

History and Authorities

November 8, 1965 – Public Law 89-336

The Whiskeytown-Shasta-Trinity National Recreation Area (NRA) was established by Congress to, in part, provide for public outdoor recreation use and enjoyment...and conservation of scenic, scientific, historic, and other values... the legislation also provided that administration of the NRA be carried out under management plans which each agency “shall prepare and...from time to time revise....”

1967 – Initial land use plan for Shasta and Trinity Lakes...

This plan guided the management of the area for nine years. During those years the volume and type of recreation use in the NRA expanded considerably. In addition, the National Environmental Policy Act (NEPA) of 1969 and related federal regulations made it mandatory to conduct and document an environmental analysis when proposing a major federal action.

1976 – First revised NRA plan and environmental impact statement (EIS)....

Documented the analysis of alternatives and established periodic reviews. This planning process identified the need to limit the number of overnight boats on Shasta and Trinity Lakes. Reasons cited include:

- ❖ Overnight boats could become a dominant use if not regulated.
- ❖ Desire to “balance” all uses.
- ❖ Protection of the resource.

1982 – First scheduled review – produced minor adjustments to the 1976 plan.

1987 – Scheduled review resulted in decision to conduct a new analysis and prepare a new EIS. One result was the regulation of all boats designed for overnight use, or Recreation Occupancy Vessels (ROV).

1988 – Forest Supervisor implemented fees for overnight vessels in the NRA under the authority of applicable laws and regulations. Specific direction is found within Office of Management and Budget Circular A-25 which transmits federal policy to assess user fees for “each individual recipient of special benefits derived from Federal activities beyond those received by the general public.” This direction is also reflected in Title 36 of the Code of Federal Regulations, and in Forest Service policy.

The 1982, 1987 and 1994 reviews, and more recently amendments, all included strong support for limiting numbers of overnight vessels in the NRA with permits. ROV permit holders were strong advocates of the permit as a means to manage capacities, protect the resources, provide for health and safety standards, and regulate conflicts with other users.

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