

USDA Forest Service, Rocky Mountain Region

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Announcements

Points of Clarification

Attachments

- NEPA and the Rule
- Notes from a Travel Mgmt. meeting with the White River National Forest



Announcements

We hope you like photograph of the WWII Jeep. 'Jeep' does come from slurring the letters GP. In WWII the Ford prototype design was called GP. These started the OHV ball rolling after the war was over.

- **We are about to launch the intranet web site.** There will be a link on the Regional Office home page for travel management that will take you to the site. Watch for it within the next week. On this web site we have information we hope the Forests will find useful as you proceed with travel management.
- The RO Implementation Team will be reviewing the **Forest Action Plans** and getting information back to the forests in the next few weeks. We plan to post them on the internal web site.
- A letter went out on May 12, 2006 with a file code of 2300/7710 containing the **Travel Management Rule Implementation Team Charter**. The Core Team, Extended RO Team, Leadership, and Forest Travel Management Leads are listed in the Charter. If you have any questions, contact one of us in the RO.

Recent Meetings:

- Francisco and Roger Tarum met with the Colorado Forest Supervisors May 2, and discussed the pressing workload issues, the tight time lines and the challenge of dispersed camping.
- Francisco and Veronica attended the annual Grasslands meeting in Douglas, Wyoming, May 11. Items discussed included consistency issues related to grasslands and focusing on grazing allotment permits. There were a lot of questions raised and after the meeting a Wyoming State Parks manger commented that he thought OHV use has grown 400% in the last three years in the Grasslands and was the most serious problem facing managers.
- Francisco participated in a conference call May 18, with all the regional foresters and Glenda Wilson on the WO release of a letter providing further direction on some key issues related to Travel Management and the rule implementation and the approved schedule for implementation. The Chief is going to have a follow-up conference call to stress the importance of meeting our timelines.
- Steve Sherwood, Pam Skeels and Francisco had a conference call with Liz Close from Region 4 and Jane Darnell, the Wyoming forest liaison discussing coordination within Wyoming. One of the ideas discussed was for the development of a Wyoming team to improve the level of consistency. Jane is taking the lead and will be discussing this with the Wyoming Forest Supervisors May 23.
- The dispersed camping team of Colorado went on a field trip on May 22. They looked at the issue of dispersed camping and parking width on the roads.

Regional Extended Core Team Members for Implementation

- Francisco Valenzuela
- Veronica Mitchell
- Pam Skeels
- Chuck Dunfee

New mailing list in LotusNotes for Travel Management e-mail communication:
pdl r2 tm leads

The Regional TM cadre is available to discuss or make a presentation about implementing the Rule to units in the Region. Please schedule with Francisco, Pam, Veronica or Chuck.

SAVE THE DATE! Plans are underway for the annual **OHV Workshop scheduled for July 6, 7, and 8th**. This will be held at Hahn's Peak near Steamboat Springs. The target audience is Agency Staff, Multi-Use Enthusiasts, and Volunteer Organizations. Look for more information, which was recently distributed.

Important Information

Region 2 Road and Trail ATM Protocols: Thanks to regional subteam members Ann Marie Verde, Chris Strobl, Sharon Allard, Todd Rivas and Steve Coupal, regional protocols have been developed to provide guidance, consistency and a simple ATM data entry. These protocols have been posted to the Travel Management Rule intranet site linked from the R2 FSWeb page.

Mixed-Use Engineering Workshop: UPDATE

The Mixed Use Workshop is postponed until later in the year. We will keep folks updated as soon as the date is decided to provide as much lead time as possible. Determinations for minimum requirements for Qualified Engineers will be discussed at a National meeting June 22 and 23.

The WRNF is currently working on procuring services through FedSource for Traffic Safety Studies and Mixed Use studies (ex FS Traffic engineer w/30+ years of experience with FS roads, etc).

If time and budget allows, we are recommending that those from engineering staffs (who may likely be the ones preparing engineering studies) become ATV and/or Motorcycle certified. This may not be a requirement for a Qualified Engineer, but understanding the handling and operating characteristics of these types of vehicles can help in conducting a better analysis.

Please consider the below excerpt from our **draft** directives, perhaps this can help to identify timeline/workload for these studies.

DRAFT FSH7709.55 30.03 – Policy

1. Prior to designating an NFS road for motorized mixed use, a qualified engineer must conduct an engineering analysis. The analysis includes a technical evaluation of the road and recommendations regarding motorized mixed use of the road. Depending on the complexity of the situation, the analysis may range from documenting engineering judgment to a comprehensive engineering report that addresses many factors related to motorized mixed use, including required mitigation. The analysis should be presented to the responsible official for a decision.
2. Decisions regarding motorized mixed use will be reflected in designations on a motor vehicle use map and documented in road management objectives (RMO's).
3. Where all the following conditions exist, a qualified engineer may document engineering judgment that an engineering report is not needed to recommend designation of a road for motorized mixed use:
 - a. The proposed designation is consistent with State and local law.
 - b. The road being considered for designation currently has motorized mixed use.
 - c. There is no documented crash history involving motorized mixed use on the road or similar roads in the vicinity.
4. Even when paragraphs 3a through 3c, apply, documentation of engineering judgment without a full engineering report is subject to the discretion of the qualified engineer.

The qualified engineer advises the responsible official on designation of NFS roads for motorized mixed use. When the appropriate level of analysis is complete, the qualified engineer documents the engineering judgment or prepares an engineering report.