

Tellico OHV USFS Environmental Assessment Alternatives Summary

Alternative A is the “No Action” alternative.

The OHV System would remain as is, with 39.3 miles of trails, existing high challenge opportunities, current use restrictions, current fees, current levels of maintenance and monitoring.

Alternative B

Reduces the trail system from 39.3 miles to 24 miles. It:

- Reduces the number of challenge areas;
- Has a winter closure and storm-event closure;
- Restricts camping adjacent to the trail system;
- Requires 4WD vehicles to lock in 4WD.
- A Forest Plan amendment would be issued to modify the OHV density standard and the OHV trail difficulty level standard.
- Recommends an increase in user fees (amount unspecified).

Trails that will be closed with Alternative B include:

Trail 12 – Schoolbus

Trail 10 – ATV only trail

Trail 7 – Peckerwood Connection (currently closed)

Trail 4 – Fain Ford

Trail 8 & 9 - Bob Creek & Mistoe Connector (contains Slickrock)

Trail 2 – Tipton Knob contains Upper and Lower 2 (lower 2 currently closed)

Alternative C –

The recommended option by the Forest Service Supervisor - Eliminates the OHV System.

This alternative was developed to achieve a very low level of risk of sedimentation from the trail system and low long-term maintenance costs. Trails would be either converted for other use or closed and rehabilitated. The area remains completely open for foot travel.

In this alternative:

- Trail 1 would be paved and kept open as a through route for highway legal vehicles;
- Most of Trail 2, all of Trail 6, and parts of Trails 4, 5, and 7 become forest roads for various uses;
- Portions of Trails 4, 5, and 6 would be open seasonally for public access
- Requires a Forest Plan amendment to de-list Tellico as one of the OHV trail systems.

Alternative D

Reduces the trail system from 39.3 miles to 17.6 miles. This alternative was developed to meet the current OHV standards in the Forest Plan while still retaining an OHV system.

It **modifies** Alternative B by:

- Closing Trail 10A (ATV trail)
- Closing Trail 11 (Helicopter pad, Guardrail)
- Eliminating all the challenge areas;
- Requiring the trail be closed until repairs are completed;

- Not requiring a Forest Plan amendment.

Alternative E

Reduces the trail system from 39.3 miles to 30.2 miles. It was developed to better meet the demand for OHV opportunities than does the Proposed Action, while still reducing sediment from the trail system.

It modifies Alternative B by:

- Rerouting Trail 9 while retaining access to the challenge area (Slickrock);
- Constructing an additional challenge area on Trail 11;
- Reconstructing Trail 10 (including a partial reroute) for full-sized OHV use;
- Adding a new parking lot at the intersection of Trails 4 and 11 and reconstructing a piece of Trail 4 from its intersection with Trail 1 to this new parking lot (to provide OHV and ATV-UTV access from the southern end of the trail system);
- Eliminating the storm-event closure;
- Eliminating new camping restrictions;
- Eliminating 4WD lock-in.

Alternative F

The miles of trail change from 39.5 to 37.5, but it actually provides new trail opportunities for all types of OHVs. It was developed to provide a trail system with opportunities similar to what they are today, but with repairs, relocations, and with new or replacement construction that would alleviate many of the current sedimentation concerns. It is similar to Alternative E, except with the addition of a new ATV trail at the southern end of the system.

It modifies Alternative B by:

- Constructing 7.3 miles of new ATV-UTV trail (Trail 13);
- Rerouting Trail 9 while retaining access to the challenge area (Slickrock);
- Adding an additional challenge area on Trail 11;
- Reconstructing Trail 10 (including a partial reroute) for full-sized OHV use;
- Adding a new parking lot at the intersection of Trails 4 and 11 and reconstructing a piece of Trail 4 from its intersection with Trail 1 to this new parking lot (to provide OHV and ATV-UTV access from the southern end of the trail system);
- Eliminating the storm-event closure;
- Eliminating additional camping restrictions;
- Eliminating 4WD lock-in.

**Table Appendix B.2 Summary of Annual Revenue and Expenses by Alternative-
With no fee increase (All values in \$\$)**

Variable	Alt A	Alt B	Alt C	Alt D	Alt E	Alt F
Revenue						
Fees	87,255	60,917	0	51,488	127,020	127,020
Other sources	55,000	0	0	0	55,000	55,000
Non-monetary contributions	40,644	58,254	57,741	41,137	85,582	85,582
Total Revenue	182,899	119,171	57,741	92,625	267,602	267,602
Expense						
Operations, Maintenance, Program Management (average annual expense over 10 years)	419,077	1,126,086	278,797	862,017	1,238,209	1,508,930
Summary						
Net Annual Expense*	236,178	1,006,915	221,056	769,392	970,607	1,241,328
One-time Capital	468,750	2,863,098	1,946,273	2,858,483	4,211,396	5,545,794

**Table Appendix B.3 Summary of Annual Revenue and Expenses by Alternative-
With variable fees (All values in \$\$)**

Variable	Alt A	Alt B	Alt C	Alt D	Alt E	Alt F
Revenue						
Daily Fee/ Annual Pass	10/60	20/120	0	15/90	40/240	40/240
Fees	87,255	121,833	0	77,232	372,593	372,593
Other sources	55,000	0	0	0	55,000	55,000
Non-monetary contributions	40,644	58,254	57,741	41,137	85,582	85,582
Total Revenue	182,899	180,087	57,741	118,369	513,175	513,175
Expense						
Operations, Maintenance, Program Management (average annual expense over 10 years)	419,077	1,126,086	278,797	862,017	1,238,209	1,508,930
Summary						
Net Annual Expense*	236,178	945,999	221,056	743,648	725,034	995,755
One-time Capital Improvement/ Closure Expense	468,750	2,863,098	1,946,273	2,858,483	4,211,396	5,545,794

*Net Annual Expense: The amount of appropriated or additional funds from other sources required to maintain the trail system under the specified alternative.

Following is a breakdown of the economic impact by user type. Locally the impact may be significant, particularly related to job creation. One mitigating factor is that the number of jobs reflects portions of jobs which may also support other segments of the economy. The economic benefit study assumed a multiplier of 0.37; that is, for every job created by expenditures based on OHV use, another 0.37 job is created in other industries in the region. From a regional perspective, the impact is relatively small.

Table 3.11.1.3 Summary of Annual Economic Impacts by User Type

Economic Indicators	Total Impacts
Total Industrial Output (\$)	
Trout Angler	1,137,561
All OHV	4,790,698
Total Value Added (\$)	
Trout Angler	661,822
All OHV	2,736,093
Employment (# jobs)	
Trout Angler	18
All OHV	54

Table 3.11.1.4 Summary of Total Economic Impact by Vehicle or User

User Type	Estimated economic impact
Rock-Crawler - per vehicle	\$ 413
ATV- per vehicle	\$ 308
Trout Angler	\$ 143

Vehicle Type

Rock-Crawler only: Dune buggies, rail buggies, modified street-legal 4-wheel drive vehicles/trucks, and rock-crawler vehicles

ATV only: Off-highway motorcycles, ATVs, and utility terrain vehicles (Mule, Rhino, Kubota, etc.)