

Transportation and Motor Vehicle Use Report for Travel Management

Camino Real Ranger District, Carson National Forest



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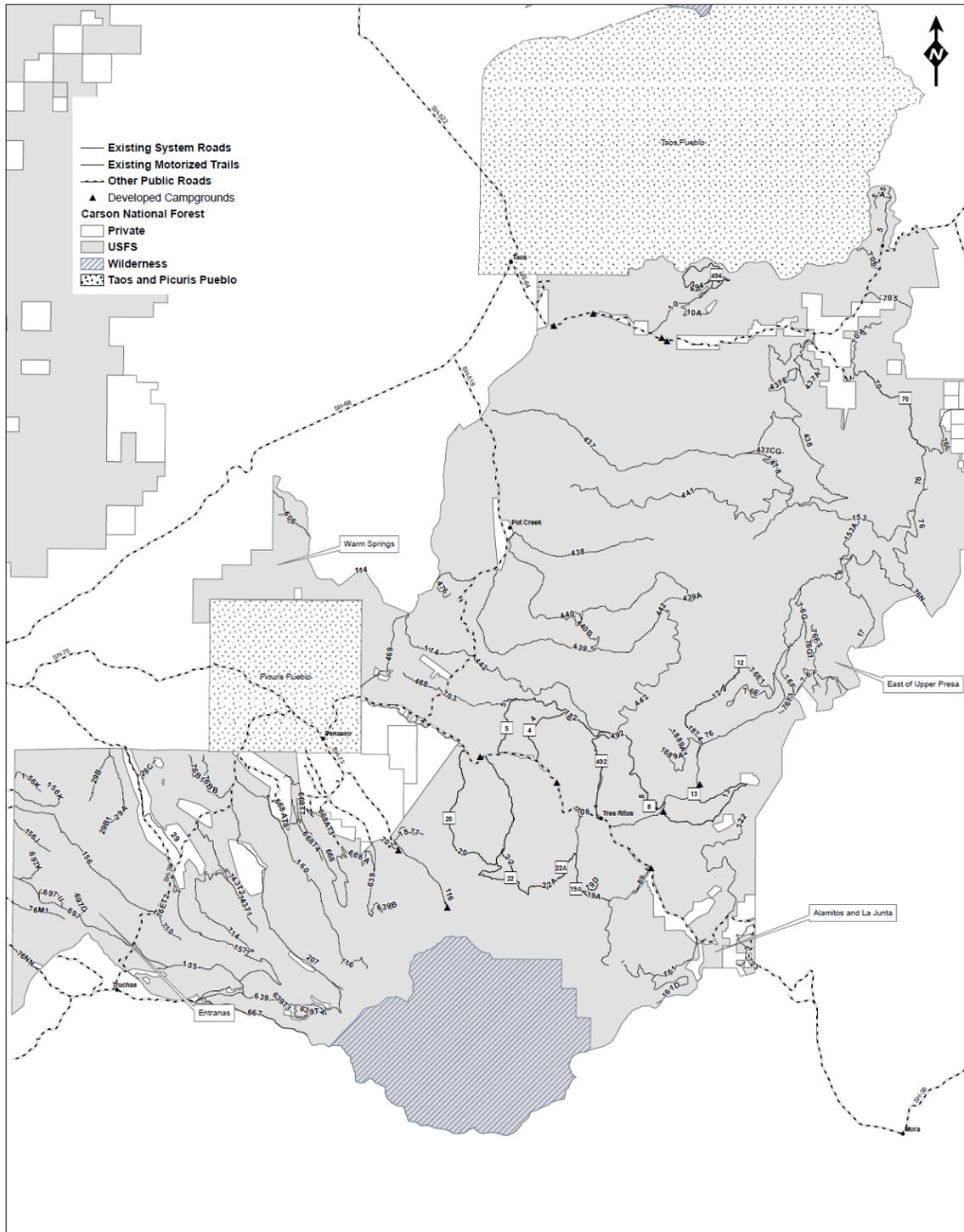


Figure 1. Existing transportation system on the Camino Real Ranger District, Carson National Forest, including motorized cross-county travel areas

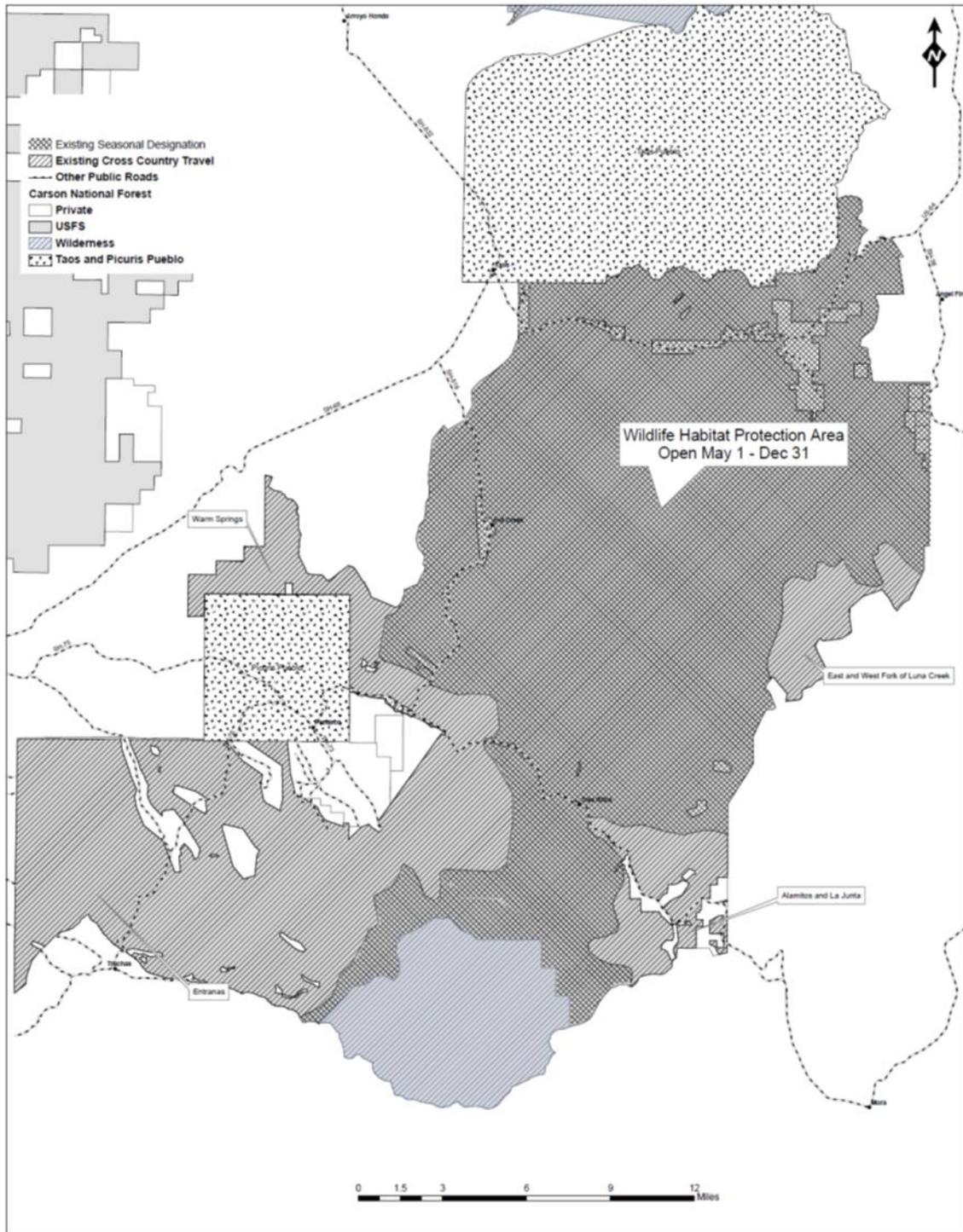


Figure 2. Existing seasonal designations for motor vehicle use. Designations protect wintering and calving habitat for deer and elk on the Camino Real Ranger District, Carson National Forest

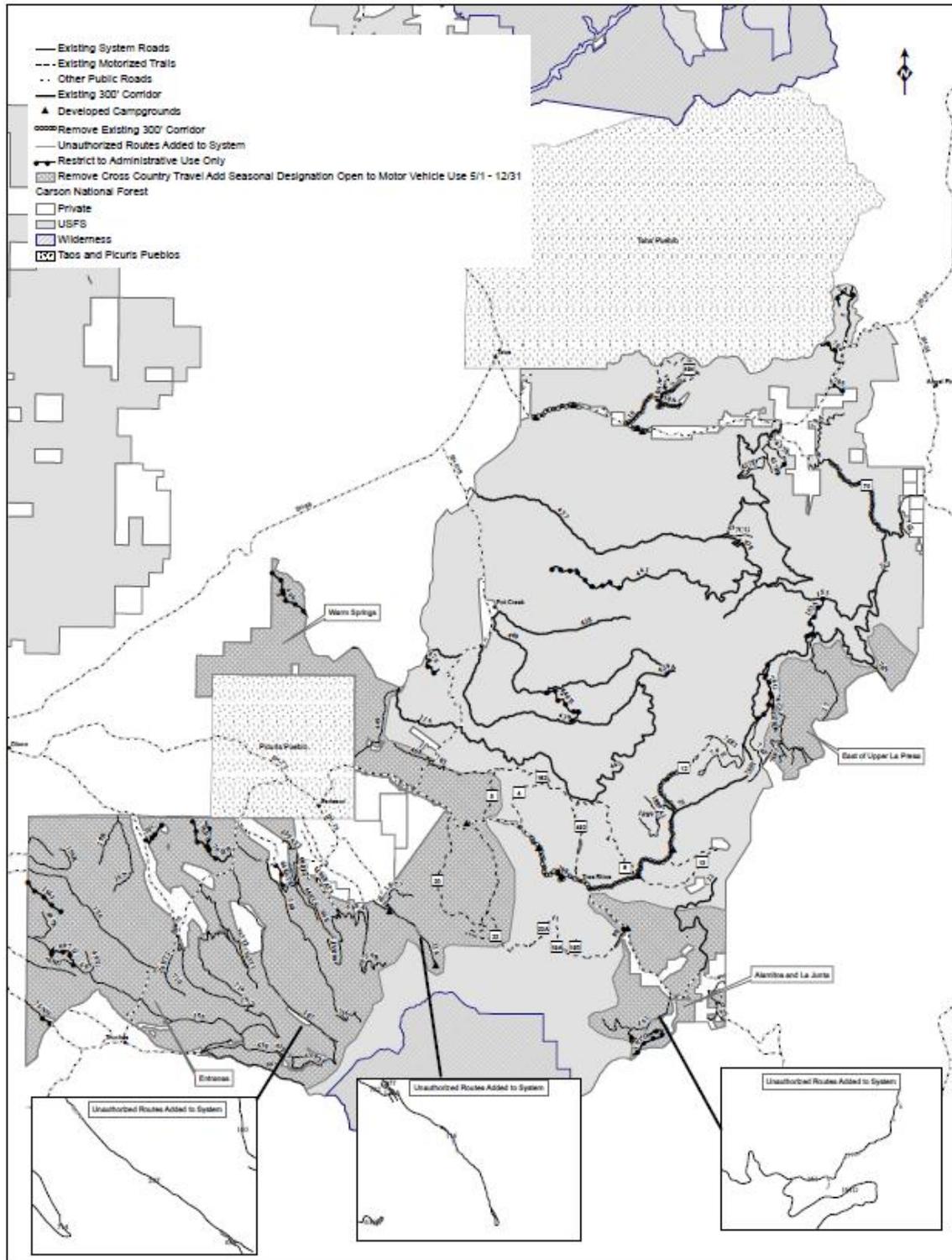


Figure 3. Alternative 1, changes to existing transportation system on the Camino Real Ranger District, no motorized cross-country travel allowed

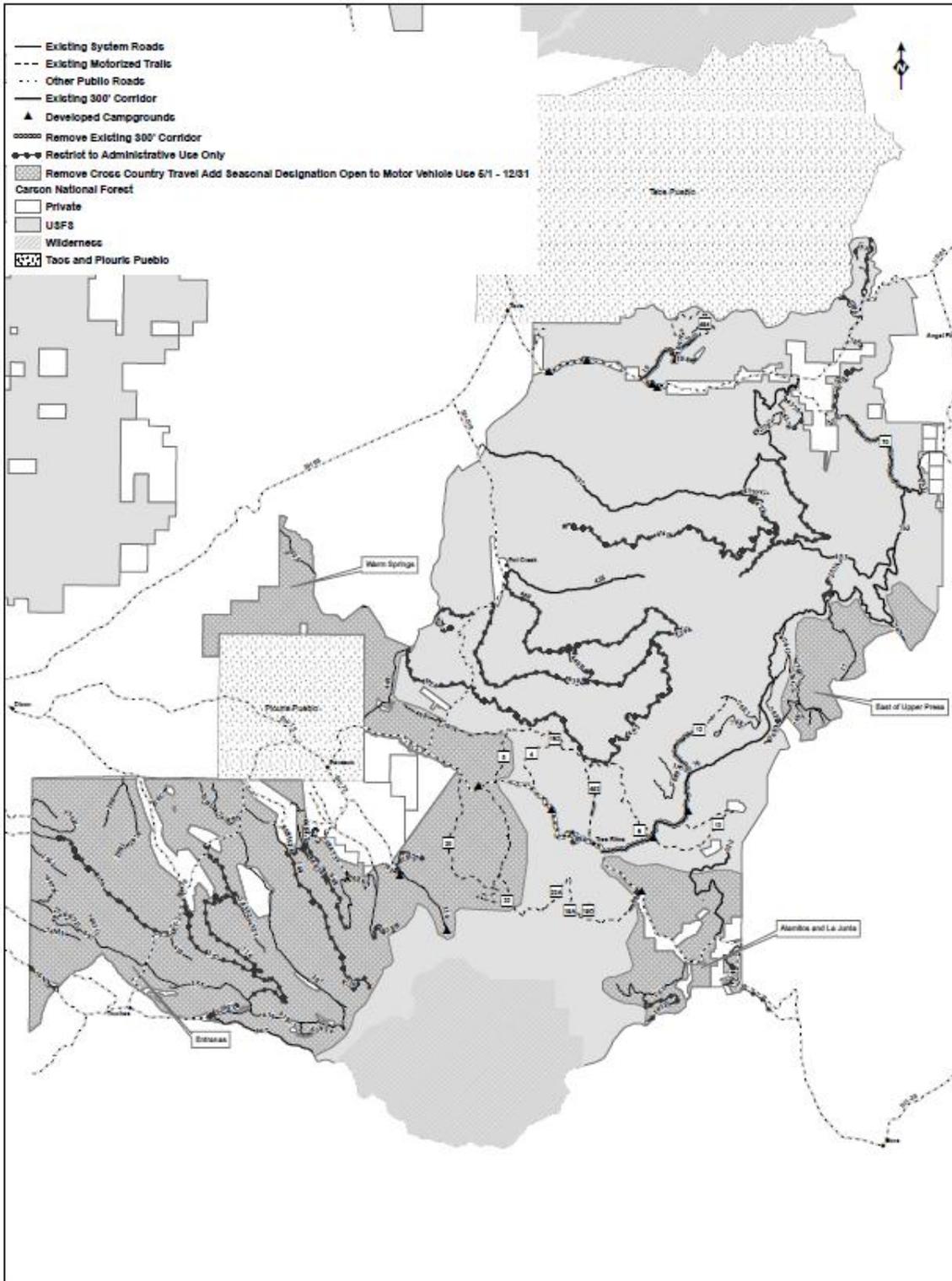


Figure 4. Alternative 2, changes to existing transportation system on the Camino Real Ranger District, no motorized cross-country travel allowed

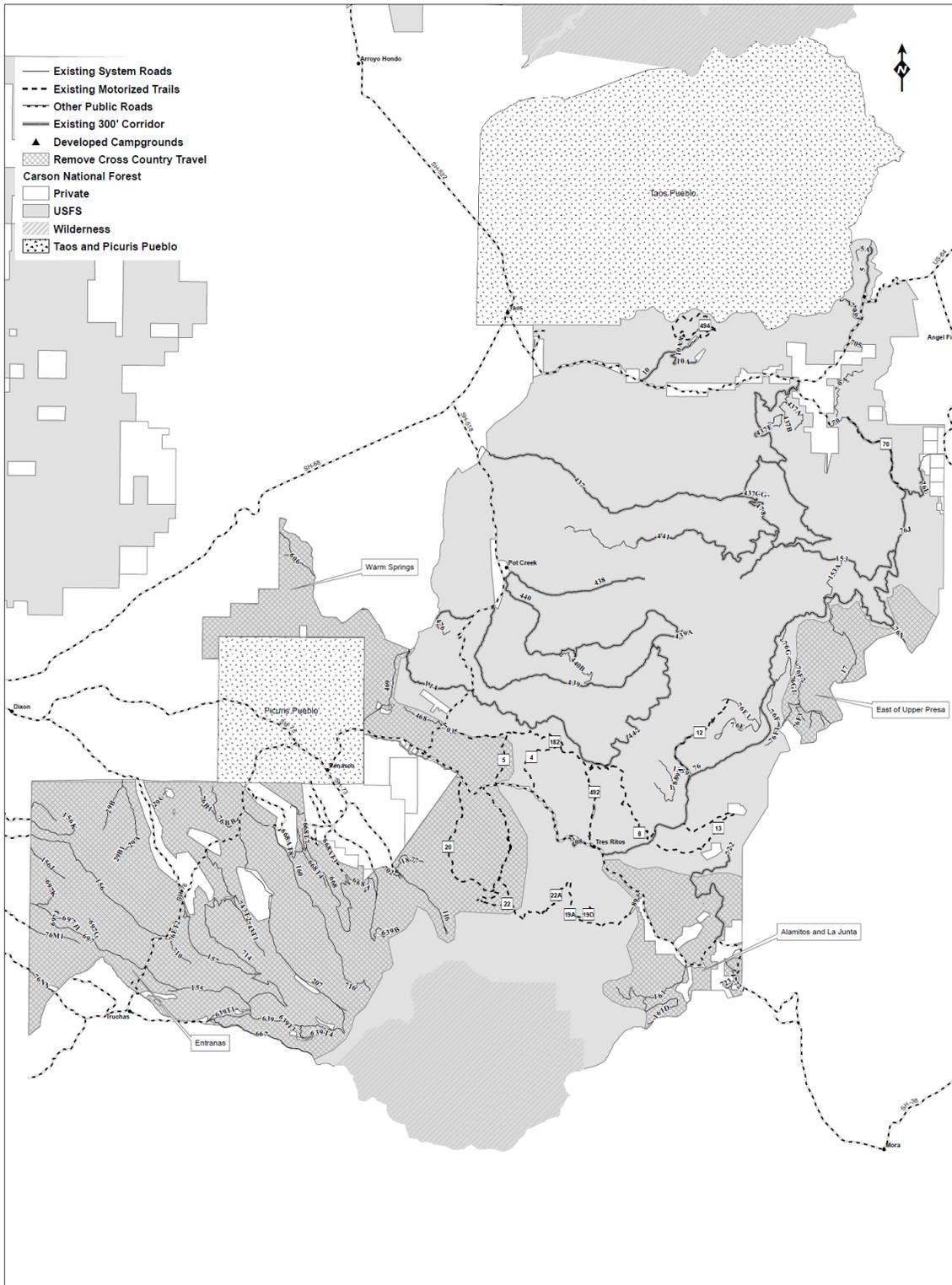


Figure 5. Alternative 3, changes to existing transportation system on the Camino Real Ranger District, no motorized cross-country travel allowed

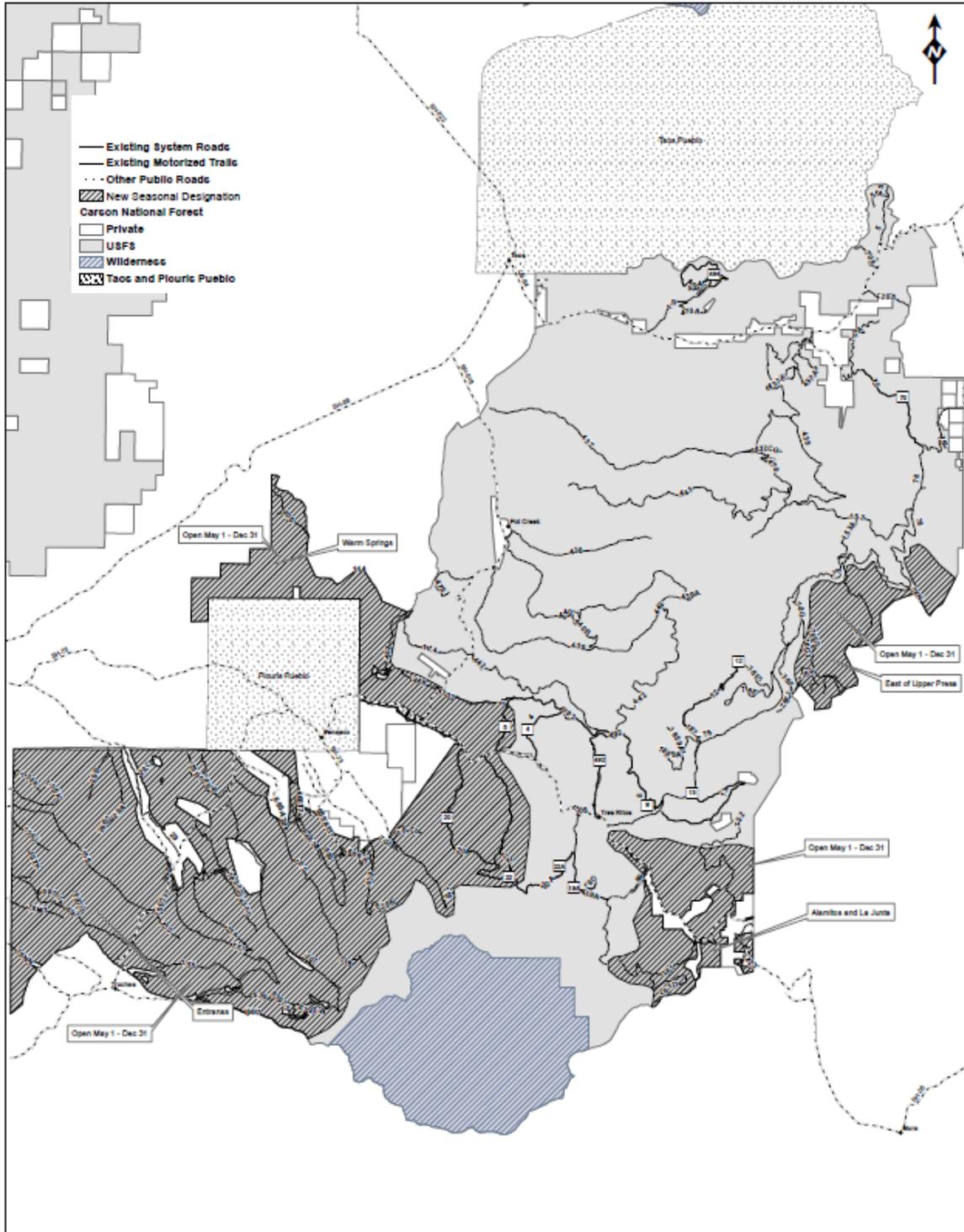


Figure 6. Changes to seasonal designations under alternatives 1 and 2 on the Camino Real Ranger District

Transportation System

This report describes the existing designated transportation system and where motor vehicle use is currently authorized on the Camino Real Ranger District (Table 1, Figure 1, and Figure 2, and displays changes each alternative would make to that system (Table 1 and Figure 3, Figure 4, Figure 5, and Figure 6). The Carson NF's Travel Analysis Process is also explained. Future changes to the transportation system are not precluded by this report or by the decision made upon completion of the current travel management planning process.

The transportation system on the Camino Real RD is made up of existing National Forest System (NFS) roads, trails, and areas designated for motor vehicle use. Motor vehicle use on the Camino Real RD is currently permitted on designated NFS roads and NFS trails, and within portions of the district open to motorized cross-country travel.

Maps and data provided during this process have contained errors, including those maps provided during scoping. Some of the roads identified for removal from the transportation system were already off the designated transportation system (Appendix A). Previous NEPA decisions had been made, but the database used to develop information for scoping had never been updated. Other data errors were the result of showing roads that had not been part of the transportation system or the length of a road was represented incorrectly. The data used for this analysis has been updated and is accurate.

Table 1. Existing condition and comparison of alternatives

	Alternative 1 Modified Proposed Action	Alternative 2	Alternative 3	Existing Condition
Acres ¹ open to cross-country motor vehicle use	0	0	0	100,672 (31%)
Acres closed to cross-country motor vehicle use	319,439 (100%)	319,439 (100%)	319,439 (100%)	218,767 (69%)
Total miles of NFS road open to all vehicles	318	206	350	350
Total miles of NFS motorized trail	68.5	67.5	67.5	67.5
Total miles (acres) of NFS road with 300' corridor	136 (9,690 ac)	0	152 (11,125 ac)	152 (11,125 ac)
Total miles (acres) of NFS trail with 300' corridor	0	0	6 (220 ac)	6 (220 ac)
Purpose for motor vehicle use within corridors	Dispersed Camping & Big Game Retrieval	N/A	Dispersed Camping & Big Game Retrieval	Parking, Camping, & Firewood Gathering
Miles of road restricted to administrative use only ²	32	144	0	--
Miles of unauthorized route segments added as NFS road open to all vehicles ³	1.1	0	0	--

	Alternative 1 Modified Proposed Action	Alternative 2	Alternative 3	Existing Condition
Miles of NFS trail to be closed to motor vehicle use	0	0	0	--
Miles of NFS road converted to NFS trail for vehicles ≤50" wide	1	0	0	--
Miles (acres) of existing 300' corridor removed along roads	16 (1,435 ac)	152 (11,125 ac)	0 (0 ac)	--
Miles (acres) of existing 300' corridor removed along trails	6 (220 ac)	6 (220 ac)	0	--
Cross-country travel for motorized vehicles	No cross-country travel permitted. Motor vehicle use on designated NFS roads and motorized trails only across the Camino Real RD.	No cross-country travel permitted. Motor vehicle use on designated NFS roads and motorized trails only across the Camino Real RD.	No cross-country travel permitted. Motor vehicle use on designated NFS roads and motorized trails only across the Camino Real RD.	Cross-country motor vehicle use permitted in the following areas: Warm Springs Entrañas Alamitos East and West Fork of Luna Creek
Seasonal designations	Allow motor vehicle use May 1 - Dec 31 on designated NFS roads and motorized trails across the Camino Real RD.	Allow motor vehicle use May 1 - Dec 31 on designated NFS roads and motorized trails across the Camino Real RD.	No change in seasonal designations.	Within the wildlife habitat protection area ⁴ , motor vehicle use allowed May 1 - Dec 31 on all designated NFS roads and motorized trails.

¹ All mileage and acres estimates are based on data generated through a geographic information system (GIS)

² These roads would not be available for general public use and would not be displayed on the MVUM

³ Added as maintenance level (ML) 2 roads with maintenance assigned to reduce impacts to resources

⁴ Designated under the New Mexico "Habitat Protection Act" (19 NMAC 34.2)

Roads and Trails

Many roads on the Camino Real RD existed on the landscape before the area was managed by the Carson NF. Trade routes and old wagon roads were used in the 1700's during mining activity and settlement of the area. Roads eventually became associated with communities as the areas of Truchas, Trampas, Ojo Sarco, El Valle, El Diamante, Black Lake, Angel Fire and Taos became established through the 1800's and into the early 1900's. Many of these roads are shown on maps dating from 1919 and were incorporated into the Carson NF when it was established.

The Carson forest plan identifies travel routes (roads and motorized trails) and areas designated for cross-country motor vehicle use. Changes have occurred through forest plan amendments, decisions from site-specific projects, or natural events such as flooding. The result is the current existing transportation system. The forest transportation system does not include private roads or roads under the jurisdiction of a state, county, or local public road authority. These private and other governmental roads are not subject to the travel management rule and their status would not change under any alternative.

The Camino Real RD has approximately 350 miles of NFS roads and 67.5 miles of motorized NFS trails. Cross-country travel is currently permitted within 100,672 acres. The existing transportation system provides access to recreational opportunities, private property, forest resources for both commercial and noncommercial purposes, and traditional areas of cultural or spiritual significance for local Indian tribes, and allows for management of forest resources.

Traffic volume on Camino Real RD roads is normally moderate (25-30 cars per day on average), usually consisting of administrative, permitted, dispersed recreation, or other specialized uses. The public mostly uses roads and trails between Memorial Day and Labor Day to sightsee, view wildlife, camp, hike, horseback ride, picnic, participate in family reunions, ride off-highway vehicles, and fish. Hunters use roads during turkey (April-May)¹ and deer and elk (September-December) season, while local residents use roads to cut their Christmas tree in late November into December. Many locals use roads for non-commercial activities, such as gathering firewood, digging up seedlings and saplings, and collecting plants or other forest products. Local members of federally recognized tribes use roads to access traditional areas of cultural or spiritual significance, while landowners use roads on the Camino Real RD to access private property.

Currently, there are a number of NFS system roads and trails that dead-end at or near private land boundaries where little or no space exists to permit safe vehicular turnarounds, or cross private lands where no easement exists. The Forest Service seeks to develop over time a transportation system which will not place vehicles turning around at the end of a road unsafely nor inadvertently cross non-forest system lands where easements do not exist.

Estimated Costs

Roads are assigned maintenance levels 1 through 5. Maintenance level (ML) 1 roads are roads that are closed to all vehicular traffic. Basic custodial maintenance is performed to prevent damage to adjacent resources and to perpetuate the road for future resource management needs. Roads assigned to maintenance levels 2-5 may provide year-round access or intermittent access during the time they are open to traffic. Roads closed to motor vehicle use, but which may receive Forest Service administrative traffic are not ML 1 roads. None of the alternatives would affect ML 1 roads on the Camino Real Ranger District; therefore they will not be discussed further in this analysis.

Maintenance level 2 roads provide the majority of access to the Carson NF for most recreational and other purposes (i.e., hunting, camping, access to trailheads, firewood gathering). Of the 350 miles of existing NFS road on the Camino Real RD, approximately 216 (62%) miles are ML 2, which means they are managed for high-clearance vehicles. The remaining roads (134 miles) are ML 3 to 5 and are managed for passenger car use. ML 5 roads require the greatest amount of maintenance effort.

Maintaining NFS roads is a recurrent process. Roads are maintained to protect adjacent resources, such as streams, lakes, and vegetation. Natural occurrences, such as rapid snowmelt, flooding, and heavy rains can plug culverts requiring debris removal, reestablishing drainage ditches, and grading road surfaces. The season of use and approximate volumes and types of traffic are maintenance considerations. In general, roads open to public use require more maintenance than roads restricted to administrative use only. Maintenance needs are continually reviewed and updated with information acquired from the field-going personnel and the public.

¹ Since motor vehicle use is not allowed on roads in the northern part of Camino Real RD during April, hunters walk in to hunt turkey.

Road maintenance requests may exceed available resources; therefore priorities are established to ensure that available funding is directed to the highest priority work. A shortfall in road maintenance funding may result in a backlog of deferred maintenance needs. Deferred maintenance can be generally defined as annual or routine maintenance that was not completed when scheduled. The average annual budget to maintain all of the road miles on the Carson NF for fiscal years 2008-2010 was \$722,000. Budgets were reduced in fiscal year 2011 to approximately \$711,500. The following table (Table 2) displays the estimated cost to maintain open NFS roads.

Table 2. Road maintenance costs by maintenance level

Maintenance Level	Estimated Road Maintenance Cost per Mile
3-5	\$750
2	\$250-280

The cost to maintain NFS trails varies between \$400 and \$500 per mile. The average annual budget to maintain trails on the Carson NF for fiscal years 2008-2010 was \$98,400. Budgets were increased in fiscal year 2011 to approximately \$150,000. The number of miles of trail maintained to standard during the same years varied from approximately 30 to 100 miles. Not all miles of trail are maintained every year; needs are prioritized according to trail condition and available funding levels.

Road Corridors for Motor Vehicle Use

In 1986, the forest plan designated approximately 152 miles of road with adjoining 300-foot corridors (11,125 acres) and designated approximately 100,672 acres as open to off road (cross-country) motorized use. The corridors were designated for camping, parking, and firewood gathering only (“Forest Plan Travel Guide and Map Regulations”; USDA 1986c). These restrictions were put in place to protect forest resources (soils, vegetation, watersheds), public safety (to reduce vehicle accidents and human injury on hazardous terrain), and minimize conflict with other users (hikers, mountain bikers, horseback riders). The anticipated vehicle use of these areas was 4-wheel drive pickup trucks and motorcycles. ATV’s were not popularly used at that time.

Seasonal Designations

Legislation passed by the state of New Mexico in designated portions of the Camino Real RD a wildlife habitat protection area (19 NMAC 34.2; “Habitat Protection Act”). To protect wintering and calving habitat for big game (deer and elk), a seasonal designation allowing motor vehicle use on all designated roads and motorized trails between May 1 and December 31 is currently in place on most of the Camino Real RD (Figure 2). Roads subject to these seasonal designations include FR 5, 10, 76, 114, 153, 161, 437, 438, 439, 440, 441, 442, 476 and 478 and related roads exiting them.

Unauthorized Routes

Although motorized cross-country travel is restricted across most of the Camino Real RD, there are unauthorized routes. The specific origin or development of these routes is unknown. It is likely that some routes were established by native peoples as trade routes and for subsistence needs. Some routes may have originated during settlement but were never documented as a NFS road or trail. Routes created in more recent times originate from people driving off roads to

popular dispersed camping sites, or accessing the forest from private lands. Some routes may have been constructed for timber sales but continued to be used by the public after they were closed. These unauthorized routes are not NFS roads or trails and are not a part of the designated motorized transportation system on the Camino Real RD.

Travel Analysis Process

The travel analysis process (TAP) is a broad-scale analysis that encompasses the entire forest. The process is a comprehensive undertaking, as determined through existing direction, public input, and suggestions from agency resource specialists. The travel analysis process assesses the current forest transportation system and identifies issues and assesses benefits, problems, and risks (36 CFR 212.51). It is an integrated ecological, social, and economic approach to transportation planning and addresses both existing and future roads. The TAP is used to inform project level decisions related to motorized travel management. It is not a National Environmental Policy Act (NEPA) process or a decision document.

With public comment, the Carson NF developed a TAP report (USDA 2008), which has been posted on the forest's website since September 2008². The TAP seeks to match the transportation system to the desired future condition as described in the forest plan (USDA 1986c). The objective of the TAP analysis was to recommend an optimal motorized transportation system that provides access to multiple use opportunities (such as forest product gathering and recreation) while addressing the effect to the environment. The minimum road system identified in the TAP for the Camino Real Ranger District consists of approximately 256 miles of maintenance level 2-5 roads and motorized trails. Other existing uses or constraints may not allow reduction to the minimum system at this time. The product of the analysis was not a decision, but provided a set of recommendations. The information from the TAP for the Camino Real Ranger District was used in developing the proposed action for this travel management analysis.

The TAP is an iterative process, not a one-time process. When conditions change in the future, additional analysis may point to the need for revision in the recommendations.

Environmental Consequences

Existing Transportation System

The number of miles of NFS roads open to motorized travel would change under alternatives 1 and 2. Under alternative 1, 32 miles of open NFS road would be restricted to administrative use only, 1 miles of open NFS road would be designated as a motorized trail, and 1.1 miles of unauthorized routes would be added as NFS roads. Under alternative 2, 144 miles of open NFS road would be restricted to administrative use only. No motorized trails or unauthorized routes would be added to the system.

Roads restricted to administrative use only in alternatives 1 and 2 would remain part of the existing system, but they would be closed to motorized use by the public. Motor vehicle use on roads that connect to or near private property (Table 3) would be restricted since locations for safe vehicle turnarounds occur off of national forest lands. The Forest Service would need permission or an easement from the landowner to use the road section on private land or to cross private lands. National Forest system roads crossing private lands where no easement exists would be

² <http://www.fs.usda.gov/main/carson/landmanagement/planning>

removed from the system pending obtaining an easement. Private landowners in these areas would be able to access their lands on roads restricted to administrative use only.

There would be no change to the number of miles of NFS roads open to motorized travel under alternative 3.

All the alternatives would amend the forest plan to prohibit motor vehicle use off the designated system of roads, trails, and areas, except as identified on the motor vehicle use map (MVUM) or unless specifically authorized under a written authorization issued under federal law or regulations by an authorized officer. The effect on the transportation system would be to restrict vehicles to the existing road and motorized trail system district-wide. Cross-country motorized travel would be eliminated on 100,672 acres of the Camino Real RD where it is currently permitted. This change is required under the Travel Management Rule.

These alternatives could affect motorized access to NFS lands in localized areas, but would not prevent motor vehicle users from recreating, gathering forest products, or tribal access to traditional areas of cultural or spiritual significance. In all alternatives, access could continue for individuals or entities such as tribes, range permittees, and private land owners under special use permits or other similar agreements. Access by nonmotorized means, such as hiking or horseback riding, would not be affected.

Table 3. Roads that connect to or near private property where motor vehicle use would be restricted to administrative use only

Road Number	Description	Alternative that Converts Road to Administrative Access
FR 705	Apache Canyon road accesses private land holdings. Has been removed previously from system but still shows on travel map.	1, 2
FR 76NN	Private land in Canada Ancha near Truchas, New Mexico. Access is via historic access located on private lands outside of national forest lands.	1, 2
FR 668AT8	Private lands in Ojito. Road is listed as Forest Service road but lies on private lands where the Carson NF has no jurisdiction.	1, 2
FR 668AT1	Private lands in Llano area. Road is listed as Forest Service road but lies on private lands where Carson NF has no jurisdiction.	1, 2
FR 668AT3	Private lands in Llano area. Road is listed as Forest Service road but lies on private lands where Carson NF has no jurisdiction.	1, 2
FR 29C	Private lands in Vallecito area. Land owners have alternate access from State Highway 76 via county road.	1

Road Corridors for Motor Vehicle Use

Alternative 1 would remove existing corridors along 16 miles of NFS roads (13 percent of existing) and 6 miles along NFS motorized trails (100 percent of existing). Alternative 2 would remove all existing corridors (152 miles, 100 percent of existing) along NFS roads and 6 miles of corridor along NFS trails (100 percent of existing). Alternative 3 would leave the existing corridors along NFS roads and motorized trails in place.

Currently, motorized use in corridors is designated for dispersed camping, parking, and firewood removal. As required by the Travel Management Rule, the purpose for motor vehicle use within corridors (alternatives 1 and 3) would change to dispersed camping and big game retrieval.

These alternatives could affect motorized access to NFS lands in localized areas, but would not prevent motor vehicle users from recreating, gathering forest products, or tribal access to traditional areas of cultural or spiritual significance. In all alternatives, access could continue for individuals or entities such as tribes, range permittees, and private land owners under special use permits or other similar agreements. Access by nonmotorized means, such as hiking or horseback riding, would not be affected.

Seasonal Designations

Alternatives 1 and 2 would apply district-wide the same seasonal designations in place for the wildlife habitat protection area. These changes would be in the Warm Springs, Entrañas, Alamitos, and East and West Fork of Luna Creek areas. Motor vehicle use would be allowed between May 1 and December 31 on designated NFS roads and trails across the Camino Real RD. The district ranger may modify these restrictions to allow vehicles on roads up to two weeks prior to May 1, if dry conditions exist, or extend a seasonal closure into May, if conditions continue to be too wet. Alternative 3 would not change existing seasonal designations.

These alternatives could affect motorized access to NFS lands in localized areas, but would not prevent motor vehicle users from recreating, gathering forest products, or tribal access to traditional areas of cultural or spiritual significance. In all alternatives, access could continue for individuals or entities such as tribes, range permittees, and private land owners under special use permits or other similar agreements. Access by nonmotorized means, such as hiking or horseback riding, would not be affected.

Maintenance Levels and Estimated Costs

Alternative 1 would designate 1.1 miles of unauthorized routes as ML 2 roads. No change would be made to the maintenance levels for roads under alternatives 2 and 3.

Alternatives 1, 2, and 3 would restrict 32, 144, and 0 miles, respectively, of existing ML 2 road to administrative use only. The maintenance level of these roads would not change, but they would not be open to public use. The estimated annual costs for maintaining the resulting open NFS road system is displayed in Table 4. For comparison purposes, it is assumed that every mile of open road would require maintenance. Roads restricted to administrative use only are not included in the comparison because the level of use that these roads are likely to receive would not require regular maintenance. The estimated cost decreases as the miles of road open to public use decreases. Costs would be greatest under alternative 3 (\$154,500), followed by alternative 1 (\$146,500), and least under alternative 2 (\$118,500).

Table 4. Comparison of estimated annual road maintenance needs by alternative

	Alternative 1	Alternative 2	Alternative 3	Existing Condition
Total miles of ML ¹ 3-5 roads open to all vehicles	134	134	134	134
Total miles of ML 2 roads open to all vehicles	184	72	216	216
Estimated maintenance needs for ML 3-5 (\$750/mi)	\$100,500	\$100,500	\$100,500	\$100,500
Estimated road maintenance needs for ML 2 (\$250/mi)	\$46,000	\$18,000	\$54,000	\$54,000
Total maintenance needs	\$146,500	\$118,500	\$154,500	\$154,500

¹ ML = maintenance level

All alternatives (alternatives 1, 2, and 3) would maintain the 67.5 miles of NFS trails designated for motorized use on the Camino Real RD. The costs to maintain these trails would not vary by alternative.

Cumulative Effects

Cumulative effects are the impacts to the environment that result from the incremental impact of the alternative actions, when added to other past, present, and reasonably foreseeable future actions, regardless of what agency (federal or non-federal) or person undertakes such other actions. The effects of each alternative are based on the existing condition, which is the result of impacts from past and present activities. The cumulative effects analyses for each resource adds the impacts of the alternatives to the impacts from past, present, and reasonably foreseeable future actions that have the potential to change the physical, social, economic, and/or biological nature of a specified area. Cumulative effects analysis may include differing spatial or temporal bounds depending on the resource under consideration. Appendix B of this report provides a list of the past, present, and reasonably foreseeable future actions that were considered in determining cumulative effects in this report.

The effects of administrative and other public uses, when added to the effects of alternatives 1, and 2, or 3 would not change the experience of accessing the Camino Real RD from what has already been described for each alternative. Therefore, there are no cumulative effects.

Appendix A. Corrected INFRA Database Errors

Table 5 displays roads shown on maps (Camino Real RD) presented to public during scoping but had been closed under previous decisions but not updated in INFRA. Roads are currently closed to public use. These roads are not included in the current district motorized transportation system.

Table 5. Road errors corrected in the INFRA database

Forest Road (FR) Number	Approximate Miles	Current Status/INFRA	Comment/location
720	6	Closed in prior decision shows on map due to INFRA update not being completed	Access to Warm Springs timber sale. Road closed in timber sale decision.
740	1.8	Closed in prior decision shows on map due to INFRA update not being completed	Osha Cienega
745	1.5	Closed in prior decision shows on map due to INFRA update not being completed	Ruedas/Truchas
10A1	2.8	Closed in prior decision shows on map due to INFRA update not being completed	Access into the Capulin timber sales. Road converted to motorized trail as part of the timber sale decision.
10A2	2.3	Closed in prior decision shows on map due to INFRA update not being completed	Access into the Capulin timber sales. Road converted to motorized trail as part of the timber sale decision.
10AA	1.7	Closed in prior decision shows on map due to INFRA update not being completed	Road converted to motorized trail as part of the timber sale decision.
155T3	1.3	Closed in prior decision shows on map due to INFRA update not being completed	Montes/Truchas Part of Entrañas timber sale. Fuelwood removed road closed as part of the timber sale decision.
155T4	0.8	Closed in prior decision shows on map due to INFRA update not being completed	Ruedas/Truchas Part of Entrañas timber sale. Fuelwood removed road closed as part of the timber sale decision.
155T5	0.9	Closed in prior decision shows on map due to INFRA update not being completed	Ruedas/Truchas Part of Entrañas timber sale. Fuelwood removed road closed as part of the timber sale decision.

Forest Road (FR) Number	Approximate Miles	Current Status/INFRA	Comment/location
155T7	2.3	Closed in prior decision shows on map due to INFRA update not being completed	Montes Vigil grant Part of Entrañas timber sale. Fuelwood removed road closed as part of the timber sale decision.
157T2	1.3	Closed in prior decision shows on map due to INFRA update not being completed	Ojo Sarco
161B	0.6	Closed in prior decision shows on map due to INFRA update not being completed	Access into the Angostura timber sale. Road closed as part of timber sale decision.
161C	0.7	Closed in prior decision shows on map due to INFRA update not being completed	Access into the Angostura timber sale. Road closed as part of timber sale decision.
161E	0.5	Closed in prior decision shows on map due to INFRA update not being completed	Access into the Angostura timber sale. Road closed as part of timber sale decision.
161E1	.04	Closed in prior decision shows on map due to INFRA update not being completed	Access into the Angostura timber sale. Road closed as part of timber sale decision.
1889B	2.4	Closed in prior decision shows on map due to INFRA update not being completed	Road access to La Jara summer homes. Closed in decision for surrounding timber sale.
439AB	1.5	Closed in prior decision shows on map due to INFRA update not being completed	Access into the Maestas timber sale. Road closed as part of the timber sale decision.
439AC	2	Closed in prior decision shows on map due to INFRA update not being completed	Access into the Maestas timber sale. Road closed as part of the timber sale decision.
439AE	2.9	Closed in prior decision shows on map due to INFRA update not being completed	Access into the Maestas timber sale. Road closed as part of the timber sale decision.
440AA	2.3	Closed in prior decision shows on map due to INFRA update not being completed	Access into the Maestas/Bilboa timber sales. Road closed as part of the timber sale decision.

Forest Road (FR) Number	Approximate Miles	Current Status/INFRA	Comment/location
440I	3.9	Closed in prior decision shows on map due to INFRA update not being completed	Access into the Maestas/Bilboa timber sales. Road closed as part of the timber sale decision.
440L	0.8	Closed in prior decision shows on map due to INFRA update not being completed	Access into the Maestas/Bilboa timber sales. Road closed as part of the timber sale decision.
440M	0.9	Closed in prior decision shows on map due to INFRA update not being completed	Access into the Maestas/Bilboa timber sales. Road closed as part of the timber sale decision.
440MA	2.3	Closed in prior decision shows on map due to INFRA update not being completed	Access into the Maestas/Bilboa timber sales. Road closed as part of the timber sale decision.
468A	0.9	Closed in prior decision shows on map due to INFRA update not being completed	Access to mica mine owned by Picuris Pueblo closed by Pueblo at property boundary.
639T12	0.6	Closed in prior decision shows on map due to INFRA update not being completed	Trampas Trailhead Access into designated roadless area. Closed in 2000 due to roadless rule.
639T12A	0.5	Closed in prior decision shows on map due to INFRA update not being completed	Trampas Trailhead Access into designated roadless area. Closed in 2000 due to roadless rule.
703B	1.4	Closed in prior decision shows on map due to INFRA update not being completed	Amole Canyon Was old timber sale road converted to motorized trail.
706A	5	Closed in prior decision shows on map due to INFRA update not being completed	Access into the small timber sales along forest/Taos Pueblo boundary. Road closed as part of timber sale decision.
706A1	1	Closed in prior decision shows on map due to INFRA update not being completed	Access into the small timber sales along forest/Taos Pueblo boundary. Road closed as part of timber sale decision.
710T1	1.1	Closed in prior decision shows on map due to INFRA update not being completed	Truchas/Ojo Sarco

Forest Road (FR) Number	Approximate Miles	Current Status/INFRA	Comment/location
714A	1.1	Closed in prior decision shows on map due to INFRA update not being completed	Part of Entrañas timber sale. Fuelwood removed road closed as part of the timber sale decision.
714B	0.9	Closed in prior decision shows on map due to INFRA update not being completed	Part of Entrañas timber sale. Fuelwood removed road closed as part of the timber sale decision.
714T3	0.5	Closed in prior decision shows on map due to INFRA update not being completed	Ojo Sarco
720A	1.2	Closed in prior decision shows on map due to INFRA update not being completed	Access to Warm Springs timber sale. Road closed in timber sale decision.
720B	1.7	Closed in prior decision shows on map due to INFRA update not being completed	Access to Warm Springs timber sale. Road closed in timber sale decision.
720C	1.6	Closed in prior decision shows on map due to INFRA update not being completed	Access to Warm Springs timber sale. Road closed in timber sale decision.
720D	1	Closed in prior decision shows on map due to INFRA update not being completed	Access to Warm Springs timber sale. Road closed in timber sale decision.
720D1	1.2	Closed in prior decision shows on map due to INFRA update not being completed	Access to Warm Springs timber sale. Road closed in timber sale decision.
720D2	0.6	Closed in prior decision shows on map due to INFRA update not being completed	Access to Warm Springs timber sale. Road closed in timber sale decision.
722A	1.1	Closed in prior decision shows on map due to INFRA update not being completed	Access into the Picacho timber sale. Road closed as part of the timber sale decision.
722B	1.3	Closed in prior decision shows on map due to INFRA update not being completed	Access into the Picacho timber sale. Road closed as part of the timber sale decision

Forest Road (FR) Number	Approximate Miles	Current Status/INFRA	Comment/location
761T1	0.8	Closed in prior decision shows on map due to INFRA update not being completed	Ruedas timber sale
76ET3	0.9	Closed in prior decision shows on map due to INFRA update not being completed	La Joya fuelwood area
76GT1	0.8	Closed in prior decision shows on map due to INFRA update not being completed	Little Korea timber sale
76HT1	1.1	Closed in prior decision shows on map due to INFRA update not being completed	Ruedas timber sale
76JT1	1.5	Closed in prior decision shows on map due to INFRA update not being completed	Ruedas timber sale
76KKT1	1.2	Closed in prior decision shows on map due to INFRA update not being completed	Ruedas timber sale

Appendix B - Past, Present, and Reasonably Foreseeable Actions Considered in Cumulative Effects Analyses

Only actions that overlap in space and time with the changes proposed to the existing transportation system under alternatives 1, 2, and 3 are considered in the cumulative effects section of this report. Cumulative effects are determined by adding the effects of each alternative to the effects of past, present, and future activities. The existing condition is the basis of the transportation effects analysis, and the existing condition is the result of impacts from past and present activities. The cumulative effects analysis adds the impacts of the alternatives (which include the impacts from past and present activities) to the impacts from reasonably foreseeable future actions or events that have the potential to change the physical nature of a specified area. Below is a partial listing of actions considered in the cumulative effects analysis for the Camino Real RD travel management EA and this effects report. Specific past, present, or reasonably foreseeable activities considered in cumulative effects analyses are displayed in Table 6.

- Activities such as vegetation management, fuels management, livestock grazing, invasive species treatments, recreational activities, and other management activities have occurred in the past, are occurring, and are reasonably foreseeable actions (e.g., Romero Wildlife Habitat Improvement Project) on the Camino Real RD. Road realignment, reconstruction, or decommissioning may occur with future vegetation management projects.
- Firewood cutting and gathering have occurred in the past, are occurring, and would continue in the foreseeable future on the Camino Real RD.
- Private landowners may graze livestock, harvest timber, collect firewood, and construct and maintain roads on their lands.
- Current management of the Pecos Wilderness Area and the Pecos addition Inventoried Roadless Area will continue.
- The transportation system that would not be changed under any alternative would continue to be managed as it is currently. Road construction, reconstruction, and decommissioning, however, would be expected to continue in order to move toward forest plan desired conditions.
- Recreation activities (e.g., developed camping, hiking trails, motorized trails, fishing) are expected to continue on the Camino Real RD. Future recreation projects may be developed.
- Sipapu Ski and Summer Resort will continue to be managed under special use permit.
- The Camino Real RD has been and will continue to be managed to meet the multiple-use goals and objectives established in their forest plans.

Table 6. Past, present, and reasonably foreseeable activities considered in cumulative effects analyses

Activity	Type	Implementation Year	Analysis Area Size (acres)
Invasive Plant Control	Vegetation management Watershed management	2014	≤1,500 annually forestwide
Tri-State Taos to Black Lake Transmission Line Access (formerly Tri State Transmission Line Vegetation Management Plan)	Special use management	2014	10
Acequia de Llano de San Miguel	Special use management	2013	<5
Acequia del Monte del Rio Chiquito	Special use management	2013	<5
Romero Wildlife Habitat Improvement	Wildlife management	2013	±150
Osha Reforestation	Vegetation management Watershed management	2013	250
Forest Trail 70 Improvement	Recreation management	2013	<10
Sipapu Ski Area Chair 2 Replacement	Special use management	2013	<1
2012 Sipapu Ski Area Summer Operations	Special use management	2012	<5
Alamitos Fish Barrier	Wildlife management	2012	<5
Apache Pass Boundary Fence	Range management	2012	<1
Telephone Canyon Road (FR 469) Improvement and Special Use Permit	Special use management Road management	2012	<5
Lady Slipper Trail	Recreation management	2012	<5
FR 437 Reroute	Watershed management	2012	<5
Osha Pass Riparian/Wetland Restoration (Part of FR 439 decision)	Watershed management	2011-2012	<10
Sipapu Ski Area 2010, Summer Construction	Special use management	2011	5
Alamitos Flood Damage Repair	Special use management	2011	<5
FR 439 Riparian/Wetland Restoration	Watershed management	2011	<5
Rio Chiquito Allotment	Range management	2011	29,128
Valle de Los Romeros and Osha pass Riparian Wetland Habitat Improvement	Wildlife management	2011	25
Amole Canyon Group Shelter	Recreation management	2011	30
Sipapu Ski Area Summer Operations Projects 2011	Special use management	2011	20
Agua Piedra Flood Damage Repair	Recreation management Watershed management	2011	10
Angostura Trailhead	Recreation management	2011	5
Molly Mine Claim Mineral Exploration	Minerals and geology	2011	5

Activity	Type	Implementation Year	Analysis Area Size (acres)
Acequias del las Trampas & Acequia Aguilar de El Valle Irrigation Structures	Special use management	2010	2
Acequias Chamisal & Acequias de Llano de San Juan Nepomuceno Irrigation Structures	Special use management	2010	2
Alamitos Fish Barrier	Wildlife management	2010	1
Olla Ranchos Allotment	Range management	2010	68,000
Santa Barbara Allotment	Range management	2010	34,235
Luna/Chacon Allotment	Range management	2010	18,000
Flechado Allotment	Range management	2010	6,365
Sipapu Ski Area Summer Projects	Special use management	2009	10
El Pato Wildland Urban Interface	Fuels management	2009	169
North Shady Brook Wildland Urban Interface	Fuels management	2009	101
Pot Creek Community Wildland Urban Interface	Fuels management	2009	146
Ojo Ryan Fuels Reduction	Fuels management	2009	
Trampas Allotment	Range management	2009	27,549
Francisco Project (Francisco Fuelwood Sale)	Vegetation management	2009	665
Pot Creek Wildland urban Interface	Fuels management	2008	145
Chamisal Ecosystem Restoration Project	Forest products	2007	230
Snotel Site	Recreation management	2006	1
Rio Chiquito Stock Tanks	Range management	2006	5
La Jara Ecosystem Project	Vegetation management	2006	250
Rio Pueblo Allotment	Range management	2005	10,000
El Pato Wildland Urban Interface	Fuel management	2005	250
Angel Fire Urban Interface Fuel Reduction	Fuels management	2005	500
El Nogal Recreation Site Upgrade	Recreation management	2005	5
Montes Ecosystem Restoration Project	Vegetation management	2005	150
Angostura Highway Fence and Cattleguard	Range management	2004	1
Borrogo Mesa Vegetation Management	Fuels management	2004	250
Alamitos Trailhead Improvements	Recreation management	2004	3
Tienditas Allotment	Range management	2004	15,000
Knob Allotment	Range management	2003	15,000
Sipapu Ski Area Trail Development	Special use management	2003	30
Capulin Canyon Wildland Urban Interface	Fuels management	2003	500
La Joya Wildland Urban Interface	Fuels management	2003	500
Turkey Park II Wildland Urban Interface	Fuels management	2003	150

Activity	Type	Implementation Year	Analysis Area Size (acres)
Ojo Pilot Project	Watershed management	Not implemented	450