

**Forest Service Manual  
National Headquarters - Washington Office  
Washington, DC**

**Forest Service Manual 7700 – Travel Management  
Chapter - Zero Code**

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**Responsible Staff:**

**Last Change:** Amendment 7700-2022-2 to FSM 7710

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**Digest:** Following is an explanation of the changes throughout the directive by section.

**Zero Code:** Revises chapter in its entirety, section changes listed.

**Section 7702:** Adds an objective to consider emerging technologies (such as e-electric bicycles) that are changing the way people access and recreate on National Forest System (NFS) lands.

**Section 7705:** Adds new definitions for “bicycle,” “electric bicycle (e-bike),” “Class 1 e-bike,” “Class 2 e-bike,” and “Class 3 e-bike” to facilitate designation of these three classes of e-bikes on NFS roads, on NFS trails, and in areas on NFS lands.

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This chapter enumerates the authority, objectives, policy, responsibility, and definitions for planning, construction, reconstruction, operation, and maintenance of forest transportation facilities and for management of motor vehicle use on National Forest System (NFS) lands.

## 7701 –Authority

### 7701.1 – Revegetation

National Forest Management Act of 1976 (16 U.S.C. 1608). Directs that roads be designed to standards appropriate for their intended uses and requires revegetation of temporary roads authorized under a contract, permit, lease, or other written authorization within 10 years of termination of the written authorization.

### 7701.2 – Travel Management

#### 7701.2a – Laws

1. National Forest Roads and Trails Act of October 13, 1964, as amended (16 U.S.C. 532-538). Authorizes road and trail systems for the National Forests. Authorizes granting of easements across NFS lands, construction and financing of maximum economy roads (FSM 7705), and imposition of requirements on road users for maintaining and reconstructing roads, including cooperative deposits for that work.
2. Highway Safety Act of 1966 (23 U.S.C. 402). Authorizes State and local governments and participating Federal agencies to identify and survey accident locations; to design, construct, and maintain roads in accordance with safety standards; to apply sound traffic control principles and standards; and to promote pedestrian safety.
3. National Trails System Act of October 2, 1968 (16 U.S.C. 1241-1249). Establishes the National Trails System and authorizes planning, right-of-way acquisition, and construction of trails established by Congress or the Secretary of Agriculture.
4. Federal Aid Highway Act of 1968, as amended (23 U.S.C. 109(a) and (h), 144, 151, 319, and 351). Establishes the National Bridge Inspection Standards (23 CFR Part 650, Subpart C) and the requirement that each State have a current inventory of bridges on all public roads, including NFS roads open to public travel (FSM 1535.11).
5. Surface Transportation Assistance Act of 1978, as amended (23 U.S.C. 101a, 201-205). Supersedes the Forest Highway Act of 1958. Authorizes appropriations for Forest highways and public lands highways. Establishes criteria for Forest highways; defines Forest roads, Forest development roads and Forest development trails (referred to as “NFS roads” and “NFS trails” in Forest Service regulations and directives); and limits the size of projects performed by Forest Service employees on Forest roads. Establishes the Federal Lands Highway Program.

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6. Annual Department of the Interior, Environment, and Related Agencies Appropriations Act. Appropriates funds for the Forest Service's road and trail programs.
7. Organic Administration Act of 1897 (16 U.S.C. 551). This act authorizes the regulation of National Forests.
8. Bankhead-Jones Farm Tenant Act (16 U.S.C. 7 U.S.C. 1011(f)). This act authorizes the regulation of National Grasslands.

**7701.2b – Regulations**

1. Travel Management (36 CFR Part 212, Subparts A, B, and C). Subpart A of these regulations establishes requirements for administration of the forest transportation system, including roads, trails, and airfields, and contains provisions for acquisition of rights-of-way. Subpart A also requires identification of the minimum road system needed for safe and efficient travel and for administration, utilization, and protection of NFS lands and use of a science-based roads analysis at the appropriate scale in determining the minimum road system. Subpart B describes the requirements for designating roads, trails, and areas for motor vehicle use and for identifying designated roads, trails, and areas on a motor vehicle use map (MVUM). Subpart C describes the requirements for designating roads, trails, and areas for over-snow vehicle (OSV) use and for identifying designated roads, trails, and areas on an OSV use map (OSVUM).
2. Prohibitions (36 CFR Part 261, Subpart A). These regulations establish prohibitions on use of NFS lands, including prohibitions on possession and operation of motor vehicles on NFS roads, on NFS trails, and in areas on NFS lands.
3. Sale and Disposal of National Forest System Timber (36 CFR Part 223). These regulations govern road construction related to Forest Service timber sale appraisals and contracts.
4. Minerals (36 CFR Part 228). These regulations establish access requirements for mining claims.
5. National Bridge Inspection Standards (23 CFR Part 650, Subpart C). These regulations promulgated by the Federal Highway Administration establish national bridge design specifications and guidance and bridge inspection standards and apply to bridges on NFS roads per FSM 7722 and 7736 and FSH 7709.56.
6. Procedures for Federal Agencies for Federal Roads (23 CFR Part 668, Subpart B). These regulations promulgated by the Federal Highway Administration set forth procedures for the Emergency Relief for Federally Owned Roads (ERFO) Program that apply to transportation facilities (FSM 7705) under the jurisdiction of Federal agencies.

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7. Value Engineering (48 CFR Part 48). These regulations promulgated by the Office of Federal Procurement Policy enumerate the requirements for value engineering clauses in construction contracts (FSH 6309.32, Part 4G48).

### 7701.2c – Other Authorities

1. Executive Order 11644, Use of Off-Road Vehicles on the Public Lands, dated February 8, 1972, as amended by Executive Order 11989, dated May 24, 1977. Provides for developing regulations governing use of off-road vehicles on Federal lands to protect natural resources, promote public safety, and minimize conflicts among uses.
2. Forest Service Directives. Direction on travel analysis, travel management, and designation of roads, trails, and areas for motor vehicle use resides in this chapter, FSM 7710 and FSH 7709.55. Direction on management and maintenance of NFS trails resides in FSM 2350 and FSH 2309.18, and direction on management and maintenance of roads resides in FSM 7730 and FSH 7709.59. Direction on law enforcement activities resides in FSM 5300 and FSH 5309.11.
3. Memorandum of Understanding on Administration of the ERFO Program for Federal Roads Off the Federal Aid System. Establishes procedures for the Federal Highway Administration and the Forest Service to administer funding for emergency relief for federally owned roads under the jurisdiction of the Forest Service (FSM 1535.12).
4. Memorandum of Understanding Between the Forest Service and the Bureau of Land Management on Rights-of-Way and Road Use. Includes provisions for granting temporary and long-term rights-of-way between the agencies. Provides for a license agreement to be issued to timber and mineral purchasers of one agency using roads under the jurisdiction of another agency (FSM 1531.12f and 5465.1).
5. Memorandum of Understanding Between the Forest Service and the Federal Highway Administration. Provides guidance on the applicability of 49 U.S.C. 303 and 23 U.S.C. 138 to National Forest Scenic Byways (FSM 1535.14).
6. Memorandum of Understanding Between the Forest Service and the Federal Highway Administration. Pursuant to section 1309 of the Transportation Equity Act for the 21<sup>st</sup> Century, provides guidance for a coordinated environmental review process between the two agencies to expedite Federal highway and transit projects.

### 7701.3 – Cooperation and Coordination

1. The Economy Act of 1932 (31 U.S.C. 1535). Allows the Forest Service to use the employees of other Federal agencies, including the Federal Highway Administration, to develop cost estimates, conduct surveys, prepare designs, and perform construction.
2. Section 5 of the Granger-Thye Act of April 24, 1950 (16 U.S.C. 572). Authorizes cooperation with public and private agencies, organizations, and persons in performing

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work on land situated within or near National Forests, including activities related to the forest transportation system (FSH 7709.59, sec. 20.11).

3. National Flood Insurance Act of 1968, as amended by the National Flood Insurance Reform Act of 1994 (42 U.S.C. 4001 et seq.). Establishes a unified program for national floodplain management.
4. Executive Order 11988, Floodplain Management, dated May 24, 1977, as amended by Executive Order 12148, July 20, 1979. Provides for a unified national program for floodplain management, including coverage by the Federal Flood Insurance Program.
5. Executive Order 11990, Protection of Wetlands, dated May 24, 1977. Provides national guidance on protection of wetlands.

## 7702 – Objectives

The objectives of managing the forest transportation system and motor vehicle use on NFS roads, on NFS trails, and in areas on NFS lands are:

1. To provide sustainable access in a fiscally responsible manner to NFS lands for administration, protection, utilization, and enjoyment of NFS lands and resources consistent with the applicable land management plan.
2. To manage the forest transportation system, including motor vehicle use and OSV use on NFS roads and NFS trails and in areas on NFS lands, within the environmental capabilities of the land.
3. To provide an appropriate range of recreation opportunities on NFS lands and to minimize conflicts among uses of NFS lands.
4. To manage the forest transportation system to address user safety and convenience and efficiency of operations in an environmentally responsible manner and, where needed, to restore ecosystems along NFS roads and NFS trails designated for motor vehicle use or OSV use under 36 CFR Part 212, Subpart B or C, within the limits of current and anticipated funding levels.
5. To coordinate travel planning and analysis on NFS lands with Federal, State, county, and other local governmental entities and Tribal Governments and to allow the public to participate in the designation of NFS roads, NFS trails, and areas on NFS lands for motor vehicle use or OSV use.
6. To designate those NFS roads, NFS trails, and areas on NFS lands that are open to motor vehicle use or OSV use.
7. To make appropriate use of transit and intermodal transportation systems when they best meet the need for transportation to NFS destinations in a sustainable and environmentally acceptable manner.

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8. To consider emerging technologies (such as e-bikes) that are changing the way people access and recreate on NFS lands. For example, where suitable for use, e-bikes may provide new opportunities for individuals who might otherwise be prevented from experiencing an NFS trail without assistance from an electrical motor.

**7703 – Policy**

1. Responsible Officials shall provide a forest transportation system that best achieves the desired conditions identified in the applicable land management plan (FSM 1920).
2. In managing the forest transportation system, Responsible Officials shall coordinate with other Federal, State, county, and local public road authorities and Tribal Governments to:
  - a. Integrate transportation information.
  - b. Balance forest transportation facility investments and maintenance costs with current and future budgets to maintain the health of the land and water quality; provide for user safety; and provide public and administrative access.
3. The NFS road system should be the minimum necessary to achieve the above purposes.
4. Responsible officials shall allow the public to participate in the designation of NFS roads, NFS trails, and areas on NFS lands for motor vehicle use or OSV use.

**7703.1 – Travel Management**

**7703.11 – General Considerations In Designating Roads, Trails, and Areas**

See FSM 7715.2 for guidance on the scope and scale of travel management decisions. In accordance with 36 CFR Part 212, Subpart B or C, when designating NFS roads, NFS trails, and areas on NFS lands for motor vehicle use or OSV use, Responsible Officials shall:

1. Use travel analysis (FSM 7712; FSH 7709.55, ch. 20) to consider and document application of the criteria in 36 CFR 212.55 in making the designation decision. Travel management decisions involving the designation of NFS roads, NFS trails, and areas on NFS lands for motor vehicle use or OSV use must be informed by travel analysis conducted at an appropriate scale, as well as appropriate site-specific environmental analysis and public involvement.
2. Provide for public involvement in the designation process to minimize conflicts among uses, enhance public enjoyment, and address other important values and uses of NFS lands.



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3. Clearly identify on a Motor Vehicle Use Map (MVUM) or Over-snow Vehicle Use Map (OSVUM), as appropriate, those roads, trails, and areas that are designated for motor vehicle use or OSV use by vehicle class and, if appropriate, by time of year (FSM 7711.3).
4. Designation of roads and trails for motor vehicle use under 36 CFR Part 212, Subpart B, may include the limited use of motor vehicles within a specified distance of certain Forest roads and trails solely for the purposes of big game retrieval or dispersed camping (36 CFR 212.51(b)). Apply the provision for big game retrieval and dispersed camping sparingly, after conducting travel analysis and appropriate site-specific environmental analysis and public involvement.

**7703.12 – Road Management**

See FSM 7730 for additional guidance on road management.

1. Use travel analysis (FSM 7712; FSH 7709.55, ch. 20) to identify the minimum road system needed for safe and efficient travel and for administration, utilization, and protection of NFS lands per 36 CFR 212.5(b)(1).
2. To identify the minimum road system, all administrative units must complete a travel analysis that addresses appropriate broad-scale concerns, as identified by the unit manager. A roads analysis that was completed in accordance with Publication FS-643, “Informing Decisions About Managing the National Forest Transportation System,” satisfies the requirement to use travel analysis to identify the minimum road system.
3. Specifically, use travel analysis to inform travel management decisions that:
  - a. Determine the need for access to NFS lands;
  - b. Identify the infrastructure required to provide that access;
  - c. Consider and minimize effects of construction, reconstruction, maintenance, and decommissioning of Forest roads on natural and cultural resources; and
  - d. Provide a road system that facilitates management of the NFS and provides a wide range of motorized and non-motorized recreation opportunities.
4. Identify the benefits of public access to NFS lands and the environmental costs of road-associated effects, taking into account public safety, affordability, and management efficiency.
5. Give priority to reconstructing and maintaining needed roads and decommissioning unneeded roads, or, where appropriate, converting them to less costly and more environmentally beneficial uses.

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6. Use travel analysis (FSM 7712; FSH 7709.55, ch. 20) to ensure that road management decisions are based on consideration of environmental, social, and economic impacts.
7. Construct new roads only where resource management objectives and benefits are clearly demonstrated and where long-term funding obligations have been carefully considered.

**7703.13 – Considerations in Designating Trails for Motor Vehicle Use or OSV Use**

See FSM 7715.5 and FSM 7715.6 for specific guidance to follow in designating trails for motor vehicle use.

1. Manage trails designated for motor vehicle use or OSV use consistent with direction in FSM 2350.
2. Use travel analysis (FSM 7712; FSH 7709.55, ch. 14 and 20), conducted at an appropriate scale, to ensure that decisions to designate trails for motor vehicle use or OSV use consider environmental, social, and economic impacts and to preserve areas of opportunity on each administrative unit for non-motorized recreational experiences.

**7703.14 – Considerations in Designating Areas for Motor Vehicle Use or OSV Use**

See FSM 7715.5 and FSM 7715.6 for specific guidance to follow in designating areas for motor vehicle use.

1. Use travel analysis (FSM 7712; FSH 7709.55, ch. 14 and 20), conducted at an appropriate scale, to ensure that decisions to designate areas for motor vehicle use or OSV use are based on consideration of environmental, social, and economic impacts.
2. Use restraint in designating areas on NFS lands for motor vehicle use under 36 CFR Part 212, Subpart B. Areas designated for motor vehicle use are not intended to be large or numerous. Not all administrative units will find it necessary or desirable to designate areas for motor vehicle use.
3. Designate areas on NFS lands for motor vehicle use under Subpart B only when they have natural resource characteristics that are suitable for motor vehicle use or are so altered by past actions that motor vehicle use off designated roads and trails is appropriate.
4. In contrast to areas on NFS lands designated for motor vehicle use under Subpart B, areas on NFS lands designated for OSV use under Subpart C do not have to be much smaller than a ranger district (36 CFR 212.1).

**7703.15 – Intermodal Transportation**

1. Utilize transit and other intermodal methods of transportation when they best meet desired conditions in the applicable land management plan for transporting large numbers

of people to NFS destinations within identified economic, resource, and environmental constraints.

2. Encourage public transit authorities to provide services on NFS lands.

## **7703.2 – Management Opportunities**

Management opportunities may include roads, trails, and areas designated for motor vehicle use, as well as trails managed for a variety of non-motorized uses (such as hiking, horseback riding, and bicycling). The forest transportation system should provide access to NFS lands for both motorized and non-motorized uses in a manner that is socially, environmentally, and economically sustainable over the long term, enhances public enjoyment of NFS lands, and maintains other important values and uses.

### **7703.21 – Management Opportunity Considerations**

1. Unauthorized Routes. Repeated cross-country motor vehicle use of NFS lands has resulted in unplanned, unauthorized roads and trails (FSM 7715.78). Unauthorized routes develop without agency authorization, environmental analysis, or public involvement and do not have the same status as NFS roads and NFS trails included in the forest transportation system. Nevertheless, some unauthorized routes are well-sited, provide excellent opportunities for outdoor recreation by motorized and non-motorized users, and would enhance the system of designated routes and areas. Other unauthorized routes are poorly located and cause unacceptable impacts. Responsible Officials should work with user groups and others to identify those unauthorized routes that should be considered for designation based on the criteria in 36 CFR 212.55.
2. Appropriate Mix of Recreational Activities. Opportunities to enhance the full spectrum of motorized and non-motorized recreation should be considered when designating roads, trails, and areas for motor vehicle use. Designation of a road, a trail, or an area does not establish motor vehicle use as dominant or exclusive of other uses. Rather, designation should result in an appropriate mix of recreational activities that minimizes conflicts among uses.

### **7703.22 – Motor Vehicle Use or OSV Use Off Designated Roads and Trails and Outside Designated Areas**

1. Once designation of motor vehicle use or OSV use is complete on an administrative unit or Ranger District and designated routes and areas are identified on an MVUM or OSVUM, motor vehicle use off the designated system or inconsistent with the designations is prohibited by 36 CFR 261.13 or 261.14. See 36 CFR 261.13 or 261.14 and FSM 7716.2 for vehicles and uses exempted from this prohibition.
2. Motor vehicle use off designated roads, trails, and areas may be authorized by a contract, easement, special use permit, or other written authorization issued under Federal law or regulation (36 CFR 212.51(a)(8); FSM 7716.2). This option may be particularly

desirable when motor vehicle use off the designated system is associated with a single event or other authorized uses, such as grazing, vegetation management, and hazardous fuels reduction.

### **7703.23 – Use By Over-Snow Vehicles**

1. Once designation is complete on an administrative unit or Ranger District and designated routes and areas are identified on an OSVUM, over-snow vehicle use off the designated system or inconsistent with the designations is prohibited by 36 CFR 261.14. See 36 CFR 261.14, 36 CFR 212.51(a) or FSM 7716.2 for vehicles and uses exempted from this prohibition.
2. Over-snow vehicle use off designated roads, trails, and areas may be authorized by a contract, easement, special use permit, or other written authorization issued under Federal law or regulation (36 CFR 212.81(a)(5); FSM 7716.2(8)). This option may be particularly desirable when over-snow vehicle use off the designated system is associated with a single event or other authorized uses, such as grazing, vegetation management, and hazardous fuels reduction.

### **7703.24 – Maintaining and Reconstructing Roads**

1. Emphasize maintenance and reconstruction of NFS roads to meet road management objectives (FSM 7714).
2. Give priority to maintaining and reconstructing the most heavily used roads to provide safe and efficient travel and to reduce adverse environmental impacts. Do not maintain unauthorized roads. After an administrative unit or Ranger District has completed route and area designation, motor vehicle use is prohibited on unauthorized roads, and those roads may be decommissioned as funding permits. Temporary roads are maintained as provided in the contract, permit, lease, or other written authorization for those roads and must be decommissioned at the conclusion of the authorized activity.
3. Access needs for utilization and administration of NFS lands and resources may sometimes result in establishment of NFS roads that are part of the forest transportation system but are not designated for motor vehicle use by the general public, and therefore are not shown on an MVUM or an OSVUM.
4. Intermittent-service roads may provide access for Forest Service administration of NFS lands or for motor vehicles authorized by contract, permit, or other written authorization issued under Federal law or regulation (36 CFR 212.51(a)(8)). These roads should continue to be managed, maintained, and operated consistent with the applicable land management plan and applicable road management objectives.
5. Access needed to private property or developments on or near NFS lands also may result in establishment of public or private roads that cross NFS lands but are not necessary for the protection, administration, and utilization of the NFS and therefore are

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not Forest roads or NFS roads. Like Forest roads authorized by a legally documented right-of-way held by a State, county, or local public road authority, these roads should be maintained by the holder of the right-of-way.

**7703.25 – Decommissioning Roads**

1. Use travel analysis (FSM 7712; FSH 7709.55, ch. 20) to identify roads that may not be needed for the use and management of NFS lands; to identify roads that could be converted to trails; to identify restoration needs; and to establish decommissioning priorities. Unauthorized roads, temporary roads, and any NFS roads no longer needed for the use and management of NFS lands should be decommissioned. Do not designate temporary roads or unneeded roads for motor vehicle use, and do not show unneeded roads on an MVUM.
2. See FSM 7734 for further direction regarding decommissioning roads.

**7703.26 – Adding Roads to the Forest Transportation System**

1. Consistent with FSM 7703.12, paragraph 7, before adding roads to the forest transportation system, carefully consider and document the road management objectives (see FSM 7714), environmental impacts, and social and economic benefits associated with the proposed additions.
2. Decisions to add roads to the forest transportation system must be informed by travel analysis (FSM 7712 and FSH 7709.55, ch. 20) conducted at an appropriate scale, as well as appropriate site-specific environmental analysis and public involvement. Desired conditions are described in the applicable land management plan (FSM 1920). Consider values affected by new NFS roads, including access to, utilization, protection, and administration of NFS lands; public health and safety; and valid existing rights. Consideration must be given to long-term road funding opportunities and obligations. In examining the environmental effects of new roads, consider:
  - a. Effects on associated ecosystems;
  - b. Introduction of invasive species;
  - c. Effects on threatened and endangered species and areas with significant biodiversity, cultural resources, fish and wildlife habitat, water quality, and visual quality;
  - d. Effects on recreation opportunities; and
  - e. Effects on access to NFS lands.
3. Decisions to add roads to the forest transportation system may involve constructing NFS roads, acquiring NFS roads through land purchases or exchanges, and adding unauthorized roads to the forest transportation system.

### **7703.27 – Converting NFS Roads to NFS Trails and Managing Coincidental Routes**

Before converting unneeded NFS roads to NFS trails or establishing coincidental NFS roads and NFS trails, consider:

1. Whether the route would provide a recreation experience consistent with desired Trail Management Objectives (FSM 2353.12);
2. Environmental effects of the continued existence of the route;
3. The need for mitigation, removal, repair, or alteration of structures along the route; and
4. Long-term trail maintenance and available funding.

See FSM 2309.18, section 21.2, for additional direction on converting unneeded NFS roads to NFS trails. See FSM 7731.11, on traffic management strategies, for further direction that may assist in deciding whether to convert NFS roads to NFS trails or establish coincidental routes.

### **7703.3 – Jurisdiction Over Forest Transportation Facilities**

1. Documentation of Jurisdiction Over Forest Transportation Facilities. Determine jurisdiction over all forest transportation facilities. Maintain current Forest Service jurisdictional records in the landownership records (FSM 5490) and the forest transportation atlas (FSM 7711.2).
2. Transfer of Jurisdiction Over a Forest Transportation Facility. Wherever possible, transfer jurisdiction over an NFS road and associated forest transportation facilities (FSM 7705) to the appropriate public road authority when the road meets any of the following criteria:
  - a. More than half the traffic on the road is not related to administration and use of NFS lands.
  - b. The road is necessary for mail, school, or other essential local governmental purposes.
  - c. The road serves yearlong residents within or adjacent to NFS lands.
3. Obtaining Jurisdiction. Obtain jurisdiction over roads and trails where Forest Service control is necessary for adequate management of the forest transportation system.
4. Roads and Trails Under Forest Service Jurisdiction. The Forest Service has jurisdiction over the following:
  - a. Roads and trails constructed on NFS lands or on acquired or reserved rights-of-way that are needed for National Forest purposes.

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- b. Roads and trails obtained through construction and use agreements (FSM 2732 and 5467).
- c. Roads and trails constructed under a special use authorization (FSM 2733 and FSH 2709.12).
- d. Roads and trails existing or constructed prior to the reservation of lands from the public domain that have never been managed as part of the transportation system of a State, county, or local public road authority.
- e. Roads and trails constructed prior to the reservation of lands from the public domain that have been managed as part of the transportation system of a State, county, or local public road authority, but for which the rights of the public road authority have terminated or been transferred to the United States.
- f. Unauthorized roads and trails constructed or created on NFS lands.

5. Roads and Trails Under the Jurisdiction of Other Parties. The following roads and trails are under the jurisdiction of other parties. Depending on the circumstances, the Forest Service may also share some level of jurisdiction. However, the following roads and trails are not subject to designation under 36 CFR Part 212, Subpart B and C:

- a. Roads existing or constructed prior to the reservation of lands from the public domain that are authorized by a legally documented right-of-way held by a Federal, State, county, or local public road authority.
- b. Roads and trails for which legally documented rights-of-way were reserved or outstanding on acquired lands before title passed to the United States, except to the extent that the Forest Service has acquired the right to regulate uses on these rights-of-way.
- c. Roads and trails for which the Forest Service has granted a legally documented right-of-way to a Federal, State, county, or local public road authority (FSM 2732).

**7703.4 – Common Transportation Interests With Local Public Road Authorities and Other Landowners**

- 1. Establish priorities, based on land management planning and travel analysis, for acquiring easements or other property interests and rights-of-way over non-Federal transportation facilities.
- 2. Cooperate with intermingled and adjacent landowners to plan, develop, and operate transit and transportation facilities serving the interests of all affected parties.
- 3. Encourage local public road authorities to bear a proportionate share of reconstruction and maintenance costs of transportation facilities over which the Forest Service does not exercise jurisdiction when the local public road authorities are unable or lack the

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authority to accept full responsibility. Use forest road agreements (FSH 1509.11, sec. 31.2) to implement these cost-sharing arrangements. Forest road agreements do not change jurisdiction over a forest transportation facility.

**7703.5 – Agreements for Road Operation and Maintenance**

Recover costs of road reconstruction and maintenance from commercial haulers commensurate with their use. Establish priorities for acquiring and exchanging rights-of-way and provide for sharing road construction and maintenance costs with cooperating parties. See FSM 2353.18, 7731.3, and 7732.2 for additional direction on agreements for operation and maintenance of the forest transportation system.

**7704 – Responsibility**

See FSM 2350 and FSM 7710 for additional responsibility related to Travel management.

**7704.1 – Deputy Chief for the National Forest System**

The Deputy Chief for the National Forest System is responsible for:

1. Developing and establishing priorities for transportation programs.
2. Recommending laws and regulations relating to the forest transportation system and travel management.
3. Establishing national information requirements relating to the forest transportation system.

**7704.2 – Washington Office, Director of Engineering**

The Washington Office, Director of Engineering is responsible for:

1. Developing, issuing, reviewing, and monitoring policy, functional standards, technical guidelines, specifications, and other requirements for planning, developing, operating, and maintaining transit systems and transportation facilities and coordinating with the Washington Office, Director of Recreation, Heritage, and Volunteer Resources regarding trails.
2. Directing, coordinating, and approving Service-wide transportation studies.
3. Maintaining liaisons with other agencies and organizations in transportation matters.
4. Identifying and transferring appropriate transportation technology.



### **7704.3 – Washington Office, Director of Recreation, Heritage, and Volunteer Resources**

See FSM 2350 for trail responsibilities of the Washington Office, Director of Recreation, Heritage, and Volunteer Resources.

### **7704.4 – Washington Office, Director of Law Enforcement and Investigations**

The Washington Office, Director of Law Enforcement and Investigations is responsible for coordinating with NFS Line Officers to ensure that law enforcement responsibilities are met (FSM 5304).

### **7704.5 – Regional Foresters**

Regional Foresters are responsible for:

1. Providing direction, consultation, assistance, technology transfer, and training to administrative units in their region for all phases of travel management, travel analysis, and route and area designation.
2. Providing direction, consultation, assistance, technology transfer, and training to administrative units in their region for all phases of planning, development, operation, and maintenance of forest transportation facilities in their region.
3. Developing and maintaining effective working relationships regarding transportation matters with organizations, Tribal Governments, and public road authorities, and coordinating regional transportation programs and activities.
4. Entering into cooperative agreements and memoranda of understanding with other Federal agencies, States, counties, other local governmental entities, and Tribal Governments for cooperative planning, development, maintenance, and operation of forest transportation facilities.
5. Ensuring that the staff of the administrative units in their region have adequate levels of engineering, recreation, and trail management skills (FSM 7702).
6. Developing and implementing cost-effective programs for travel analysis and planning, development, operation, and maintenance of forest transportation facilities.
7. Monitoring and evaluating motor vehicle use to ensure adherence to applicable laws, regulations, and policies (FSM 7702).

Regional Foresters may delegate the responsibilities enumerated in FSM 7704.5, paragraphs 6 and 7, to the Regional Office, Director of Engineering.

## **7704.6 – Regional Office, Director of Engineering**

The Regional Office, Director of Engineering is responsible for designating qualified engineers for the purpose of exercising engineering judgment and preparing engineering reports for motorized mixed use analysis (FSM 7715.77; FSH 7709.55, ch. 30).

## **7704.7 – Forest Supervisors**

Forest Supervisors are responsible for:

1. Planning and coordinating transportation activities to achieve applicable land management plan objectives and to ensure interdisciplinary, cost-effective input into the travel analysis process.
2. Planning, developing, operating, maintaining, and monitoring all elements of the forest transportation system in their administrative unit.
3. Developing and maintaining an adequate level of engineering, recreation, and trail management skills on their staff.
4. Maintaining current transportation system data to meet national information requirements MVUM and OSVUM standards.
5. Entering into cooperative agreements with States, counties, other local governmental entities, and Tribal Governments as appropriate for cooperative planning, development, maintenance, and operation of forest transportation facilities.
6. Entering into cooperative agreements with non-governmental organizations for maintenance and operation of NFS roads and NFS trails.
7. Monitoring motor vehicle use, including off-highway and over-snow vehicles use, as appropriate and feasible to ensure adherence to applicable laws, regulations, and policies and revising designations of roads, trails, and areas for motor vehicle use, including off-highway and over-snow vehicles use, as needed to meet changing conditions (36 CFR 212.54 and 212.57; FSM 7717.2 and 7718.2).

## **7705 – Definitions**

Administrative Unit. A National Forest, a National Grassland, a purchase unit, a land utilization project, Columbia River Gorge National Scenic Area, Land Between the Lakes, Lake Tahoe Basin Management Unit, Midewin National Tallgrass Prairie, or other comparable unit of the NFS (36 CFR 212.1).

All-Terrain Vehicle (ATV). A type of off-highway vehicle that travels on three or more low-pressure tires; has handle-bar steering; is less than or equal to 50 inches in width; and has a seat designed to be straddled by the operator.

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Area. A discrete, specifically delineated space that is smaller, and, except for over-snow vehicle use, in most cases much smaller, than a Ranger District. (36 CFR 212.1)

Arterial Road. An NFS road that provides service to large land areas and usually connects with other arterial roads or public highways.

Bicycle. A pedal-driven, solely human-powered device, with two wheels attached to a frame, one behind the other.

Bridge. A road or trail structure, including supports, erected over a depression or obstruction such as water, a road, trail or railway and having a deck for carrying traffic or other loads.

Collector Road. An NFS road that serves smaller areas than an arterial road and that usually connects arterial roads to local roads or terminal facilities.

Designated road, trail or area. A NFS Road, a NFS Trail, or an area on NFS lands that is designated for motor vehicle use pursuant to 36 CFR 212.51 and placed on a motor vehicle use map.

Designation of over-snow vehicle use. Designation of a NFS Road, a NFS Trail or an area on NFS lands where over-snow vehicle use is allowed (36 CFR 212.81).

Electric Bicycle (E-Bike). Also referred to as an electric mountain bike (eMTB), a type of motor vehicle with two or three wheels, fully operable pedals, and an electric motor of not more than 750 watts that meets the requirements of one of the following three classes:

- a. Class 1 E-Bike. An e-bike equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the e-bike reaches the speed of 20 miles per hour.
- b. Class 2 E-Bike. An e-bike equipped with a motor that may be used exclusively to propel the e-bike and that ceases to provide assistance when the e-bike reaches the speed of 20 miles per hour.
- c. Class 3 E-Bike. An e-bike equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the e-bike reaches the speed of 28 miles per hour.

Engineering Analysis. An analysis and evaluation conducted by a qualified engineer or under the supervision of a qualified engineer of an NFS road, road segment, or road system being considered for motorized mixed use. The analysis and evaluation may include recommended mitigation measures. The analysis may be simply documentation of engineering judgment or may be a more complex engineering report that includes many factors related to motorized mixed use.

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**Engineering Judgment.** The evaluation of available information and the application of engineering principles, standards, guidance, and practices for the purpose of considering motorized mixed use of a road. Engineering judgment must be exercised by a qualified engineer or by an individual who is working under the supervision of a qualified engineer and who is applying procedures and criteria established by the qualified engineer.

**Engineering Report.** A report that analyzes risk factors pertaining to a proposed designation of a road for motorized mixed use that is signed by a qualified engineer, and that is presented to the Responsible Official. The report may identify alternatives, as well as risks associated with those alternatives, for mitigation of factors contributing to the probability and severity of crashes.

**Forest Road or Trail.** A road or trail wholly or partly within or adjacent to and serving the NFS that the Forest Service determines is necessary for the protection, administration, and utilization of the NFS and the use and development of its resources (36 CFR 212.1).

**Forest Transportation Atlas.** A display of the system of roads, trails, and airfields of an administrative unit (36 CFR 212.1).

**Forest Transportation Facility.** A forest road or trail or an airfield that is displayed in a Forest transportation atlas, including bridges, culverts, parking lots, marine access facilities, safety devices, and other improvements appurtenant to the forest transportation system (36 CFR 212.1).

**Forest Transportation System.** The system of NFS roads, NFS trails, and airfields on NFS lands (36 CFR 212.1).

**Forest Transportation System Management.** Travel planning, analysis, designation of roads, trails and areas for motor vehicle use, recordkeeping, scheduling, construction, reconstruction, maintenance, decommissioning, and other operations undertaken to achieve environmentally sound, safe, and cost-effective access for the use, enjoyment, protection, administration, and management of NFS lands.

**Highway-Legal Vehicle.** Any motor vehicle that is licensed or certified under State law for general operation on all public roads in the State. Operators of highway-legal vehicles are subject to state traffic law, including requirements for operator licensing.

**Jurisdiction Over a Forest Transportation Facility.** The legal right to control or regulate use of a forest transportation facility derived from title, an easement, an agreement, or other similar source.

**Local Road.** An NFS road that connects a terminal facility with collector roads, arterial roads, or public highways and that usually serves a single purpose involving intermittent use.

**Motor Vehicle.** Any vehicle which is self-propelled, other than:

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- a. A vehicle operated on rails; and
- b. Any wheelchair or mobility device, including one that is battery-powered, that is designed solely for use by a mobility-impaired person for locomotion and that is suitable for use in an indoor pedestrian area (36 CFR 212.1).

Motor Vehicle Use Map (MVUM). A map reflecting designated roads, trails, and areas on an administrative unit or a Ranger District of the NFS (36 CFR 212.56 and FSM 7711.3).

Motorcycle. A two-wheeled motor vehicle on which the two wheels are not side-by-side but in line.

Motorized Mixed Use. Designation of an NFS road for use by both highway-legal and non-highway-legal motor vehicles.

National Forest System Road. A Forest road other than a road which has been authorized by a legally documented right-of-way held by a State, county, or local public road authority (36 CFR 212.1).

National Forest System Trail. A Forest trail other than a trail which has been authorized by a legally documented right-of-way held by a State, county, or local public road authority (36 CFR 212.1).

Non-Highway-Legal Vehicle. Any motor vehicle that is not licensed or certified under State law for general operation on all public roads within the State. Operators of non-highway-legal vehicles are subject to State requirements, if any, for licensing and operation of the vehicle in question.

Off-Highway Vehicle. Any motor vehicle designed for or capable of cross-country travel on or immediately over land, water, sand, snow, ice, marsh, swampland, or other natural terrain (36 CFR 212.1).

Over-Snow Vehicle. A motor vehicle that is designed for use over snow and that runs on a track or tracks and/or a ski or skis, while in use over snow (36 CFR 212.1).

Over- Snow Vehicle Use Map. A map reflecting roads, trails and areas designated for over-snow vehicle use on an administrative unit or a Ranger District of the NFS (36 CFR 212.81 and FSM 7711.4).

Primitive Area. An area within the NFS classified as primitive on the effective date of the Wilderness Act, September 3, 1964 (36 CFR 261.2).

Private Road. A road under private ownership authorized by an easement granted to a private party or a road that provides access pursuant to a reserved or outstanding right.

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**Public Road.** A road under the jurisdiction of and maintained by a public road authority and open to public travel (23 U.S.C. 101(a)).

**Qualified Engineer.** An engineer who by experience, certification, education, or license is technically trained and experienced to perform the engineering tasks specified and who is designated by the Regional Office, Director of Engineering.

**Road.** A motor vehicle route over 50 inches wide, unless identified and managed as a trail (36 CFR 212.1).

**Road Construction or Reconstruction.** Supervising, inspecting, actual building, and incurrence of all costs incidental to the construction or reconstruction of a road (36 CFR 212.1).

**Road Decommissioning.** Activities that result in restoration of unneeded roads to a more natural state (FSM 7734).

**Road Maintenance.** Ongoing upkeep of a road necessary to maintain or restore the road in accordance with its road management objectives (FSM 7714).

**Road Subject to the Highway Safety Act.** An NFS road that is open to public use in a standard passenger car, including a road with access restricted on a seasonal basis and a road closed during extreme weather conditions or for emergencies, but which is otherwise open to public travel.

**Route.** A road or trail.

**Temporary Road or Trail.** A road or trail necessary for emergency operations or authorized by contract, permit, lease, or other written authorization that is not a Forest road or a Forest trail and that is not included in a forest transportation atlas (36 CFR 212.1).

**Terminal Facility.** A transfer point between the forest transportation system and Forest resources served by the system, or between different transportation modes, including parking areas, turnouts, boat ramps and docks, trailheads, marine access facilities, airfields, and heliports.

**Trail.** A route 50 inches or less in width or a route over 50 inches wide that is identified and managed as a trail (36 CFR 212.1).

**Travel Management Atlas.** An atlas that consists of a forest transportation atlas and a MVUM or MVUMs (36 CFR 212.1).

**Unauthorized Road or Trail.** A road or trail that is not a Forest road or trail or a temporary road or trail and that is not included in a forest transportation atlas (36 CFR 212.1).

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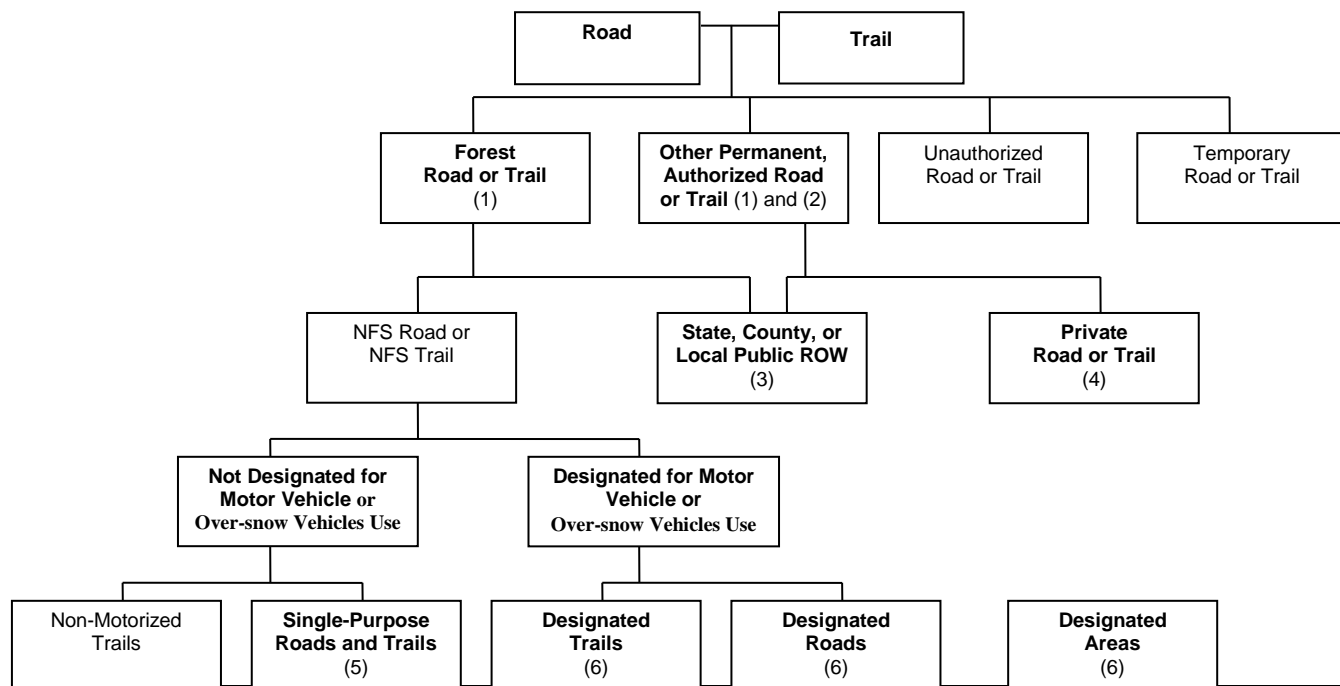
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**7705 – Exhibit 01**

**TRAVEL MANAGEMENT TERMINOLOGY**



- (1) Included in a forest transportation atlas.
- (2) Includes permanent public and private roads authorized by a written instrument that are not necessary for use of the NFS.
- (3) Includes Forest highways, as well as other public roads authorized by a legally documented right-of-way. Should be shown on an MVUM as “other public roads.”
- (4) Includes permanent, private authorized roads that are not necessary for use of the NFS (e.g., roads that provide access to private land within the NFS).
- (5) Includes Maintenance Level 1 roads and other Forest roads not designated for motor vehicle use (e.g., a road that provides access for summer maintenance and repair of a ski area chair lift or a road that provides access to a mining claim on NFS lands).
- (6) Included on an MVUM.

## **7709 – Handbooks**

### **7709.5 – Service-wide Handbooks**

#### **7709.55 – Travel Planning Handbook**

This handbook provides guidance on travel planning and project planning activities associated with designation of roads, trails, and areas for motor vehicle use.

#### **7709.56 – Road Preconstruction Handbook**

This handbook provides guidance on the location, survey, design, and preparation of cost estimates for NFS roads.

#### **7709.56b – Transportation Structures Handbook**

This handbook provides guidance on the planning, location, survey, design, and operation of culverts, bridges, and other road and trail transportation structures.

#### **7709.57 – Road Construction Handbook**

This handbook provides guidance on engineering for road construction.

#### **7709.59 – Road System Operations and Maintenance Handbook**

This handbook contains direction on conducting traffic management, investment sharing and cost recovery for roads, highway safety, traffic studies, and other aspects of road operations.