



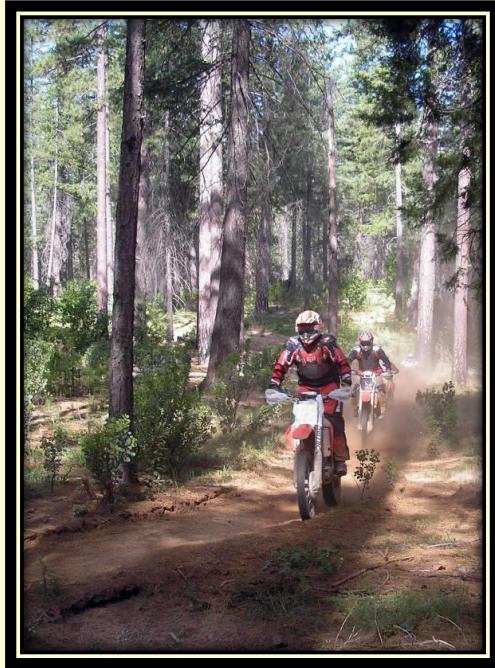
# ELDORADO NATIONAL FOREST



## *Travel Management*

# TRAVEL MANAGEMENT RULE

## 36 CFR 212 (UPDATED 2005)



### Subpart A – Administration of the Forest Transportation System

- ❖ Analysis of forest road system's risks, costs, and benefits.

### Subpart B – Designation of Roads, Trails and Areas for Public Wheeled Motor Vehicle Use

- ❖ Original EIS Completed in 2008
- ❖ Supplemental EIS Completed in June 2013 re: 42 routes
- ❖ Settlement Agreement September 2013 resulting in 3 year Corrective Action Plan for 18 routes.

### Subpart C – Use by Over-Snow Vehicles (OSV)

- ❖ Notice of Intent and Proposed Action released in February. Scoping comment period closed April 20. Draft EIS planned for February 2016 and the Final EIS for Fall of 2016.



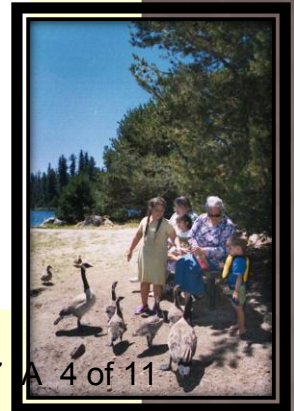
# SUBPART A - TRAVEL ANALYSIS PROCESS

- ◉ Whole forest, science based look at our road system
- ◉ End product is a report which will place each road in a category:
  - 1) Likely to be needed
  - 2) Not likely to be needed
- ◉ Increased use and diminishing maintenance dollars, safety, maintenance costs, impact wildlife, and contribute to degradation of water quality.
- ◉ The Travel Analysis Process (TAP) will analyze the system roads for existing use, need for management activities and public access, benefits, environmental risks and maintenance costs.
- ◉ Roads will not be closed or added to the system with this process. Project level NEPA will have to be accomplished to implement any future road changes.



# SUBPART A - 6 STEP PROCESS

1. **Setting up the Analysis** – Form Team. Gather data. February.
2. **Describing the Situation** – Current conditions. March
3. **Identifying Issues** – Specialists determine criteria for analysis. Mostly the same as from Subpart B except for Biology which has new species. March-April
4. **Assessing Benefits, Problems, and Risks** –The roads are passed through a GIS filter of the criteria. May.
5. **Describing Opportunities and Setting Priorities** – Districts review GIS output and create opportunities list. **Public Meeting on this data and list. June/July**
6. **Reporting** – Report created from data and public meeting input. **Draft due in early September. Final Report at the end of September.**



# SUBPART B - ROUTE DESIGNATION

Designated Route System for public wheeled motorized vehicles established in 2008.

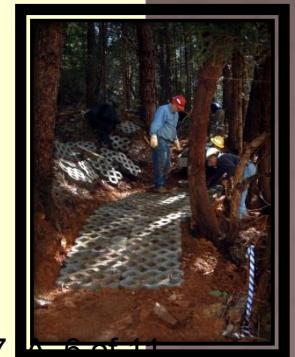
- Over 1800 miles of roads and trails were designated for wheeled motor vehicle use.
  - 1,002 miles of native surface (dirt) roads
  - 210 miles of trails for public motor vehicles
  - 635 miles of surfaced roads suitable for passenger cars.
- A free Motor Vehicle Use Map (MVUM) is produced each year with all the routes open to the public.
- Cross country wheeled motor vehicle use was prohibited.
- A Seasonal closure on designated system dirt roads and trails is in place from January 1 through March 31. The closure may be longer if roads or trail are wet and susceptible to damage.
- Parking is restricted to turnouts, landings, or within one vehicle length of the road or trail.



# SUBPART B - CURRENT STATUS

Part of the Travel Management decision was appealed. A Supplemental EIS was completed regarding 42 routes and compliance with Standard and Guideline 100 of the Riparian Conservation Objectives dealing with hydrologic connectivity within meadows.

- ◎ **2013** - September - 24 routes were found to either not cross a meadow or not be impacting meadow hydrologic connectivity. Routes were opened. Settlement Agreement was reached with SEIS Appellants to create a Corrective Action Plan to address remaining 18 routes.
- ◎ **2014** - Six routes or parts of routes were repaired and are open.



# COMPLETED PROJECTS

Over the summer and fall of 2014, six projects were implemented the following routes or portions of routes were re-opened:

- Lower Richardson (14N39)
- Barrett, Meadows 5 and 6 (16E21)
- 47 Mile Road (11NY32 )
- Schneider Camp Road (10N13)
- North Shanty Spur (16E33)
- Mule Canyon Road (10N14)

Lower Richardson was opened up to the PCT. Schneider Camp Road was reopened up to the parking area at the old barn spur road.

The work on Meadow 1 of Barrett 4wd Trail is planned for early summer 2015. At that time the Barrett 4wd Trail will be reopened for public use.

Barrett Lake 4wd Trail



*SCA Crew 5 at work in the early morning preparing grade for the block work at Meadow 6*



*Completed block approaches to drainage crossings at Meadow 6 15-0557 A 7 of 11*

# COMPLETED PROJECTS



*Transporting gravel for rolling dips*

## Richardson Road 14N39



*One of the newly constructed catchment basins on the lower section of 14N39, Richardson Road. Public tour of project.*



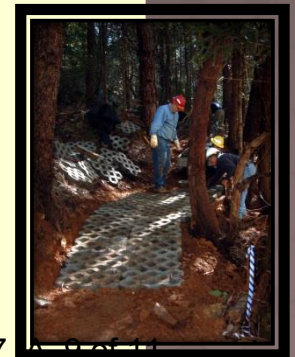
# SUBPART B - UPCOMING PROJECTS

## 2015 – Six routes are scheduled for completion

- 16E21 Barrett Meadow 1
- 10N98 Jim Quinn Spur
- 10N01B Woods Lake Spur
- 19E01 Clover/Deer Valley
- 14N39 Richardson lake
- 16E27 Long Canyon 4wd

## 2016 – Eight routes are scheduled for completion

- 16E26 Ridge Trail
- 17E24 Carson Emigrant Trail,
- 09N01 Blue/Meadow lakes road,
- 17E28 Long Valley Trail,
- 17E73 Strawberry 4wd trail,
- 17E19 Allen Camp MC Trail,
- 17E16 Little Round Top
- 09N95 Cosumnes Head



# SUBPART C - OVER-SNOW VEHICLES

Utilize Subpart C of Travel Management Rule - Designation of Over-Snow Vehicle Use on Roads, Trails and Areas on NFS lands to improve OSV Management

- The purpose of this subpart is to provide for regulation of use by over-snow vehicles on National Forest System roads and trails and in areas on National Forest System lands. OSV use may be allowed, restricted, or prohibited.

2013 Settlement Agreement (Snowlands, et al. v. U.S. Forest Service) obligates R5

- Perform appropriate environmental analysis to identify trails to be groomed on Lassen, Plumas, Tahoe, Eldorado, and Stanislaus



# SUBPART C - PROPOSED ACTION

- ⦿ To designate OSV use to protect forest resources, promote safety, and minimize conflicts among the various uses.
- ⦿ To enact OSV prohibitions of a more permanent nature than the temporary closures that currently exist.
- ⦿ To identify 56 miles of designated snow trails that would be groomed when there are 12 or more inches of snow.
- ⦿ To implement a forest-wide snow depth requirement for OSV use of a 12 inches of continuous and supportable snow covering the landscape.
- ⦿ Allow OSV use on designated NFS snow trails when there is a minimum of 6 inches of snow.

