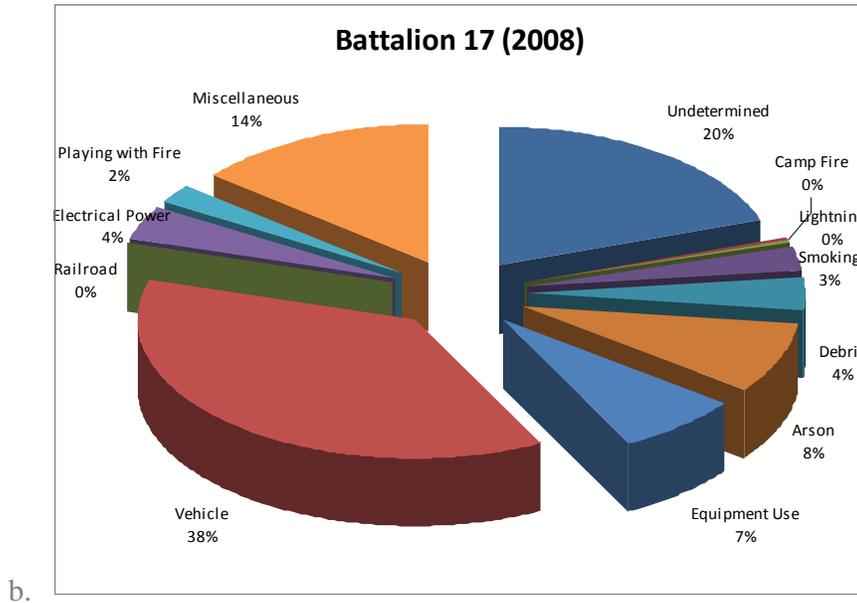
- A thirteen and one half mile long fire road from Billy Wright Road to Arburua Road
- Facilitated by CAL FIRE
- Fire roads to be maintained through the use of mechanized equipment

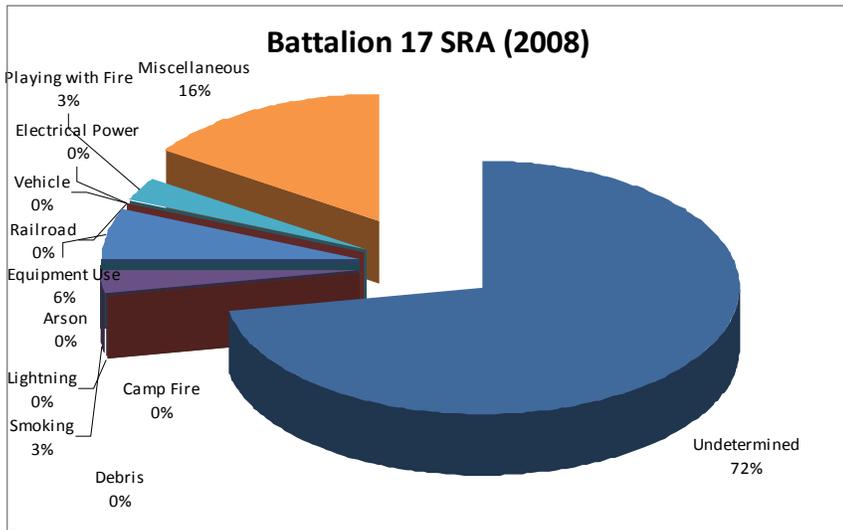
6. VIP/ Co-op/Stakeholders

- Annual meetings are held with all of the known agencies in the area to promote and foster good working relationships and collaboration within the battalion.
- Plans are being discussed to set up Auto Aid agreements with agencies both within and outside of the Battalion.

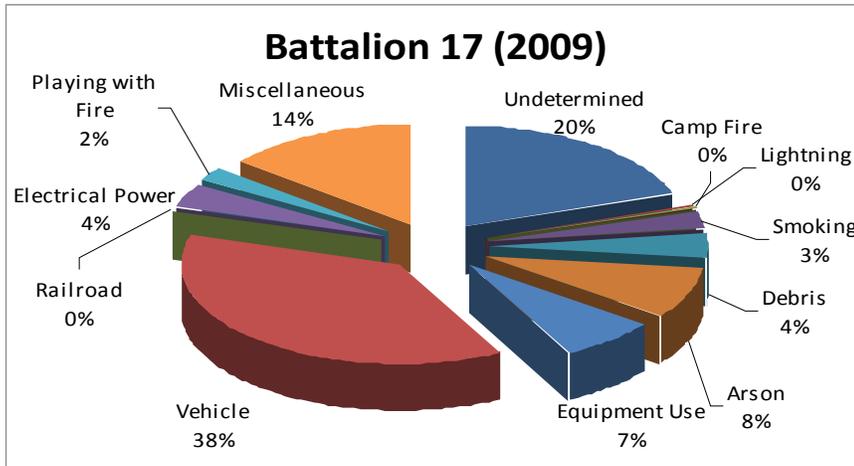
7. Fire Prevention (Law Enforcement)

- Fire cause analyses.

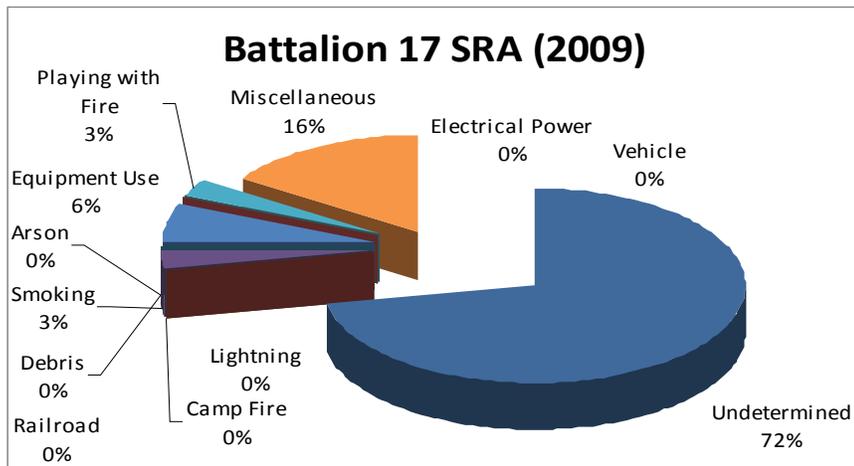




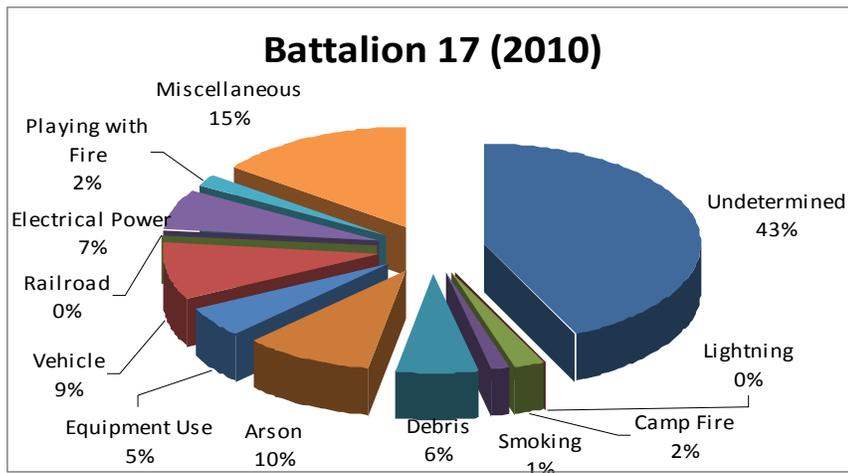
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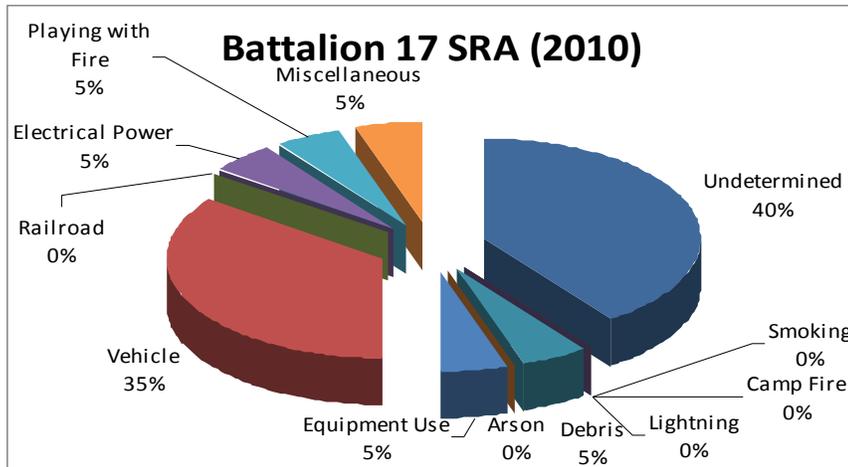
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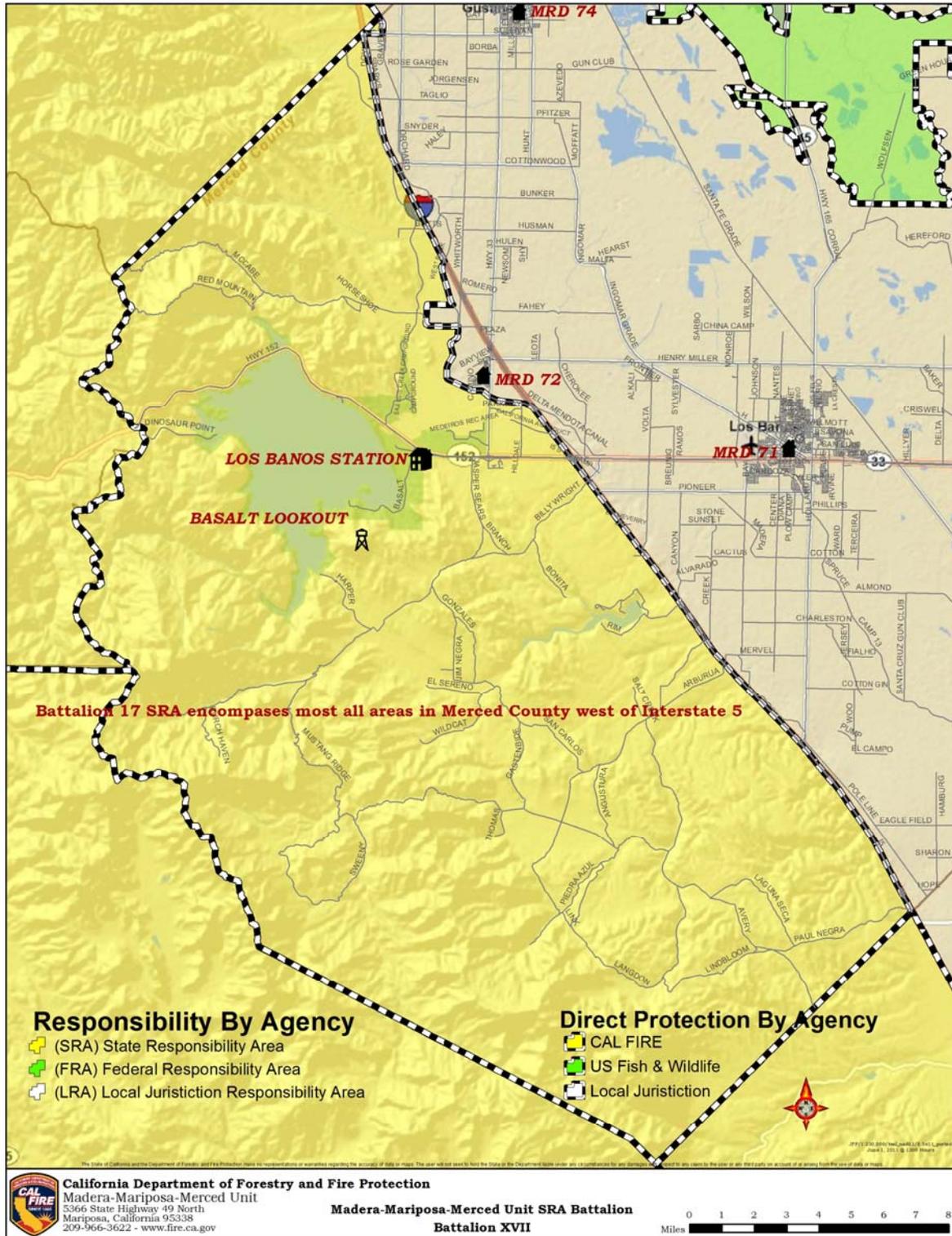


g.

h. State specific goals and objectives within battalions to reduce ignitions. *This will be included in the future.*

Exhibits: REQUIRED MAPS

i. Individual Battalion Maps



Battalion 18 Fire Management Plan

Year 2011

Battalion Chief Brian Neely

1. Yearly review:

- a. Communities at risk in Battalion 18 include the areas of McKee, Planada, and Le Grand. The influencing factors involved in identifying fuel reduction projects include: fire history, housing density, fuel hazard, and range value. Fire ignitions have traditionally been an issue near roadways and throughout watershed areas due to lightning activity in the area. Fast moving grass fires have also threatened these communities, or their interests, in the past.
- b. Additional communities at risk in Battalion 18 include North and East Merced, and El Nido. These areas were identified as having moderate to significant asset values with Light to medium fuel hazards. Fire prevention efforts will emphasize structure clearance and fuel management to mitigate the wildfire hazard in the area.

2. Objectives

1. Support the area with current and future fuel treatment projects.
2. Educate the public on fire safety and hazard reduction.
3. Implement an aggressive LE-100 inspection program.
4. Support Unit and local fire prevention activities.

3. Accomplishing the Objectives

- a. Educate the community within the battalion on proper fire hazard reduction through face-to-face contact during annual LE-100 inspections.
- b. Participate with local stakeholders in annual meetings and community public education events.
- c. Provide monthly statistics to fire prevention on activities.

4. Measurement:

- a. The LE-100 program covers 100% of the known structures in the Battalion.
- b. Battalion personnel logged over 100 hours of time spent on prevention-related activities.

5. Information & Education:

- a. Battalion 18 stations participate in numerous community events to promote fire prevention and awareness. Some of these programs are:
 1. Merced County Fair
 2. School presentations K-3 grades

6. Planning, Engineering & Structure Ignitability

- a. Current Projects
 - i. State Highway 140 Fuel Break

1. A twenty foot fuel break on both sides of State Highway 140 from Cunningham Road to the Merced / Mariposa County Line
2. Facilitated and paid for by landowners to protect range land
3. Fuels reduction to be accomplished through the use of mechanized equipment

b. Future Projects

i. Cunningham Road Fuel Break

1. A twenty foot fuel break on the east Side of Cunningham Road from South East Bear Creek to Mariposa Creek
2. Facilitated and paid for by stakeholders to protect range land
3. Fuel reduction to be accomplished through the use of mechanized equipment
4. This is the separation between LRA and SRA along the Cunningham Road corridor

ii. White Rock Road Fuel Break

1. A twenty foot fuel break along White Rock Road From Merced / Mariposa County line to Santa Fe Road, on the south and east side of the road
2. Facilitated and paid for by stakeholders to protect range land
3. Fuels reduction to be accomplished through the use of mechanized equipment
4. This is as directed – some parcels are in agricultural crop production along the White Rock corridor.

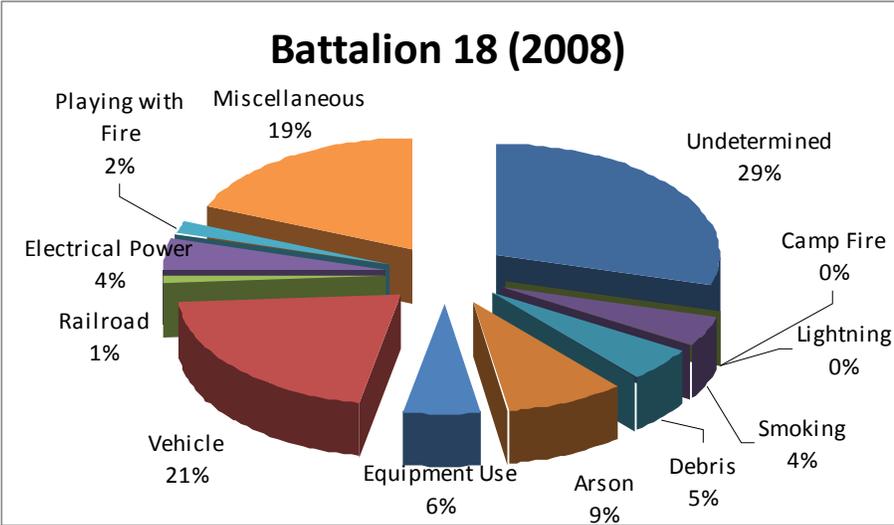
c. Past Projects

- i. None at this time.

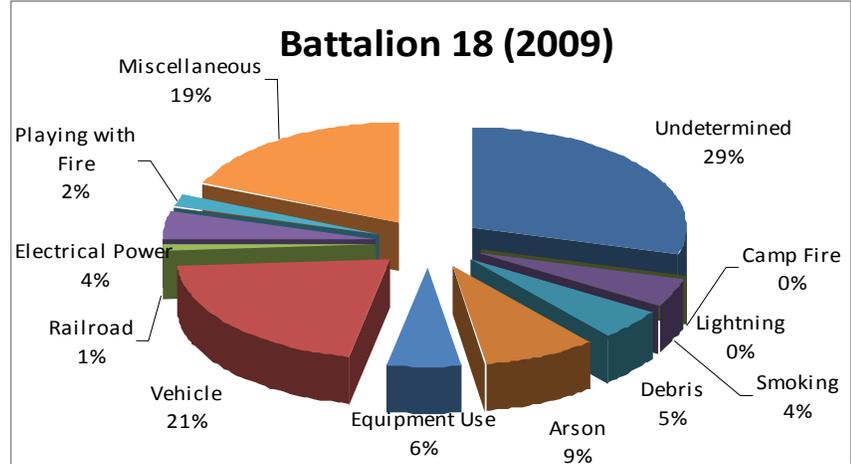
7. VIP/ Co-op/Stakeholders

- a.** Annual meetings are held with all of the known agencies in the area to promote and foster good working relationships and collaboration within the Battalion.
- b.** Plans are being discussed to set up Auto Aid agreements with agencies both within and outside of the Battalion.

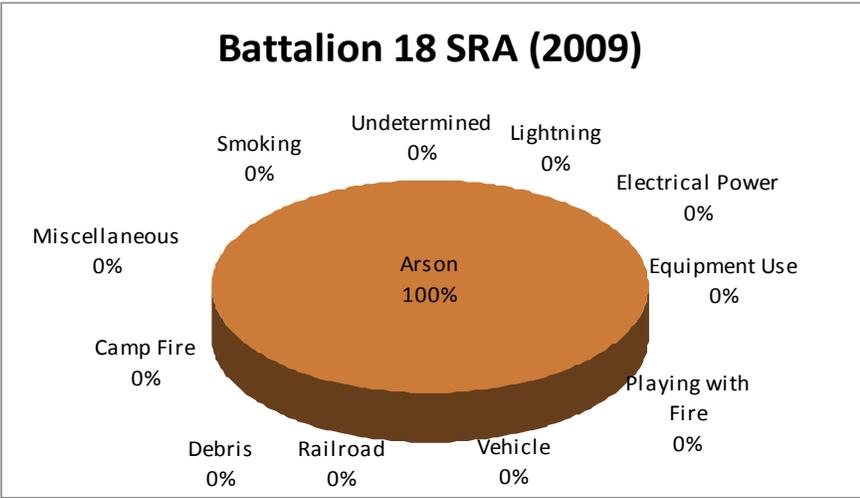
8. Fire Prevention (Law Enforcement)



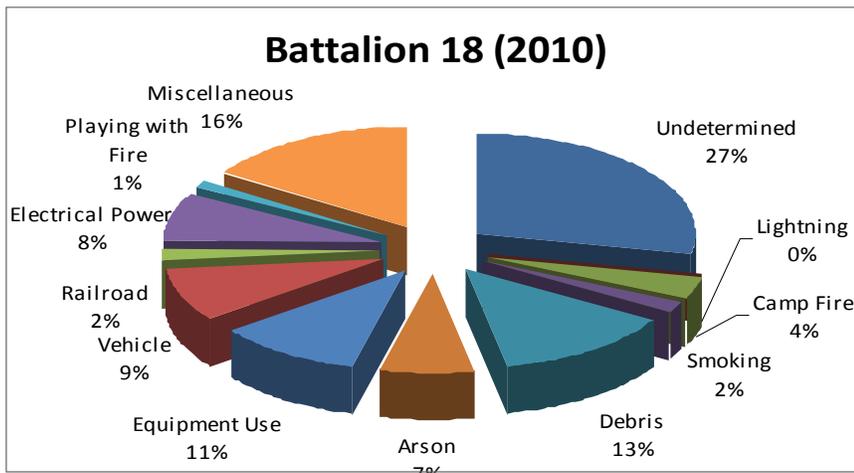
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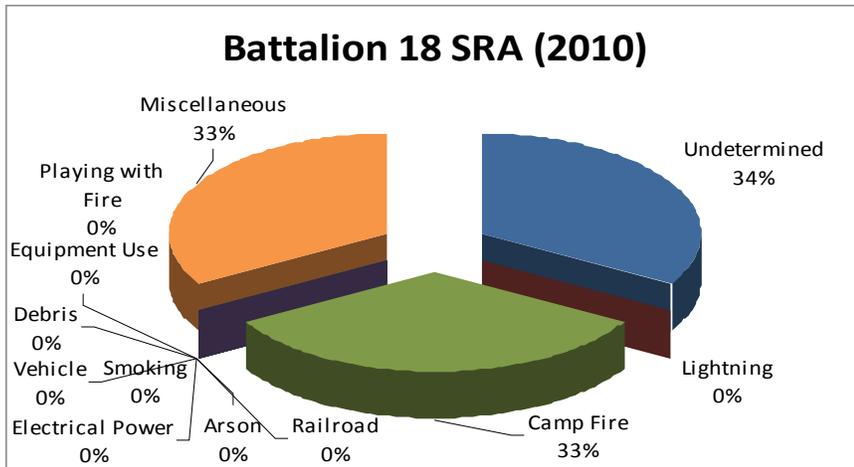
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c.



d.



e.

f. State specific goals and objectives within battalions to reduce ignitions.
This will be included in the future.

9. Exhibits: REQUIRED MAPS

