

A vertical strip on the left side of the slide shows a topographic map with contour lines and a dashed line representing a trail route.

Rubicon Trail Route Identification Options

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- El Dorado County Resident 33 Years
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Support for the Rubicon Trail

- We recognize and support the Rubicon Trail as a historic and unique motorized recreation experience.
- The Jeepers Jamboree has set the standard for trail use and etiquette for over 50 years.
- Historically, street legal vehicles travelled from Georgetown to Lake Tahoe with the objective of causing the least amount of damage to vehicle, trail and environment.
- Responsible users did not use the trail in the winter, recognizing the damage that would result.
- Extreme vehicle use has not adhered to these early principles resulting in the CAO and displacement of traditional users.







Option 1 – Single Route

- Meets the historic character, is least costly, and the fastest path to issue resolution.
- Provides the County an opportunity to quickly move forward to obtain right- of-way, complete management plans, compete for grants, implement future projects, and comply with the CAO.
- Takes advantage of the support for responsible motorized use on the Rubicon Trail by the non-motorized and environmental communities.



Option 1 –Best Complies with Forest Service Regulations

- Variant routes described in Options 2 and 3 are not designated in the Eldorado National Forest Travel Management Plan.
- The County's 1989 Resolution claiming the Rubicon Trail also does not recognize Options 2 and 3 variant routes addressed in the Staff report.
- On National Forest lands, variant routes will require costly environmental analysis to comply with NEPA, could face serious legal challenges that would delay a final plan and limit future funding options.



Option 2 - Multiple Routes

- Allows to continue the behavior that led to massive resource damage, the Water Board's CAO, and increased law enforcement needs.
- Dramatically changes the historic character of the trail to one that favors extreme vehicle use and condones damage, irresponsible behavior, and vandalism - example the current use at the Soup Bowl and Little Sluice Box.
- More routes simply cost more to maintain and this is fiscally irresponsible.
- Extreme use and lack of maintenance has displaced the traditional user from the historic trail leading to the proliferation of bypasses.
- The additional impacts of multiple routes are not appropriate on public lands and El Dorado County's taxpayers shouldn't have to pay for it!

Extreme vehicle use in Little Sluice Box 2007



Public lands and county roads are not the place for extreme vehicle playgrounds.



Option 3 - Corridors

- Like Option 2 this turns the Rubicon Trail into an extreme OHV park.
- More costly to maintain, manage, and enforce.
- Inappropriate use of a public road.
- The USFS Travel Rule eliminates cross country travel and discourages area designation as is proposed in Option 3.
- This option is likely to trigger legal challenges that could encumber the County for years to come.
- The County does not have the time or the money to fund unnecessary litigation - especially in these tough economic times.
- Not in the best interest of County taxpayers.



Fiscal Responsibility

- El Dorado County faces serious financial issues and taxpayers are greatly concerned.
- No guarantee of continuing State OHV funding.
- Essential County services have been cut - services that serve a larger citizen base than does the Rubicon Trail.
- County taxpayers demand wise use of their limited funds.
- General funds should not support the destructive activities of a limited group of extreme vehicles users, most from out of County.
- This is an unfair burden on El Dorado County taxpayers.



Option 1 – The Best Choice

- The County has the opportunity to set the standard for how motorized trails are managed.
- We encourage the Board to take the high road and choose Option 1 - restoring and sustaining the historic use that has made the Rubicon world famous and the “Crown Jewel” of 4 wheeling.
- Option 1 is a step toward ending the Rubicon debate that has gone on for years. The longer this debate goes on the more it will cost, increase the possibility of trail closure, and lead to possible litigation.
- Option 1 is an opportunity to take action to meet the CAO and it provides access for responsible motorized users.
- Option 1 fosters future support for motorized recreation on public lands by non-motorized and environmental communities.



**We sincerely thank the Board
for hearing our recommendations**