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WHITE WATER MANAGEMENT PLAN

NORTH FORK AND MIDDLE FORK,

AMERICAN RIVER

1987

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
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- DRAFT -
WHITEWATER MANAGEMENT PLAN
NORTH FORK & MIDDLE FORK, AMERICAN RIVER

GENERAL

I. SUMMARY;

This section introduces this planning document, the Draft Whitewater Management Plan (DWWMP). The summary section describes the nature of the management problem, the planning process, and summarizes the management plan. In this section, as well as others in this document, much of the presented material is summarized from more detailed discussions found in the document Proposed Whitewater Recreation Management Plan for the North Fork and Middle Fork American River, California (PWWMP) submitted to State Parks in March, 1986 (See below). A limited supply of these documents are available to those interested in more detailed discussion.

A. PURPOSE OF THE PLAN;

The purpose of the Whitewater Management Plan (WWMP) is to provide the managers of the American River District (Calif Dept. of Parks and Recreation) with a context for making recreation resource management decisions and to effectuate those resource decisions on portions of the North Fork (NF) and Middle Fork (MF) of the American River. The WWMP will be a working document and will be updated each year to reflect changing resource and use conditions and is to be used by State Parks to manage the whitewater recreational resources.

This DWWMP document is intended to present the reader with the proposed whitewater management plan for both the NF and MF as developed by State Parks. This document not only presents the proposed plans but also much of the background information on management issues and decisions. The problems and issues associated with whitewater recreation on the two rivers are reviewed, proposed recommendations for use levels and use restrictions to resolve the observed problems are presented, and proposed management and institutional arrangements are presented to resolve difficulties associated with the complex agency patterns.

It is hoped that the information in this document and that found in the PWWMP (See following section) will be sufficient to allow reviewers to provide input to the planning process. After the public review of this draft, appropriate changes to the DWWMP will be made and a Final Whitewater Management Plan will be issued. At the present, the time line of the planning process indicates that the final WWMP will be first applied in the 1988 season.

B. PROBLEM STATEMENT;

Whitewater recreational use on the North Fork and the Middle Fork of the American River was very light through the 1960's and 1970's, but in the 1980 through 1983 seasons, whitewater use increased dramatically and over the past several seasons they have become important regional resources. The increasing importance of these resources has resulted from a combination of an increase in the regional demand for whitewater recreation through the years and management and water resources development decisions made on other regional rivers which have displaced use to alternative resources. Although there have been increases in non-commercial use, most of the increases in activity on the NF and MF have been a result of commercial operations.

The sudden increase in use and the changes in the local recreational use patterns have created real and perceived management problems and conflicts between recreational users and with local residents. Areas of concern have been: 1) the recreational carrying capacity of the river resources; 2) conflicts between commercial and non-commercial users; 3) conflicts between whitewater users and other recreationalists such as recreational miners, campers, and day users; 4) conflicts between whitewater users and the residents of some local communities in terms of traffic and parking; and 5) conflicts between whitewater users and some of the private landowners along the river.

The management of perceived problems has been complicated by a very involved land ownership and management situation which includes the Tahoe National Forest, the El Dorado National Forest, the Bureau of Land Management (BLM), the Bureau of Reclamation (USBR), California Department of Parks and Recreation (State Parks), and private lands in both Placer and El Dorado Counties. Each of these agencies and jurisdictions have varying management authorities, areas of concern, and issues of concern. They are also affected in varying ways by the type and character of current and potential future whitewater recreation management of the NF and MF.

Under the authority of recreation management responsibilities, State Parks started issuing permits for the operation of commercial whitewater activities on the NF and MF in 1982. Over the following few years the number of commercial operations grew from 6 to 57. In addition to the increase in the number of commercial operations, overall use during this period, in terms of annual user days, has grown on the NF from about 500 to an estimated 4100, and on the MF from about 200 to an estimated 12,200. Operational requirements of the commercial permits which included voluntary use levels and trip start coordination among the operators have not satisfactorily resolved resource problems associated with whitewater recreation. On-river congestion is a continuing problem between commercial operators and between commercial and non-commercial sectors; congestion has been severe enough to degrade the recreational experience and to dislocate users off the rivers entirely. Along with on-river congestion, the level of use on the MF has created congestion in the town of Foresthill, mainly on Saturday mornings.

Within the context of carrying capacity and characteristic use patterns, the goals of the WWMP are to: 1) develop estimates of appropriate recreational use levels, 2) to develop appropriate user pattern requirements which together would maintain suitable recreational experiences for users, 3) develop a whitewater recreational permitting process that maintains desired recreational use levels, and 4) develop coordination among the various agencies and to simplify the permitting process for user.

C. PLANNING PROCESS;

In recognition of the existing whitewater recreation management problems, the real potential for significant growth in demand on the NF and MF which could only exacerbate the problems, and a complex land ownership pattern and agency management responsibilities, State Parks and the USBR initiated an interim whitewater management planning effort in 1984. Chuck Watson, Environmental Consulting was contracted to conduct field work on the recreation management problems and to develop an "interim management plan".

After interviews with personnel from most of the agencies involved, with many of the commercial operators, and with numerous non-commercial users, and as a result of on river reconnaissance trips, a general carrying capacity study approach was adopted.

During the 1984 and 1985 use seasons, field surveys were conducted which concentrated on collecting group behavior pattern information at the put-ins, take-outs, and points of on-river congestion of the two rivers and on the collection of user

congestion of the two rivers and on the collection of user information at the take-outs through an interview process. These data were designed to generate information on the group use patterns and develop user information on travel, regional significance, resource value, relationships between use levels and sense of crowding, and relationships between use levels and behavior alteration at various sites of use concentration.

These observations included mainly times of arrival, departure, and occupation of the sites, the patterns of use and behavior pattern modifications that were adopted by groups at varying use levels. This field study resulted in recommended general management approaches for State Parks, appropriate interagency agreements, recommended carrying capacities, and recommended appropriate use levels. The PWWMP contained the field observations of the 1985 season and the resulting recommended recreation management plan.

In the period June through September, 1986 State Parks conducted 14 meetings with an Advisory Task Force to extend the planning process. The Task Force was composed of several commercial operators, several non-commercial boaters, representatives of some local conservation groups, representatives from many of the resource agencies involved, and State Park management personnel assisted by Chuck Watson, Environmental Consulting. The objective of the Task Force meetings was to review the findings and recommendations of the PWWMP and to develop alternative approaches and recommendations to State Parks. This Task Force process resulted in recommendations substantially different from the management approach recommended by the consultant.

Following the Task Force meetings, State Parks engaged in a recreation management planning process using the observations and recommendations of both the PWWMP and the Task Force meetings. This present document is the Draft Whitewater Management Plan that has resulted from that planning process.

This DWWMP document is intended to present to the reader State Park's proposed approach to whitewater recreation management on the NF and MF and the background on management issues and decisions. This DWWMP will be the subject of written and verbal comments from the public and public agencies before and during a Public Meeting. After the Public Meeting, appropriate changes to the plan may be made and a final WWMP will be issued.

Because of time delays and potentially complicated commercial permit and concessionaire processes, the final WWMP is scheduled to apply to the 1988 season; for the 1987 season the existing permit process will be in effect.

II. BACKGROUND;

This section of the DWWMP presents background information on the recreational resource and user characteristics, past and present resource management approaches, present management problems, and a review of the estimated recreational carrying capacities for both the North Fork and Middle Fork.

The portions of the North Fork and the Middle Fork under consideration in this WWMP are located about 45 miles northeast of Sacramento, near the communities of Auburn, Colfax, and Foresthill. There are 13 and 24 river miles of whitewater recreational resources along the North Fork and Middle Fork respectively. The North Fork and Middle Fork are markedly different from one another in terms of resource characteristics and recreational use values and each has characteristics and use values that make them unique in the region. The most important resource aspects are seasons of usability, quality of the whitewater, possible trip length, and remoteness and visual qualities.

A. RESOURCE CHARACTERISTICS;

1. North Fork Resources;

The North Fork is a somewhat steep gradient Class IV whitewater river. It is noteworthy on the west slope of the Sierra as a stream channel dominated by large boulders that impose very complex and tight routes for rafts and kayaks, and also imposes a fairly narrow range of suitable flows.

Because of the undammed nature of the watershed, the watershed's size, and other hydrologic characteristics, average monthly flows in the most "suitable" range of 1000-3500 cfs occur in the January through mid-June period in average water years.

The North Fork whitewater recreational resource is composed of three continuous segments that can be used either as separate runs or in combination. Fairly good vehicle access is available to all of the put-in and take-out locations associated with the segments. The first segment, from the Colfax-Iowa Hill Bridge 4.7 miles to Shirttail Canyon, is the steepest and most technically demanding reach; it is considered as a Class IV (Class V at higher flows) reach and is the main source of whitewater recreation interest in the North Fork. The second segment, a 4.5 mile reach from Shirttail Canyon to Ponderosa Road Bridge, has a much lower gradient and a more open channel. It is considered as a Class II reach with some Class III rapids and a good whitewater

rafting extension of the upper reach and a good reach for novice kayakers. The third segment, a 4.1 mile reach from Ponderosa Road Bridge to the upper end of Lake Clementine, has a channel dominated by riffles; it is considered as a Class II reach.

The 9.2 mile run from the Colfax-Iowa Hill Bridge to Ponderosa Road Bridge, often referred to as the Chamberlin Falls run, is in a tight, steep canyon with considerable exposure of bedrock along the channel margins. It is characterized by very high visual quality and very few visual intrusions by land use activities. The North Fork has a small, steep, and complex channel with a decidedly technical aspect. The run has an isolated and wilderness/primitive character, is relatively close to users populations, and is easily available to the population centers of northern California for weekend use.

The upstream extreme of the study reach, the Colfax-Iowa Hill Bridge, is the downstream end of another whitewater recreation reach. This is known as the Giant Gap Run and is currently being managed jointly by Tahoe National Forest and BLM.

2. Middle Fork Resources;

The Middle Fork is typically a low gradient whitewater resource interrupted by four major rapids and many secondary rapids over the 24 mile reach. This creates a whitewater resource somewhat unique among west slope Sierran rivers. The broad channel characteristics of the river along with the lack of complex rapids combine to provide a run that does not generally develop on-river congestion with greater use levels. Because of the difficulty of dealing with either the running or the portaging of the Tunnel Chute, the reasonable upper end of recreational streamflows are in the 4000 cfs range. The lower end of recreational flows are about 900 cfs due to the shallow wide channel characteristics of the reach. The river could be classified as a Class III run with isolated Class IV and V rapids and portages.

The watershed of the Middle Fork is largely controlled by water resources reservoirs that store water in the winter and spring for hydroelectric releases in the summer. The average monthly flows in the winter are in the 1400-1900 cfs range, in May it is 1290 cfs and in the June through December period the average monthly streamflow is in the 600-800 cfs range. The powerhouse has a capacity of 900 cfs and the timing, duration, and magnitude of daily releases strongly affect the recreational use downstream and can result in daily peak recreational flows in the 1000 cfs range. The hourly, daily, weekly, and monthly pattern of releases can be quite variable but in the 1985 season boatable releases on weekend days usually began before 8:00 am.

The recreational section of the Middle Fork considered here is a 24.0 mile reach with multiple put-ins and take-outs, and has

three segments used in a variety of combinations. The first segment is a 13.0 mile reach from Oxbow Powerhouse to Ruck-A-Chucky beach near Canyon Creek that has a broad and shallow channel, low gradient characteristic, some Class III rapids and has two of the four major rapids on the whole river; the Tunnel Chute (Class III/V) and Kanaka Gulch (Class IV). There are many gravel bars and elevated terraces that provide for most of the 35 inventoried campsites on this river. The second segment is the 2.0 miles from Ruck-A-Chucky beach to the Greenwood Bridge site which has the unrunnable Ruck-A-Chucky rapid and several other Class III/IV rapids. The third segment is the 9.0 mile reach from Greenwood Bridge to the confluence with the North Fork which includes Cherokee Bar and Mammoth Bar. This segment has a broad channel, low gradient, characteristic with gravel bar riffle Class II rapids, a few Class III bedrock and boulder dominated rapids and Murderer's Bar Gorge (Class V/VI) that is runnable only in a very narrow flow range.

The various features of the Middle Fork combine to make it a unique regional whitewater resource. The more or less reliable boatable flows in the summer season makes it a resource available during the prime vacation and water sport season. The combinations of recreational segment lengths and access points provides for trip duration options of one to three days while the canyon and the campsites are relatively isolated and have high visual quality. Although lacking significant "whitewater" resource values, the Middle Fork offers important river recreation options.

B. USE CHARACTERISTICS;

The user groups that are found on these rivers and use patterns that are undertaken are a result of the overall resource characteristics of the rivers and the spatial relationships of river reaches and access points. Also of importance are the locations of the rivers and the regional resource base.

1. North Fork Use;

The main use season on the North Fork is from about April through mid-June because of the natural winter and spring season runoff streamflow regime and acceptable spring weather. Most of the rafting use occurred in the 9.2 mile reach between the Colfax-Iowa Hill Bridge put-in to the Ponderosa Road Bridge take-out. More limited use occurs below Ponderosa Road Bridge. At the present, all whitewater use on these segments of the North Fork are one-day trips with no on-river camping.

There were a few commercial raft trips that used the 4.7 mile reach to Shirttail Canyon but this is the main use reach of the kayakers. Of the total 1985 use, 62% were the clients of

commercial operators, 18% were non-commercial rafters, 12% were guides for the commercial operators, and 8% were kayakers.

About 90% of the full year's use occurs in the 8 or 9 week period where use is highly concentrated on weekend days with from 10 to 20 raft groups on weekend days and 1 to 3 raft groups on mid-week days. Actual trip start times also have a very strong concentration with most groups departing the put-in between 10 am and noon.

In 1987 State Parks issued whitewater use permits to 57 commercial operations for the North Fork in which 15 to 25 use the river regularly. Commercial raft trips (55% of all raft trips in 1985) are composed mostly of paddle rafts, they average about 4 rafts and 23 users per group. Because of the length of the river trip and the time involved in the run and in staging the trips at the put-in, commercial operations adopt very similar itineraries and concentrate trip starts in the mid to late morning hours. Levels of weekend day commercial use stay high through the peak season and decline sharply with the post season flow recession.

Non-commercial raft trips (45% of all raft trips in 1985) are a mixture of oar and paddle rafts and sometimes have kayaks along. These trips average about 2 rafts and 7 users per group. Because of the trip length, non-commercial groups tend to have trip departures in the late morning but, because of varying shuttle patterns, there is a stronger bimodal pattern with a peak departure at about 11:00 am and another at about 12:30 pm. The non-commercial raft peak season use pattern on the North Fork tends to be earlier than does commercial peak use season; it starts, peaks, and declines slightly ahead of the commercial pattern. Earlier season use occurs due to the greater ability of non-commercial groups to organize trips on short notice and take advantage of good early season weather. The earlier peak and decline is due to declining streamflows and crowding due to higher levels of commercial activity.

Kayak use on the North Fork is significantly different than either non-commercial or commercial rafting use. Kayak use occurs through the late fall, winter, and spring when suitable flows are available and often under worse weather conditions than rafting occurs. Use levels remain high through the peak flow season and well into the seasonal flow recession, typically in May and June. During the 1985 season, kayak use was at near peak levels when the surveys began in early April with up to 33 users in 7 groups on weekend days. Use stayed at relatively high levels through early May when there were 23 users in 9 groups. Following the early May peak, kayak use apparently dropped off sharply, however, there was a use pattern shift to later trip starts to avoid raft congestion, and this use was missed by the survey.

2. Middle Fork Use;

The main use season on the Middle Fork is from June through September because of controlled summer daily peak flow releases and the summer recreation season. When the sand bar was open at Ruck-A-Chucky, about 80% of all the trips used the 13.0 mile Oxbow to Ruck-A-Chucky reach. About 17% of all the trips (35% of the multi-day trips) use the 15.1 mile Oxbow to Greenwood Bridge reach. Of the total use in the 1985 season, 82% were the clients of commercial operators, 16% were the guides for the commercial operators, and 2% were non-commercial rafters. Since there are the opportunities for 2 and 3-day trips there was also an estimated 12185 users days of whitewater recreation and 4122 users nights of camping in 1985. Of these, 98% was from commercial trips.

About 97% of the full year's use occurs in the 10 to 12 week peak use season and in that period, use is highly concentrated on weekend days with from 6 to 25 groups on weekend days and 1 to 3 raft groups on mid-week days. Actual trip start times also have a very strong concentration with most groups departing the put-in between 10:30 and 11:30 am. With increased use levels, congestion does tend to occur at specific locations, particularly at the put-in, Tunnel Chute, Ruck-A-Chucky take-out and portage.

Before changes to access roads that resulted from the Feb. 1986 storms and high streamflows, most of the whitewater recreation occurred in the first and second segments with less use in the portion of the third segment to Mammoth Bar and only occasional whitewater recreation use in the lower portion of the third segment. After the storms, most of the raft uses were two-day trips from the Oxbow put-in, using campsites in the first segment (particularly Ford's Bar), to the Cherokee Bar take-out in the third segment.

In 1987 State Parks issued 57 permits for commercial whitewater operations on the Middle Fork and about 20 to 35 use it regularly. 20 to 30 companies ran multi-day trips, and about 20 were regular overnight operators. Commercial raft trips (about 90% of the total) typically had about 3 to 5 rafts per group for 1 and multi-day trips. The number of users per group average about 25 to 29 for 1-day and multi-day trips respectively. Because of the length of the river trip and the time involved in the run and in staging the trips at the put-in, commercial operations adopt very similar itineraries and concentrate trip starts in the mid morning hours. Because of the rate of movement of release water from the powerhouse and trip times, the itineraries of the groups stay similar throughout the run.

Non-commercial raft trips average about 1 to 2 rafts and about 6 to 7 users per group; this amounts to only about 4% of the total rafts and 2% of the total whitewater users. This level

of activity is very small and was found to be of little consequence on the Middle Fork. There is also some kayak use but the total observed in the 1985 season was less than 10 users. The winter season may see a greater, but still very low, level of kayak use.

On the Middle Fork there are several areas where historical or current activities have an impact on whitewater resources; these include several concentrations of recreational instream gold mining operations. In the third segment, Mammoth Bar is an area of very concentrated off-road vehicle use. Despite this degree of activity, the first and second segments of the Middle Fork have very isolated characteristics, high scenic quality, and impart a wilderness/primitive experience to users. The greater influences of historical disturbances and concentrated activities in the third segment results in a lower level of visual quality and a reduced sense of isolation.

C. CURRENT MANAGEMENT;

1. Whitewater Recreation Management Authority;

The reaches of the North Fork and Middle Fork American River which are the focus of this management plan are within the boundaries of the federal Auburn Dam and Reservoir project proposed for construction by the U.S. Bureau of Reclamation (USBR). USBR may have jurisdiction within the project area through outright ownership, through proposed or final withdrawals of federal lands managed by other agencies or by interagency agreements. A review of USBR ownership maps indicates that most of the federal lands of the river corridors appear to have either been proposed or finally withdrawn. Of the original private lands of the study area some have been purchased by the USBR. While there are scattered private parcels along both rivers, none of the principal put-ins, take-outs, and only some limited camping areas are on private lands.

Since 1980, State Parks has had recurrent one year contracts with the USBR to provide recreation management on lands within the boundaries of USBR's proposed Auburn Dam and Reservoir project. Also since 1980, the USBR has had an agreement with BLM which authorizes the USBR to manage BLM lands as part of the Auburn Project Lands. Because of the USBR/State Parks agreement, the authority to manage BLM lands for recreational purposes has been transferred to State Parks. The US Forest Service manages lands that include some put-in points and on-river camping locations on the MF and issues both road and camping permits for the commercial use of these facilities and resources. While there are scattered private parcels along both rivers, none of the principal put-ins, take-outs, and only some limited camping areas are on private lands.

The USBR has contracted with the California Department of Parks and Recreation for the management and protection of Auburn Project lands as part of the State Park System. State Parks has been involved in the management of whitewater recreation by issuing permits for commercial operations on the two rivers and establishing certain use conditions.

Since 1980, the USBR has had an agreement with BLM which authorizes the USBR to manage BLM lands as part of the Auburn Project Lands. Because of the USBR/State Parks agreement, the authority to manage BLM lands for recreational purposes is transferred to State Parks.

USBR's authority to manage U.S. Forest Service (USFS) lands is presently more limited. The current USFS position is that USBR does not have authority to contract directly with State Parks for management of National Forest lands within the project area. However, USFS does acknowledge that it has the authority to transfer management authority over National Forest lands, to USBR or State Parks, by agreement.

2. Current North Fork Management;

On the North Fork, the put-ins, take-outs, and most of the river frontage lands are on either USBR acquired or BLM lands and State Parks has recreation management jurisdiction. State Parks has issued whitewater use permits to various commercial operators which carry limits on group sizes, daily limit on the number of trip starts, trip start times, and various behavior pattern requirements. Permits were not required of non-commercial users. In the 1985 season enforcement of the permit requirements was affected by occasional site visits to the main put-in and take-out.

State Parks, Placer County Sheriffs Dept., and local emergency response organizations are responsible for search and rescue operations associated with whitewater recreation.

3. Current Middle Fork Management;

On the Middle Fork, the put-ins are on Tahoe National Forest lands and a significant portion of the river frontage is El Dorado National Forest lands. The remaining portions of the corridor are mostly of BLM and USBR acquired lands with a small amount of private lands. All but a very small reach of the Middle Fork whitewater resource is within the Auburn Project boundaries and State Parks has taken the whitewater recreation management lead by issuing use permits to commercial operators and collects use fees. The permits carry limits on group sizes, daily limits on the number of trip starts, trip start times, and various behavior pattern requirements. Permits were not required

of non-commercial users. In the 1985 season enforcement of the permit requirements was effected by occasional site visits to the main take-out areas.

The El Dorado National Forest issues special use camping permits to commercial operators for overnite use on El Dorado National Forest lands and collects a use fee. The camping permits did not designate sites but they carried minimum impact requirements. There has been no direct management of campsites.

State Parks, the National Forests, Placer County Sheriffs Dept., and local emergency response organizations are responsible for search and rescue operations associated with whitewater recreation.

Placer County has responsibility for the management of traffic problems in the community of Foresthill associated with the whitewater recreation of the Middle Fork. Little active parking and traffic management was undertaken in the 1985 peak season.

4) North Fork and Middle Fork Management - The 1985 State Park commercial permit on the North Fork and Middle Fork had several elements intended to decrease congestion and to increase the daily capacity of various sites and facilities by directing certain aspects of commercial use patterns. The use pattern directives that were designed to reduce conflicts include; 1) designated operator trip start times, 2) trip size limits, 3) daily trip start limits to be controlled by the companies, 4) a designated commercial put-in on the North Fork, 5) parking limitations at the North Fork and Middle Fork] take-outs.

D. MANAGEMENT PROBLEMS;

The main use problems on the North Fork and Middle Fork are associated with congestion at specific locations and reaches of the river narrow hour ranges of the day. The areas of congestion include: 1) off-site traffic and parking, 2) put-ins and take-outs, 3) on-river points of constriction, and 4) campgrounds. These congestion problems are a function of the user patterns and of facility and physical capacities and translate into; 1) on-river crowding in a wilderness/primitive river setting, 2) use conflicts between commercial operations, 3) use conflicts between commercial and non-commercial river recreational users, 4) some conflict between river recreational users and other recreational users, 5) conflicts between on-river recreational users and the residents of Foresthill, and 6) reduced environmental quality of the trips which reduces the experiential values to the users.

1. Facility, Physical, and Social Capacities;

a) North Fork - On the North Fork, many of the weekend days of the peak use season have on-river use levels so high that continuous lines of rafts develop in some of the constriction points. In some cases this could lead to very tight spacing between rafts and the intermingling of groups, while in other cases it forces waiting in line to run a particular rapid for periods of time upwards to a half hour. In other situations rafts can wrap on rocks and because of the narrow channel characteristics of the North Fork, all downstream transit is halted. Because of the rate at which trips depart the put-in, more or less constant contact and adjustment of behavior occurs through the steep portion of the run. After the last major rapid, use tends to spread out and the absence of narrow channels and technical water reduces bottlenecks and congestion.

The narrow and technical aspect of the North Fork channel and the routes required for incident-free runs leads to a situation where levels of congestion as high or higher than are found on other regional rivers, can be created on the North Fork with far fewer rafts. The observed levels of accommodation required by rafting groups to deal with congestion and bottlenecks, the length of delays imposed, and the degree of contact with other groups that occurs on the North Fork on weekend days during the peak use season would indicate that this is a "High Contact" river recreation resource under existing use patterns.

Parking capacity at Shirttail Canyon is also exceeded on weekend days and this is sometimes associated with commercial whitewater use. At the Ponderosa Road Bridge take-out parking is also limited, however, the capacity is greater than at Shirttail Canyon. Limited space for the staging of raft trips at Ponderosa Road Bridge is sensitive to congestion on heavy use days when arrivals are concentrated in a narrow time frame.

b) Middle Fork - On the Middle Fork many of the weekend days have use levels so high and so concentrated in time that congestion created at access points and at on-river locations causes time delays, alterations of itinerary, and shifts in use patterns. Because of the rate at which groups arrive and depart the put-in, more or less constant contact and adjustment of behavior occurs through the first portion of the run.

Although there appear to be abundant campsites on the Middle Fork, there is a surprisingly low number of medium and high quality sites with capacities great enough to accommodate typical overnight commercial trips. This, along with a tendency for some operators to leave camp equipment in campsites - in a sense

reserving and permanently occupying the sites, has resulted in a reduction of the possible campsites for those operators who do not leave equipment in camps.

The release pattern of the Oxbow Powerhouse is typically such that boatable flows reach the Ruck-A-Chucky area in the afternoon and the overnight trips and one-day trips tend to arrive in very narrow time frames; congestion can develop at both the portage and the take-out areas. There is also, at times, limited parking at the take-out locations.

c) North Fork and Middle Fork - Because of limited on-river management presence, State Parks relied on the commercial operators to voluntarily assume these use patterns. The observations of user patterns on both the North Fork and Middle Fork through the peak use season conducted for this study conclude that the use patterns of commercial trips did not voluntarily conform to the suggested patterns in the permit.

On the Middle Fork the number of daily commercial trip starts on weekend days were consistently greater than the established limits. There were also a substantial number of commercial operators and trips that exceeded trip size limitations. Particularly on the Middle Fork there were several operators that held more than one permit by owning more than one company. This in itself was not a problem, however, to create more efficient operations these operators often ran both companies on the same days using the same vehicles, which forced the groups to have the same itinerary. These groups then traveled essentially as one unit of up to 10 rafts and 80 users.

While appropriate commercial put-in location and take-out use pattern can reduce conflicts and are reasonable management expectations, trip start times, perhaps the most important in reducing on-river conflict, are beyond the reasonable control of the operators. Consistent trip start times cannot be maintained by operators because the specific time that a trip is ready to depart the put-in is a function of meeting their clients either off-site or at the put-in (a process difficult to keep on schedule) and many other possible exogenous circumstances. It appears that requirements such as non-regulated trip start times are not appropriate management approaches.

2. Commercial/Non-Commercial Use Conflict;

Observations during the 1984 and 1985 seasons indicated that there are serious commercial/non-commercial conflicts on the North Fork but on the Middle Fork, few elements of conflict were observed.

a) North Fork - On the North Fork, conflict between commercial and non-commercial use results from congestion characteristics of the channel and the use patterns and group characteristics of the raft trips. As the commercial use increases to a peak about mid-season, the level of non-commercial use drops to near zero; this shift occurred in both the 1984 and 1985 seasons. The elements of conflict include; 1) the daily number of rafts on the river that commercial operations can generate (up to 58/day) and the resulting general congestion, 2) the number of rafts per commercial group (3-5) creates additional on-river congestion by "filling up" considerable lengths of the narrow channel in blocks requiring unusual accommodation by the smaller non-commercial groups, and 3) the number of rafts and users (15-25) per group on commercial trips is visually out of scale on this narrow channel and create an impression of "High Contact" and crowding to the smaller non-commercial groups. Compared to other rivers in the region, these conflict elements occur with lower commercial activity because of the narrow and technical characteristics of the North Fork channel.

The continuous transit of rafts through specific "play" points on the North Fork has resulted in a noticeable decline in resource values for kayakers and has lead to a "High Contact" recreational resource for this group. To reduce this conflict these users have adopted a use pattern of a shorter trip length and a later put-in time.

b) Middle Fork - On the Middle Fork, observations of resource characteristics and use patterns indicate that this river may not be well suited for significant non-commercial use. While there are potential for future conflicts, the present non-commercial use is so limited that accommodating use and behavior patterns by non-commercial users can resolve the observed problems.

3. Whitewater/Other Recreation Conflicts;

The conflicts observed between whitewater users and other recreational users have been mainly associated with the use activities and parking at the access/put-in/take-out points. A secondary conflict has been the aesthetic impact of mining activities on whitewater users.

a) North Fork - On the North Fork, the Colfax-Iowa Hill Bridge non-commercial put-in is located in the campground and the level of whitewater activity for 4 or 5 hours during the mornings of peak season weekend days tends to create a sense of crowding for the campground users. To date, the problems have not been due to the capacity of the facility, but rather a basic conflict between the recreational expectations of the campers and the level of raft trip staging activity. Fortunately, the peak non-

commercial use is over by June and the conflict is over at the start of the summer season.

On the North Fork at Shirttail Canyon the nature of the conflict between whitewater users and other recreational users is in the capacity of the limited parking along the roadway. Although only occasionally used by raft groups and more often by kayak trips, whitewater recreation vehicles often contribute to the lack of available parking for the local day use recreationalists. Ponderosa Road Bridge take-out area also has limited parking, however, in the 1985 season the parking capacity was not observed to be a problem to the day users. The main beach area at this location is used for the take-out and the rate of raft trip arrivals on Saturday and Sunday afternoons in the peak season are such that day users choose to leave. Once again, the peak rafting season is over by mid-June and this conflict does not exist during most of the summer day use recreational season.

b) Middle Fork - At the Ruck-A-Chucky and Greenwood Bridge take-outs on the Middle Fork there are some low levels of day-use that were observed to be dislocated in the afternoons of the weekend days. The use is minor and does not seem significant.

Although recreational mining occurs throughout most of the year, the level of activity increases with warming weather, warming water, and reduced streamflow toward summer. Our on-river surveys indicate that on the North Fork the level of conflict during the peak use season is not unduly severe and the greatest potential for conflict occurs after the whitewater use season. On the Middle Fork the mining and whitewater recreation seasons are the same but few conflicts were observed as long as the mining operations kept the cross-river lines from interfering with or creating safety hazards for whitewater recreation. The miners on the Middle Fork also occupy many camps for the full summer but the location of these sites does not cause itinerary problems for the multi-day trips.

4. Whitewater/Foresthill Conflicts;

While on the North Fork most commercial operators meet their clients off-site at a variety of locations, most of the commercial operators on the Middle Fork meet their clients in the community of Foresthill. Since there are often more than 15 commercial groups on Saturdays, and the trip itineraries of the groups are so similar, there is significant congestion along the Auburn/Forest Hill Road on Saturday mornings from about 7 to 10 am. Between congestion created by general traffic, very dense parking patterns, random and often illegal parking, and pedestrians wandering across the highway the local population often feels severely impacted by the commercial whitewater operations despite the increased sales by local business.

5. Safety/Search and Rescue;

Whitewater recreational activities on these two rivers have resulted in many instances where rafts have flipped, become lodged on mid-channel rocks, filled with water and wrapped around mid-channel rocks, and where users have been disassociated from rafts in any number of alternative ways. Kayakers with intermediate skills (and some times those with greater skill levels) have spent their share of time floating short portions of the rivers in pursuit of their kayaks. Sometimes, albeit infrequently, these occurrences result in damaged or lost equipment and in minor injuries to users such as cuts or bruises. For the most part adequately equipped and experienced user groups quickly rectify these problems through self or group supported rescue and in more difficult situations other user groups typically assist.

Over the past several years there have been several instances where the help of local emergency response organizations was required. The most common situation appears to be at the Tunnel Chute on the Middle Fork where some injuries have required emergency evacuations by helicopter or vehicle. There have been some injuries at the Ruck-A-Chucky portage on the Middle Fork that were responded to, however, with the road access and the number of raft operations usually found at these locations, it is questionable as to how frequently emergency help will be required. On the North Fork there have been some occurrences requiring assistance in the early season when rafts and users were completely separated and ground personnel were needed.

A review of the Placer and El Dorado County Coroner's reports and the records of the Cal. Dept. of Boating and Waterways found that from 1980 through 1986 there were 18 drownings on the North Fork and Middle Fork American River upstream of Folsom Reservoir. Of these drownings, eight occurred in the reaches of the North Fork and Middle Fork considered in this study; of the 10 that were outside of the study reaches, 9 were associated with activities other than whitewater recreation. Of the 8 drownings that occurred in the study reaches in the 1980-1986 period only two were associated with whitewater recreation. In 14 of the total 18 drownings, they typically occurred at or near road access points and involved individuals neither experienced in swift water conditions nor involved in whitewater activities: The activities included the use of rubber-ducky rafts, inner tubes, and canoes, and simply swimming.

During the 1984 and 1985 seasons it has been the experience of the field observers that the non-commercial whitewater users and groups and the commercial guides and groups were about equal in ability, experience, and equipment in terms of dealing with both the North Fork and the Middle Fork. Commercial rafts were

observed to have the full range of potential on-river problems at rates equal to or greater than non-commercial rafts. On the other hand commercial groups tend to be larger and can resolve on-river problems more quickly than can non-commercial groups and therefore commercial groups tend to lend occasional manpower assistance to non-commercial groups.

E. PROPOSED FACILITY IMPROVEMENTS:

During the course of the Planning and the Task Force processes suggestions were made on how to improve the function and efficiency of facilities. Improvements in facilities were desired because an increase in efficiency could result in greater levels of optimum public use, increased quality of the experience, and decreased conflicts between users. The suggestions ranged from put-in trail improvements to large scale projects such as building full lining facilities or a portage trail at Ruck-A-Chucky rapid on the Middle Fork. The practicality and possible efficacy of the different projects limits many of the suggestions but several of them stand out as distinct and desirable possibilities.

1. North Fork;

On the North Fork, there are two projects that were recommended that are being considered for implementation. The first project is the addition of some type of sanitation/restroom facilities on the commercial put-in side of the river (river right) and the second project is the building/improvement of the put-in trail from the staging area near the road down to river level.

a) The addition of restroom facilities at the commercial put-in could provide greater function and efficiency of the put-in. Efficiency would be increased because clients would not have to travel across the bridge into the campground to find facilities thus possibly causing delays in itinerary. Safety would be served by decreasing the number of people wandering on the bridge in the proximity on traffic. Addition of the facilities would also reduce incentives for all users on the commercial side to simply use the surrounding bushes which creates a health hazard.

State Parks could possibly provide chemical toilets for the commercial put-in on a seasonal basis. The toilets could be delivered at the beginning of the rafting season and positioned at the upper-back corner of the staging area. The only remaining problem is that the chemical toilets do not have a large capacity. Because of funding limitations State Parks can not provide for the necessary removal services. If the outfitters

services. If the outfitters can provide for the necessary funding or acquire the necessary contracts for the waste removal during the rafting season, then the restrooms can be put on site. The facilities would then be removed at the end of the rafting season.

b) Another project suggested for the North Fork is the installation/improvement of a put-in trail from the staging area down to river level to ease transporting rafts and equipment to the shore. The current trail conditions are fairly steep with relative amounts of rubble and cobble that may cause stumbling. The trail as it now exists is subject to erosion which would caused further difficulty.

The proposed trail would be ten to twelve feet wide and built by laying down old railroad ties across the trail to create "pads" or "terraces". The "pads" would ideally be 3 to 5 feet long and as wide as the trail. The ideal drop for each step would be 8 to 10 inches although these measurements are fairly limited by the existing conditions. The addition of a put-in trail would decrease maintenance by protecting against erosion and also ease raft and equipment transport conditions.

2. Middle Fork;

On the Middle Fork there are three possible projects being considered. Just as on the North Fork, addition of both restroom/sanitation facilities at the put-in and the installation/improvement of a put-in trail down to the river from the staging area. Also the creation of a portage trail around Ruck-A-Chucky rapid has gained support.

a) The addition of restroom facilities at the put-in could provide greater function and efficiency of the put-in. Efficiency would be increased because clients would not have to look for facilities in Foresthill during the congested hours when most commercial companies pick up clients thus possibly causing delays in itinerary. Addition of the facilities would also reduce incentives for all users on the commercial side to simply use the surrounding bushes which creates a health hazard.

It is still unclear at this time what managing agency will be responsible for facilities at Oxbow put-in even though State Parks has authority over whitewater recreation. There is a possibility that a similar arrangement as suggested for the North Fork could be arranged by State Parks but the funding for waste removal or a contract for waste removal during the rafting season would have to come from the commercial companies.

b) Installation/improvement of a put-in and take-out trails down to the water at Oxbow put-in and Greenwood Bridge would be similar to the plan for the North Fork. The trail would be a 10 to 12 feet wide series of "pads" or "terraces" that reduce erosion and stabilize transport conditions for rafts and equipment down to the river.

c) The last project proposed for the Middle Fork is a portage trail around Ruck-A-Chucky rapid. The unrunnable Ruck-A-Chucky rapid and the rugged road leading to the beach above Ruck-A-Chucky rapid creates a significant bottleneck which significantly decreases the number of groups that can use the river before moderate contact levels are exceeded. Damage from the 1986 storms and high stream flows have further degraded road conditions and washed out lining facilities which have all but cut off multi-day trips except for companies using the road to Ford's Bar for transport of overnight gear.

The portage trail would be similar to the trail around Royal Flush rapid on the Kern river. The proposed trail would be ten to twelve feet wide and run down to two separate re-entry eddies at the bottom. Blasting would be required to move large boulders and create enough space for the trail. The use of the two eddies at the bottom would double the possible capacity and reduce potential conflicts between groups.

State Parks has shown interest in pursuing this project rather than opening the road all the way down to Ruck-A-Chucky beach. If the road were opened the current conditions would still require four wheel drive vehicles for gear transport and no passenger transport would be possible. To build the portage trail, a creative funding for the trail must be devised. The most desirable situation from State Parks view is for commercial companies, under the guidance of a contractor, to devise a plan for the trail subject to approval by State Parks. Possibilities will be explored.

F. CARRYING CAPACITY;

1. North Fork;
2. Middle Fork;

III. PLAN OBJECTIVES;

Throughout the planning process general ideas and guidelines were generated pertaining to the direction of the management plan for the two rivers. Regulatory requirements and desires from State Parks, user pattern and carrying capacity considerations from Advisory Task Force input, and evaluation technique recommendations from the consultant etc, are all coalesced into this group of guidelines and are called Plan Objectives. The Plan Objectives are the structure which the management plan may be built upon.

The following Plan Objectives were developed to provide overall guidance to the whitewater management planning effort for both the North and Middle Forks. The first section contains Plan Objectives that apply to both rivers and the overall planning/management effort, the second and third sections contain Plan Objectives that specifically apply to the North and Middle Forks respectively.

A. GENERAL;

- 1) When considering whitewater recreation management issues, the WWMP will consider whitewater recreation as a valuable recreational activity element of the overall recreational spectrum in the Auburn State Recreation Area.
- 2) The WWMP will provide for the most appropriate whitewater recreation management in a long term recreational resource context; it will not be influenced by the prospects of the Auburn Project prior to Congressional authorization decisions.
- 3) The WWMP objectives and recommended management approaches will conform to Department of Parks and Recreation Policies, Rules, and Regulations. To address specific management problems State Parks may develop interagency agreements, modify existing or adopt new Department Rules and Regulations.
- 4) The WWMP will work toward simplifying and consolidating management authority and developing a coordinated permit process for commercial operations.

- 5) In approaching the solutions of management problems State Parks will not be limited by current funding levels but will consider increased funding and alternative funding sources and mechanisms.
- ⑥ The final management approach and plan will be balanced with respect to management manpower needs for fully executing the plan and manpower availability.
- ⑦ If the number of commercial companies are to be reduced parameters for selection should include provisions for securing a wide range of services and variability of user patterns.
- ⑧ The commercial permit selection criteria will provide for the involvement of as many commercial outfitters as possible and still maintain economically viable operations.
- ⑨ The WWMP will eliminate perceived resale value of the commercial permit.
- 10) The WWMP will minimize State Parks and commercial company administrative workloads to the extent possible.
- 11) To the extent possible the WWMP will maintain implementation and management at the district level.
- 12) A carrying capacity approach will be used as a basis for establishing recommended use levels.
- 13) Environmental, facility, physical, and social factors will be used to develop carrying capacity estimates.
- 14) The concept of 'User Contact' thresholds will be employed as the approach to the social factor in carrying capacity evaluation for both facilities and on-river conditions.
- 15) For purposes of developing the initial estimates of instantaneous carrying capacities of facilities and on-river conditions the WWMP will employ, to the degree possible, user patterns observed in the 1985, 1986, and 1987 seasons. Thereafter, changes in estimates in carrying capacity will be considered using the most recent adequate data and observations.

- 16) In establishing recreational experiential goals of the WWMP, guiding elements will include; a) the inherent resource characteristics of the NF/MF, b) the regional spectrum of available whitewater opportunities, and c) the regional uniqueness of the NF/MF resources.
- 17) The WWMP will be aimed at making optimum public use of the recreational opportunities present, and the natural and cultural elements of the environment may be managed, modified, or manipulated to enhance the recreational experience; standards of "optimum public use" will include the balancing of maximized use and quality recreational experiences.
- 18) To aid in the development of "optimum public use" the WWMP will explore increases in facility capacities and control of daily user patterns through active management.
- 19) When issues arise regarding resource or user conflicts between whitewater recreational users and other recreational user groups, proposed actions to resolve the issues will consider the potential resource implications to all user groups involved.
- 20) Road access is a major complication to the adequate use of the NF and MF and the FMP should strive for and provide, when possible, reasonable access by WW vehicles and to provide for continued adequate maintenance. However, WW vehicle use will be limited to the road restrictions and maintenance will be limited to funds available.
- 21) State Parks will work with other agencies to limit the proliferation of roads into the canyons.
- 22) The WWMP will accommodate whitewater use on the North Fork via the Giant Gap run (permitted by USFS/BLM); however, should resource or recreational use conflicts arise in the area of jurisdiction of the WWMP, commercial operations on the Giant Gap run will receive the lowest recreational priority.
- 23) The WWMP will provide for monitoring and Management Objectives that can make assessments of changing recreational conditions such as user patterns, carrying capacity, and contact conditions.
- 24) The WWMP will be flexible so that if significant problems or changes in conditions are detected, management changes can be made. Changes envisaged include (but are not limited to) changes in use pattern

requirements to resolved user conflicts, new estimates of carrying capacity derived from improved facilities or changed user patterns, and changes in sector allocation derived from changes in carrying capacity or sector demand.

- 25) The WWMP will provide for the maintenance of a continuing Task Force to provide input to State Parks on management issues from interested agencies and both the commercial and non-commercial sectors.
- 26) If there is an excess in demand over supply (within the context of carrying capacity and user contact objectives) and if there is dislocation or displacement of use among the user groups (commercial, non-commercial, institutional/non-profit), then, to resolve conflicts and to maintain river accessibility to all user groups, the WWMP will provide for increased facility capacity, where feasible, and employ active management techniques on the user patterns and use levels (allocation) of commercial companies and non-commercial users relative to the management goals for each river.
- 27) If there is continued excess demand over supply (within the context of carrying capacity and user contact objectives) and continued user group displacement after all facility improvements and active management options have been considered, the WWMP will employ standards of "optimum public use" on allocation adjustments to resolve conflicts between groups.

B. PLAN OBJECTIVES - NORTH FORK;

- 28) To provide for optimum public use, 'Moderate Contact' user contact threshold will be the social carrying capacity target on the NF.
- 29) To ensure, to the degree possible, that non-commercial users will not be displaced nor dislocated due to conflict with other use groups, active management techniques to control the user patterns and the use levels of commercial operations will be employed to attain target carrying capacities.
- 30) The control of user patterns and the application of allocation/limitation of use levels of the non-commercial sector will be the management tool of last resort in maintaining carrying capacity objectives.

C. PLAN OBJECTIVES - MIDDLE FORK;

- 31) State Parks will establish interagency agreements with Tahoe National Forest and Eldorado National Forest to consolidate management authority and permitting processes.
- 32) Because of the importance of wilderness/primitive characteristics within the total resource value of the MF and alternative regional resources, 'Moderate Contact' user contact threshold will be the sociological carrying capacity target on the MF.
- 33) Because of minimal non-commercial use levels, use by the commercial sector will be defined as "optimal public use" on the MF.
- 34) The MF fishery is a major resource and the FMP should provide for continued fishery resource values.

IV. MANAGEMENT PLAN - NORTH FORK;

A. On Line Management Strategy;

The on-line, strategy to be taken by State Parks will be a three fold process. First, State Parks will have duties in the field to facilitate management directives such as permit regulation enforcement and data collection. Next the State Parks will be responsible for a series of flags or indicators called management objectives that will indicate when problems are occurring in respect to the chosen contact level for each river. Lastly, an Advisory Task Force will be maintained to aid State Parks in interpreting management objective information and suggest possible solutions.

1) Field Responsibilities;

Field responsibilities will include the collection of management objective information during the season at various locations, documentation of user patterns and put-in times on the control days (if any) for both commercial and non-commercial boaters alike. Data will be taken at key congestion points such as put-ins, take-outs, and Chamberlin Falls. Documentation of start times and put-in behavior will also be a priority when there is a need for regulation of use levels. Also included in the field responsibilities of State Parks will be the assignment of rangers to randomly patrol the put-in and take-out areas to enforce management plan and permit rules on-site.

2) Management Objectives;

Second of the on-line management strategy for State Parks will be the management objectives themselves. Management objectives are the flags or parameters designed to be used as standards to implement the plan objectives and also measure the success of management actions in meeting the standards. When the management objectives are exceeded a defined number of times, it is a signal that moderate contact plan objectives are not being reached or the standards set are too strict. If the management objectives are not being surpassed it may also be a sign that optimum public use levels are not being met. In either case, the management objectives provide hard evidence of possible problems related to the experiential levels existing on the river and suggest the possible direction to solve any perceived problems.

Management objectives are parameters or units of measure specific to the North Fork designed to signal when problems are occurring with respect to user contact levels, and to measure how well the plan is meeting the plan objectives. Each management objective will be associated with a specific site or area and have an indicator, standard, and an exceedence limit. Critical areas that management objectives will be identified with will be areas that tend to congest earlier or with fewer users. Examples of these critical areas are put-ins, take-outs and major rapids or sites that need scouting. An indicator is a type of measurement, a specific item at the site that can be readily seen. Examples of indicators are the number of boats at one place at once, or the number of "waits" caused at one place in one day. The standard is a number of the indicator that is considered relevant to indicate that congestion or contact thresholds may be exceeded. The exceedence limit is the number of times that the standard is allowed to occur before it is acknowledged that there may be a problem.

The critical areas identified to indicate crowding on the North Fork are the Colfax/Iowa Hill put-in, both non-commercial and commercial sides; Chamberlin Falls, and the take-out at Ponderosa Road Bridge. The management objectives designed around them are:

a) Colfax/Iowa Hill bridge, Non-Commercial Put-in:

Indicator; Number of boats (rafts) occupying various areas of the put-in at once.

Standard; 12 boats in the water or along the bank at once; 9 boats in the lower staging area at once; and 8 boats in the parking lot at once.

Exceedence Limit; Exceedence of one of the standard factors for 1 hour each day.

b) Colfax/Iowa Hill bridge, Commercial Put-in:

Indicator; The number of rafts and/or groups occupying various areas of the put-in at once.

Standard; 4 groups staging at once; or, 20 rafts in the bank at once (this provides for stacked rafts to be counted as one); or, 3 client groups in the area at once.

Exceedence Limit; One occurrence of any one of the standard factors is allowed 25% of the days when management information is recorded.

The put-in areas at the Colfax/Iowa Hill bridge were chosen as management objectives because they represent areas that are critical to the initial distribution of boaters into the Chamberlin Gorge. The put-in areas are also ideal sources of data on sector demand and on the user patterns of the different users. Each side was given different indicators, standards, and exceedence limits due to the physical characteristics of the put-in and the type of management approach used for the different sectors.

Since the non-commercial sector has no management restrictions imposed upon it, the exceedence limit chosen allows for a 1 hour exceedence per day during a peak period. This is logical since non-commercial boaters have no behavior patterns that would limit congestion or use to stay below moderate contact standards. The numbers chosen in the standard were chosen with the put-ins physical parameters in mind.

The commercial management objective is slightly more restrictive. Because commercial company owners accented to use pattern restrictions, namely mandatory start times, to obtain more starts per day, the occurrence of the standard is allowed only 25% of the measured days before a problem is signaled. The put-in behavior pattern of the commercial companies is regulated so if the companies comply with the rules set down there should not be too much problem meeting this standard. The standard numbers were chosen based on the physical parameters of the put-in area.

c) Ponderosa Way Take-Out

Indicator; The number rafts and/or groups occupying various areas of the take-out at once.

Standard; 8 groups; or, 3 commercial client groups; or, 10-15 inflated rafts (this provides for vertically stacked rafts to be counted as one).

Exceedence Limit; Exceedence can occur one hour per day.

The Ponderosa take-out was chosen as a management objective site because most trips end at this put-in and due to the physical parameters moderate contact objectives can be quickly surpassed. There are also no behavior restrictions on the river so that trips may tend to arrive at the take-out closer together than when they departed from the put-in. The exceedence limit was chosen to allow one hour of exceedence per day to allow for these fluctuations in use pattern. The standard numbers were

also chosen to reflect the fact that use patterns may tend to concentrate take-outs in various hours of the afternoon and hence are on the conservative side.

d) Chamberlin Falls:

Indicator; length and duration of on river delays.

Standard; a 30 minute or more delay caused by the use patterns of another group (not including wraps and flips).

Exceedence Limit; No occurrence is allowed.

Chamberlin Falls was chosen to be a management objective measurement area for a number of reasons. It was felt by the advisory task force that if on-river congestion would occur at any one spot on the river that it would occur at Chamberlin Falls. The constriction of the channel, the various hydraulic conditions at different flows, and the limited eddy space just above the Falls combine to create a substantial bottleneck. The choice of Chamberlin Falls as a measurement point also reduces State Parks manpower responsibility because the Falls can be reached fairly easily by foot from the Colfax/Iowa Hill bridge at the control flows when data would be taken. River floats would not be required to assess on-river congestion.

The indicator chosen through the task force process was the length and duration of on-river delays. It was felt that it was not acceptable to incur a 30 minute or more delay due to the user patterns of another group. This delay does not include though any delays due to wraps, flips or other emergency situations. This also established the standard and the exceedence limit for the management objective.

3) The third step of the on-line management process is formation and maintenance of an Advisory Task Force to aide State Parks in solving whitewater recreation problems. The Advisory Task Force will be responsible for review and interpretation of the management objective information at the end of the boating season (the last two weeks of August). The Task Force will again be composed of State Parks personnel, commercial company owners, non-commercial boaters, environmental group representatives, and other resource agency representatives of concern.

The Advisory Task Force will review the management objective information and following the guidelines set down in the Plan Objectives, suggest possible solutions to State Parks. State Parks may take actions as guided by the Plan Objectives to correct any perceived problems. If a course of action requires changing management objectives or limits, or regulated user

behavior, the changes will be inserted in the management plan for the forth coming season prior to the scheduling for the forth coming year.

B. Definition of Groups;

For management purposes the WWMP recognizes three major whitewater recreational use groups; Non-Commercial, Commercial Companies, and Institutional/Non-Profit. Each of these groups use the resource differently, effect the resource differently, and may require different management approaches in the plan. The major differentiation is between Non-Commercial and Commercial which separates groups based on the sharing of trip expenses. The second differentiation is within the Commercial category and between Commercial Outfitters and Institutional/Non-Profit which separates groups based on tax-exempt status.

1) Non-Commercial; In general, non-commercial activities are when: a) there is a bona fide sharing of costs where no part of the fees are used for direct salary payment or for financial gain in any manner for any of the group, its leaders, or its sponsors, no part of the fees are collected for capital increases in equipment or facilities; b) party leader, guides, or other crew members are not paid in any manner; c) there is no direct mail or media advertising.

2) Commercial; In general, commercial activities are defined as "all activities where someone or some organization directly or indirectly makes a profit, receives a fee, reimbursement or salary, receives rental for the use of equipment, or supports, in any part, other programs or activities from amounts received from customers of the commercial activities.

The following definitions are considered as a subset of the commercial definition found in the glossary and apply to the group types referred to in the Company Allocation section.

a) Commercial Company; is any individual or organization where fees, charges and other compensations are: a) collected in excess of the actual cost of the trip; where the fees are typically paid to one member or organization who does not share equally in the cost among the trip members; b) collected for the financial gain, for salaries or benefit for any of the group, its leaders or sponsors; c) for capital increases in equipment or facilities used for the trip; d) where guides, managers, drivers and any other employees (,acting as employees or subcontractors,) are paid salary, wages or any other form of compensation, e) or uses mail or media advertising.

b) Institutional/Non-Profit; is any group or organization where fees, charges and other compensations are collected but the trip sponsor and/or organizer are legally tax-exempt under the laws of California and/or the I.R.S.

C. Commercial/Non-Commercial Allocation;

During the 1985, 1986, and 1987 seasons there was evidence that commercial groups were not meeting voluntary start times and limits and were causing severe congestion and dislocation from the North Fork of non-commercial use and that kayakers were being displaced by rafting activity in general. Observations indicated a sudden decline in non-commercial rafting as commercial activities reached peak levels in May at about mid-season, and it was observed that when rafting was at fairly high activities, kayaking use was displaced to later times of the day.

As a result of the dislocation, Plan Objectives direct the evaluation of increasing capacity of facilities to resolve the problem. Since the most limiting factor on the North Fork is the capacity of on-river conditions, there is no facility improvement that would increase overall capacity nor resolve the nature of the user group dislocation.

Various aspects of user patterns were also evaluated as prospects of increasing capacity but, the important element was transit rates through points of on-river congestion. Enforced management control of user patterns in these areas was deemed to be inappropriate in that the exercise of judgement and the approach to potentially hazardous situations should be left entirely to the groups in those situations.

1. Allocation;

Based on the carrying capacity analysis using 'Moderate Contact' thresholds as a basis, the limiting capacity factor of on-river conditions imparts an overall capacity of an estimated 3.5 groups/hour. In accordance with Plan Objectives concerning maximizing use of the resource, providing for "optimum public use", employing active management techniques to moderate user pattern, and controlling commercial use to accommodate non-commercial use, the WWMP makes no specific allocation to the non-commercial sector. However, assuming that 9 non-commercial starts/day is the present unaffected demand, the WWMP assigns 11 group starts/day to the commercial sector with 1 group start/day during the non-commercial window allotted to the institutional/non-profit sector. This allocation is a combination of a number of factors. The initial estimated number

of un-regulated starts per day was 6, but commercial companies expressed a desire to increase the starts per day by regulating start times. Start times were then set at twenty minute intervals allowing 15 starts per day but State Parks observations have consistently shown that commercial companies can not make start times when separated by twenty minute intervals. The allocation has now been reduced to 11 start times per day which separates start times by 30 minutes with one start time allocated to institutional/non-profit groups. This allocation applies only to weekend days and holidays (control days) of the peak use season which on the North Fork is recognized as being April 1 to July 1.

The 10 minute buffer zone that was added allows companies launching on the late side of their start time a period of time around the start time in which to launch and not have the possibility of launching almost simultaneously with another company that is launching on the early side of their start time. Without this 10 minute buffer zone companies would have to launch on their start time to the minute which would cause unreasonable manpower requirements of State Parks considering the past put-in behavior exhibited by commercial companies.

For the purposes of regulation and enforcement, the assigned commercial group will have from 10 minutes before to 10 minutes after the assigned start time to be out of site of the Colfax/Iowa Hill bridge; ie. actually entered the boulder gorge above Chamberlin Falls.

2. Basis of Allocation;

In accordance with Plan Objectives, the level and pattern of non-commercial rafting in the 1985 season is used as a basis for establishing commercial/non-commercial allocation. Weekend day use levels for non-commercial rafting were in the 7-9 groups/day range (with two peak days of 10 groups) prior to the dislocation at mid-season. Nine groups is assumed to be the potential weekend day non-commercial rafting demand for the 1987 season.

The time-of-day distribution of non-commercial raft trip starts for the 1985 season and State Parks observations are used in combination with the estimated carrying capacity of 3.5 group starts/hour to develop the appropriate allocation for commercial use leaving a non-commercial start time window of two hours.

The institutional/non-profit start time was assigned to the non-commercial start window for a number of reasons. First, the usage of the institutional/non-profit start time is not expected to be utilized on every control date during the control season. The number of possible institutional/non-profit groups and a

management plan limit of three trips per season should result in a small amount of use so there should be no undue pressure on moderate contact objectives. Second, institutional/non-profit groups do not usually function as efficiently as commercial operations do. The behavior patterns and capabilities of the institutional/non-profit organizations are expected to be closer to those exhibited by non-commercial users rather than commercial users. The wider mid-day time slot will allow greater room for error during unfamiliar shuttle procedures (relative to commercial companies) and a reasonable amount of time on the water to account for a greater likelihood for mishap.

The commercial sector schedule will be as follows:

8:30 am	1:00 pm
9:00 am	1:30 pm
9:30 am	2:00 pm
10:00 am	2:30 pm
10:30 am	3:00 pm

Institutional/non-profit during the start time window
10:40 am to 12:50 pm

The estimated possible total raft group starts on control days of the 1988 season would, with a slight reduction to leave commercial companies room for error, basically conform to the estimated capacity of 3.5 groups/hour. This capacity is exceeded in two of the hours with the possibility of 3-4 and 4-5 group starts in the 11am-noon and noon-1 pm hours respectively. The rationale for allowing this exceedence is first, at least for the next few years, the commercial sector will not be filling each trip start and, second, non-commercial groups are significantly smaller than commercial groups and the non-commercial groups would have the majority of starts in these hours. Therefore, the chances of capacity exceedence are present with this allocation but potentially are not of major proportions. Monitoring of Management Objectives will be used to determine if this level of "over allocation" is appropriate.

3. Reallocation Process;

Commercial/non-commercial reallocation is necessary should increased non-commercial use or changes in user patterns cause the carrying capacity to be exceeded (greater use than supply) or should decreased non-commercial use or changes in user patterns result in additional available capacity (greater supply than allowed). The reallocation of commercial and non-commercial use will follow an approach that attempts to balance the need to correct exceeded carrying capacity conditions in a timely manner in accordance with Plan Objectives of providing "optimum public use" and quality recreational experiences, on the one hand, with the need to reallocate within the context of identified trends

rather than aberrant use seasons. The Advisory Task Force will provide input to State Parks in this process.

Annually, at the end of the use season the monitoring of Management Objectives will be reviewed for exceedence of Moderate Contact standards. If exceedence of Moderate Contact standards have been noted, State Parks and the Advisory Task Force will review the situation to determine if the Moderate Contact indicators and standards are appropriate and will make adjustments in these factors if necessary. If, after this review, Moderate Contact standards were still exceeded State Parks and the Advisory Task Force will identify facility and/or user pattern changes which could resolve the capacity problems. If, after this review, it is determined that Moderate Contact conditions would have still been exceeded, State Parks and the Advisory Task Force will enter the reallocation process.

Each year the previous one to three season's (depending on data availability) user data will be used. The first step is to determine the appropriate level of non-commercial trip demand for control days. The level of demand can be determined by any number of methods depending on the nature of the data; no set method is thought to be preferred consistently over any other and that the best approach to be used at any one time would be determined by the nature of the spread of non-commercial use peaks and any information about regional use patterns which can be used to modify apparent North Fork trends. State Parks and the Advisory Task Force the data from State Parks' observation days over the review period and set an estimated non-commercial raft group demand for control days.

Following the development of estimated non-commercial raft group demand for the subsequent season on control days, this estimated control day use needs to be spread through the day in terms of estimated start times. State Parks and the Advisory Task Force will develop this estimated start time distribution from the start time data collected in the pervious season on observation days by State Parks. The observed non-commercial raft group start times will be distributed on an hourly basis in the form of percent of total observed. State Parks and the Advisory Task Force will review this information and modify the start time distribution should overriding findings or changes in use patterns (not reflected in the collected data) warrant.

D. Commercial Company Allocation;

1. Allocation;

In accordance with Plan Objectives, the company allocation system is designed to provide as much variety of on-river operations as possible, continued access to the river to as wide

a spectrum of market areas as possible, and as much commercial operator flexibility as possible. It is recognized that there are two basic commercial market areas (southern and northern Calif.) and that there are overall commercial operation requirements unique to those market areas. It is also recognized that there are differences in the size of commercial operations and the degree to which they depend on the North Fork. To achieve the objectives, the allocation system sets up an approach that can support trips from these areas and provide for vari-sized companies. The system also defines both primary and secondary commercial operations which are designed to provide access to all commercial operations and the possibility for new secondary commercial operators to become primary commercial operators. Finally, the system provides for the continued access to the river to very low volume institutional and non-profit groups. The defined difference between "commercial" and "institutional and non-profit" is found below; the criteria for selection of successful operators and the selection of trip start assignments are found in the Commercial Company Permit Process section.

There will be five categories of permits issued to commercial companies and non-profit/institutional groups. The categories and definitions are as follows;

High Volume Primary Commercial;

These are commercial operations under the definition of "commercial", and are allocated one start each day per control weekend. The number of commercial starts per day allocated out of the 10 available will be dependent upon the percent of applicants from high and low volume companies that are eligible.

Low Volume - Large Primary Commercial;

These are commercial operations under the definition of "commercial", and are allocated one start on each control weekend. These operations operate on more than three Class IV rivers. The number of commercial starts per day allocated out of the 10 available will be dependent upon the percent of applicants from high and low volume companies that are eligible.

Low Volume - Small Primary Commercial;

These are commercial operations under the definition of "commercial", and are allocated one start on each control weekend. These operations operate on three or less Class IV rivers. The number of commercial starts per day allocated out of the 10 available will be dependent upon the percent of applicants from high and low volume companies that are eligible.

Institutional/Non-Profit;

These are institutional and non-profit groups under the the appropriate definition and, as a group, are allocated one start assignment anywhere in the non-commercial start window 10:40 am to 12:50 pm each weekend day. There will be no limit to the number of institutional and non-profit groups however they, as a group, will only be assigned one start on each control day and can use midweek days. Each institutional/non-profit group may use a maximum of 3 control day starts per season.

Secondary Commercial;

These are commercial operations under the definition of "commercial", and are not allocated any control day start assignments. This group of commercial companies can use non-control days under the terms of the permit, and can use start assignments of primary commercial companies upon arrangement with primary companies and proper notification to State Parks.

Primary company allocation of the 10 remaining starts per day will be a function of the number of eligible applicants for each category. The percentage of the 10 starts per day allotted to each category will be equal to the category's percent of total eligible primary applicants.

H = the number of eligible applications in the High volume category

LL = the number of eligible applications in the Low volume-large category

LS = the number of eligible applications in the Low volume-small category

T = the total number of eligible applications (H + LL + LS)

Percent allocated to the High Volume category will be:
$$H/T \times 100\%$$

Percent allocated to the Low Volume - Large category will be: $LL/T \times 100\%$

Percent allocated to the Low Volume - Small category will be: $LS/T \times 100\%$

Ten control start assignments per day are available for High, Low-L, and Low-S applicants. This means that each start

assignment represents an 10% (1 out of 10) block of the available start assignments.

The number of control start assignments allocated to a category will be the number of completely filled percentage blocks above. Any category falling in the 1-10% range will be allocated one start assignment.

This will be done for each of the High, Low-L, and Low-S volume categories. Any remaining category allocation will be made by determining which category completed the largest portion of their next 10% percentage block. If there is a tie in this process then the last assignment will be awarded by the flip of a coin between the two categories that tied.

As an example of this system, assume there are 20 eligible primary permit applicants. Further assume that high volume applications account for 7 of the 20 applications; low volume-large applications 12 of the 20 applications; and low volume-small applications 1 of the 20 applications. Therefore the representative percentages of the whole are 35% for high volume applicants, 60% for low volume - large applicants, and 5% for the low volume - small applicants. By the designed system the high volume category would immediately receive 3 of the available 10 starts per day because 35% completely covers 30% or three blocks of 10%. The low volume - large category would receive 5 starts per day and the low volume - small category would receive 1 start per day.

In some cases it is possible that one start per day will go un-allotted. This will be solved by determining which category filled the largest portion of its next 10% block. In the example the high volume category would have priority towards an un-allotted start per day (High $35\% - 30\% = 5\%$ is larger than Low-L $60\% - 60\% = 0\%$ and Low-S $5\% - 10\% = -5\%$).

2. Basis of Allocation:

The allocation of total commercial allocation among the companies is developed based on the premise that any company eligible for the lottery should have the same chance of reward as any other irrespective of which category a company applies for. In this way no one has a better chance at receiving reward because of the size or location of the company.

3. Reallocation Process;

Reallocation of commercial permits between category types will take place annually. This will take into account any yearly change in the mix of types and sizes of companies and keep chances for primary operation relatively stable between companies. The reallocation of the institutional/non-profit

permit allocation level will also be under consideration annually but the allocation will be a function demand, amount of use in recent years, and the Task Force process at the end of the boating season.

E. Commercial Permit Process:

To operate commercial recreation businesses on the North Fork of the American from the Colfax/Iowa Hill bridge to the upper end of Lake Clementine companies must obtain a permit from the State of California, Department of Parks and Recreation at the American River District Office.

The permit process developed here is a combination of the time lines needed by State Parks to properly administrate and process permit materials and time line needs of commercial companies suggested by company owners in the task force meetings.

To accommodate the time frame needed by commercial companies for current brochure and advertising material for the forth coming season, the commercial permit process will begin in the last two weeks of September. In the last two weeks of September, State Parks will announce and advertise for two consecutive weeks the availability of permit applications for the forth coming season. To reasonably accomplish this task, the advertisement will run in at least three (3) local newspapers; one in each of Sacramento, Placer, and El Dorado counties. State Parks will also notify permit holders from the previous season by letter of the availability of permits.

Permits will be sent out beginning October 1st to interested parties who contact State Parks, and will be available through October 31st. The deadline to deliver the completed applications is two (2) p.m. on the last working day of October to the American River District Office of State Parks. No applications will be accepted after this deadline. This will give companies almost two weeks preparatory time prior to the release of permit applications and four weeks to complete and deliver them to American River District Office of State Parks.

To help reduce the sense of crowding due to large groups of people and large quantities of boats on the rivers, companies may only apply for one permit per river per year. To further enforce this idea, each company must have separate and distinct names. This will reduce the sense of crowding imparted by an outfitter holding two permits and running two trips concurrently. It will also simplify management duties of State Parks personnel and any resulting confusion in administrative and on-river record keeping.

Beginning November 1st State Parks will begin processing applications. Permits will be awarded according to selection criteria of each individual river. Eligible applicants will be notified of their status shortly thereafter. On or about November 15th the initial scheduling meeting for the North Fork will be held at the American River District Office of State Parks. Permit fees and hard copy proof of insurance is due on this date. The individual details of the selection criteria and scheduling process for each river is discussed in the management plans for the respective rivers. Permits will be valid from November 15th to November 14th of the following year.

Because institutional/non-profit groups may not have their itineraries organized as far in advance as commercial companies, institutional/non-profit applications, permit fees, and hard copy proof of insurance are due at the same time as the commercial companies but scheduling date requests are due in to the American River District Office of State Parks by 2 p.m. February 1st. State Parks will begin processing these date requests on February 2nd and notify applicants of their start dates by February 21st. The selection process will be as described in the selection criteria for each individual river. Any remaining institutional/non-profit start dates that are not assigned to a institutional/non-profit group will be available on a first-come first-serve basis to eligible institutional/non-profit groups (a maximum of three (3) start dates per group is allowed).

F. Application Process;

The commercial application process is the process of applying for and obtaining a permit to operate a commercial recreation business on the river reaches under consideration. The permit process will follow the time line described earlier in this document. In order to reasonably ensure that the companies operating on river are responsible and familiar with North Fork conditions, vari-sized companies are present on the river, each company has a reasonably equal chance at obtaining use on the river, and there is opportunity for new companies to work into the system, a series of criteria and a selection system was developed to screen applicants.

1. North Fork Application Criteria;

There are two criteria that commercial companies must meet to be acquire control use permits on the North Fork. Companies must first choose a category to apply under and meet the criteria for the category chosen. The choices possible depend upon the company structure requirements, size, and owner preferences; a fairly flexible range of possibilities exists. Each company may

apply for one permit per river as mentioned before and may only apply under one of the primary categories. The categories and requirements for each are listed below:

"Primary"; The commercial company must have operated on the North fork with appropriate permit from State Parks for at least three out of the past five years under the current owner.

"High Volume": No additional requirements.

"Low Volume - Large"; No additional requirements.

"Low Volume - Small"; In addition, the maximum number of Class IV rivers a company is allowed to run to be included in this category is three (3). Confirmation in the form of a brochure must accompany the permit application. The company name on the permit application must be exactly as on the brochure and on the written confirmation from permitting agency.

"Secondary": Owner must have a minimum of one (1) season experience on a "permitted" Class IV river, with written confirmation from the permitting agency.

"Institutional/Non-Profit": Must meet the definition of institutional/non-profit, and the headboatman on each trip must have at least one (1) season experience operating on a Class IV river.

2. Basis for Criteria;

These criteria perform a number of tasks. First off the delineation between high and low volume separates the type of allotment the company needs in order to operate. Southern based companies that have requirements of put-ins on both a Saturday and Sunday can have the option to apply for high volume primary permits. Northern based companies may also apply for this category if this type of start date allotment appeals to their style of operations.

Next the desire for vari-sized operations and involving as many companies as possible, is met by having and separating low volume

applicants into categories by large and small size operations. The definition of low volume companies states that each will only receive one start date per control weekend. This doubles the number of possible companies relative to the number possible with high volume companies. Providing for smaller companies that only run a few rivers relative to other companies allows for a different style of company and protects smaller companies somewhat from the more severe impacts that may occur if they are excluded from primary use because they have fewer alternative choices. It is also provided for in the criteria that applicants for the low volume - small category must provide evidence through means of a brochure that they run less than four (4) Class IV rivers. The name on the brochure must match the company name on the application exactly. This protects the idea that there should only be one permit per company per year. Small companies set up solely for the purpose of increasing an outfitter's chance of receiving a permit or to increase the amount of passengers a company may take down the river by holding two permits with slightly different names will be cut off.

The criteria also require a certain level of Class IV experience from the owner or headboatman depending on the category. This will attempt to assure that the company will not be operating on the North Fork without any prior knowledge of Class IV conditions, situations, and responses and that the company or group can be expected to run a reasonably safe trip on the North Fork.

There is one other criteria that must be met to have a chance at becoming a primary company and that is:

The company has operated on the North fork with appropriate permit from State Parks for at least three out of the past five years under the current owner.

This criteria is designed to also attempt to reasonably ensure that the company is relatively familiar with the river and the user patterns, landmarks, regulations, etc that are all a part of running the river smoothly without causing undue impact on contact levels on peak use days such as control days. It also eliminates any possible capitalization on sale of all or part of a company. The company name carries any weight towards obtaining primary status only as long as the current owner owns the company. When the company ownership changes hands, with respect to obtaining a permit, the company shall be treated as a newly formed company.

For primary status, the criteria allow new companies with the required Class IV experience or companies without the required experience on the North Fork to operate as secondary companies with trips available on non-control days and start

dates picked up through in-season start date adjustment. This also allows for new companies to work their way into contention for primary start assignments by holding permits for three years.

3. Selection Method;

On the first working day of November State Parks will have collected all the eligible permit applications and during an open meeting will determine the appropriate number of primary starts per day allocated to each category (described above) and also determine the initial selection of primary companies. The selection system chosen for use is a simple lottery. A separate drawing will be conducted for each category (High, Low-L, or Low-S); each eligible company will be drawn from a "hat" and ranked in the order they are drawn. The number of high volume companies selected as primary permit holders will be equal to the number of control day starts determined for the high volume category; the number of low volume - large and low volume - small companies selected as primary permit holders will be twice the number of control day starts determined for their categories. A primary permit will be awarded to companies according to the ranking in their category and the number of primary permits available to each category.

As an example, assuming out of the possible 10 primary starts per day on control days there are 2 starts per day available to high volume companies, 3 starts per day available to low volume-large companies and 5 starts per day available to low volume-small companies due to the percentages of applications. By the reasoning above, this would involve 2 high volume companies, 6 low volume-large companies, and 10 low volume-small companies. The companies chosen to be awarded primary high volume permits would be the first two in the high volume ranking. The companies chosen to be awarded primary low volume-large permits would be the first 6 in the low volume-large ranking and so forth for the low volume-small companies.

In any case, a company has almost the same chance at reward as does another irrespective of the category they apply for. The high volume applicants have half the chance at being awarded primary status relative to low volume applicants but they also will receive twice the amount of start dates or amount of the total use. Low volume applicants have twice the chance at receiving primary status but will only be awarded half the amount of use that a high volume company may be awarded. The fact that low volume - small companies are singled out into a category of their own only increases their chances of being chosen slightly depending on the amount of applicants because of the number of starts per day allotted them during the initial category allotment.

Eligible companies not selected as primary companies will be given the opportunity to be awarded secondary permits if they choose to do so and allowed to run trips on non-control days or on start dates traded to them through in-season date adjustment.

G. North Fork Commercial Scheduling;

1. Initial Schedule;

Once the companies have been chosen as primary companies through the lottery/ranking process, the scheduling process for specific dates and times will begin. The selection of start times and respective day will again be by lottery. Shortly after the notification of the permittees, an initial scheduling meeting will be held; on or about November 15th. Company owners or representatives at the beginning of this initial scheduling meeting must present proof of insurance and pay the necessary permit fees. If a company can not furnish proof of insurance or pay the permit fees at the initial scheduling meeting the company shall forfeit its position in the initial ranking and all those companies below it shall move up accordingly. If at the time of the initial scheduling meeting a company, company A for example, cannot meet the proper requirements, the next company from the same category as company A, in the initial ranking not initially included in the primary selection may become eligible for primary use if a company representative is present at the meeting and can furnish proof of insurance and pay the proper permit fees. Any unfilled positions for primary use will be filled by following this procedure down the initial ranking until all the spots are filled for each category.

After the appropriate primary companies are identified and have shown proof of insurance etc., each primary company, high, low-large, and low-small companies together, will each be represented on a piece of paper and re-ranked by drawing the slips out of a "hat". This re-ranking will determine the order in which each company shall draw its start time.

Next, 2 slips of paper for each start time, a total of 20 slips, will be placed in a "hat" and a drawing will be held to assign start times. The drawing will begin by each company drawing a start time, in the order of their re-ranking, until each company has one start time. The high volume companies will then draw in the order they just drew, the remaining slips to get a second start time. The first slip drawn by a high volume company shall be considered its Saturday start time and the second time drawn shall be considered its Sunday start time.

The low volume companies will then finish the initial scheduling process by drawing in the order of the re-ranking, a

slip of paper marked "Saturday" or "Sunday" from a "hat" with the appropriate number of Saturday and Sunday slips. for each weekend control day of the first slip they choose. The subsequent schedule will be known as the initial schedule.

A company that can not be represented at the initial scheduling meeting but that can deliver to the Rafting Department of the American River District Office of State Parks by 2 pm of the day of the initial scheduling meeting, proof of insurance and the proper permit fees, may be drawn for by a neutral party at the meeting.

If at any time during the season should a company's insurance should expire, from the date of expiration the company shall not run any trips, training or commercial, until they have acquired the proper coverage. The company shall have 10 working days to deliver to the Rafting Office at the American River District Office of State Parks hard copy proof of insurance coverage or their primary status shall be revoked and redistributed to another company in the appropriate category.

2. Pre-Season Start Assignment Trading;

A pre-season Start Assignment Trading Session shall follow the construction of the initial schedule. In this session companies present at the meeting may trade dates and times that they are now assigned to other companies to suit the specific needs of their own company. This will leave high volume companies the opportunity to arrange earlier take out schedules for clients that must depart for Southern California, Giant Gap companies to arrange mid-day start times or what ever best suits the company. The following rules will apply to start time trading:

(i) No operator will end up with more than one start time per control day.

(ii) Low volume companies will have either a Saturday or a Sunday control day assignment.

(iii) At the end of the scheduling day the season's start time assignments will be finalized on a master list to be given to Parks and Recreation. This will be known as the "start assignment schedule" for the rest of the season.

(iv) After the assignment schedule has been finalized, no other start assignment trades within a single control day may be made (start date trades may be made, see in-season start date adjustments).

(v) Once initial start assignments are finalized, primary companies are responsible for filling the start date at their specific start time.

Note that rule (v) states that after start assignments have been finalized at the end of the day, primary companies are responsible for filling the start date at their specific start time (known as their start assignment). The primary companies have been given a responsibility to fill a certain time slot allotted to commercial companies. To help achieve "optimum public use" it is expected of them to fulfill those allotments according to the performance standards discussed in later sections.

3. Holiday Scheduling;

The assignment of holiday control days will be slightly different than assignment of regular weekend control days. At the initial scheduling meeting, all holidays not falling on a weekend day during the control season will be identified. For each of those days identified, a drawing will be held wherein a slip of paper representing each Low volume company will be put in a "hat". The 10 available start times, not counting the start time allotted to institutional/non-profit groups, for the day will be assigned sequentially from 8:30 am to 3:00 pm by drawing the name of one of the Low volume companies from the "hat". This random assignment of these holiday dates is not expected to be a problem since the only recurring holiday in the control season besides Easter (which falls on a Sunday) is Memorial Day.

H. In-Season Start Date Adjustments;

To help encourage the utilization of as many possible start assignments as possible, there is a process called In-Season Start Date Adjustment. Through the course of the season if commercial operations are unable to book clients on an assigned start date or if for any reason will not use a start date, companies may transfer individual start dates to other companies. Companies will receive credit for filling their start assignment by transferring the assignment to a company that can fill it. In season start date adjustments must follow these rules:

a) Companies assuming start dates must be primary or secondary permit holders on the North Fork.

b) Primary and secondary operators may only assume primary start dates, not dates allotted to the Institutional/non-profit category.

c) No primary company may assume a start date on a date which it already has a start assignment.

If an individual start assignment is transferred, a form of notification must be in the hands of the head guide with the signature of managers of both the operation assigned to the start and the operation that is using the assignment. This will verify to on-site personnel the change in companies using a particular start time. A copy of this form must be submitted to the District Office of State Parks and Recreation Office by Thursday preceding the start date. If this procedure is followed, it will ensure that there will no haphazard trading of times at the put-in site for a late group, and also forestall a very large number of disagreements that could occur between companies and State Parks and the associated administrative hassles.

I. Performance Standards;

Besides other performance standards in this plan High and Low Volume permittees will be held to a minimum performance standard to be able to apply for a primary permit in the following year. By applying performance standards, there will be a direct incentive for companies to make sure that they book trips for the slots they are assigned. To alleviate any pressure to run trips at adverse flow levels, the standard of successful performance will be a percentage of trips run of the assigned starts within a prescribed flow range. The season for performance standard measurement will also be slightly shorter than the control season to allow for warmer weather patterns that begin later in April when bookings become more frequent. The control flow range to be used will be from 1000 to 3500 cfs in the season of April 15 through July 1.

Because it is considered a responsibility to fill the assigned start assignments, performance standards will be based on the fulfillment of a company's assignments.

Percentages for an company performance will be figured in the following manner:

a) Start assignments unused outside of the control flow range will not count against an operation.

b) Commercial training trips are considered to be commercial trips, but do not count towards fulfilling performance standards.

c) Percentage of successful performance of company "A" will include:

(i) Trips run on control days.

(ii) Trips run by company "A" on company "A's" assigned control dates.

(iii) Trips run on company "A's" assigned control dates but run by another permitted outfitter through properly recorded in-season date adjustment.

$$\text{Total use} = \frac{(\text{section ii} + \text{section iii})}{\text{total assigned control dates}} \times 100\%$$
$$\text{Direct use} = \frac{(\text{section ii})}{\text{total assigned control dates}} \times 100\%$$

The following standards must be met for a primary company to apply for a primary permit in the following year;

High Volume Companies: To be allowed to apply for a primary permit in the following year, a High Volume permittee must have total use equal to 66% in the control flow range in the control season by trade or direct use, and 50% direct use of the total assigned starts in a back-to-back fashion. High Volume operations found to be non-performers may only apply for a Secondary permit in the following year.

Low Volume Companies: To be allowed to apply for a primary permit in the following year, a Low Volume permittee must have total use equal to 66% in the control flow range in the control season by trade or direct use, and 50% direct use of the assigned starts. Low Volume operations found to be non-performers may only apply for a Secondary Permit in the following year.

Data for performance standards will be taken from fees received and data recorded by State Park aides and rangers. Any non-conformity between the two sets of records may be taken as an attempt to record "dummy" use and will be in violation of the permit.

J. Use Permit Requirements;

In addition to application, put-in date, and start time requirements there are a number of requirements that help the management plan meet plan objectives. Some of the requirements simply modify user behavior to increase the facility or river capacities while others help decrease management manpower input or protect the quality of the resource or experience.

1. Access/Shuttle;

The following Access/Shuttle requirements help reduce the feeling of congestion and increase the capacity at the put-ins and take-out.

- a) Commercial operators must meet their clients off-site and transport them to the put-in site with a commercial vehicle.
- b) Commercial trips must use river-right (RR) downstream put-in location at the Colfax/Iowa Hill bridge. River-left is reserved exclusively for non-commercial use.
- c) Commercial shuttle vehicles may only remain in the put-in area (river right) when unloading gear or passengers is occurring.
- d) Commercial shuttle vehicles at the Ponderosa Way take-out are required to use the large turn out/turn around area 1.3 miles south of the bridge and may only occupy the bridge/take-out area when loading is occurring.
- e) Take-outs at Shirttail bridge are limited to early season training trips; up to April 15th. No commercial trips with commercial clientele are allowed to take-out at Shirttail bridge.

2. Trip Size;

Trip size requirements are instituted to help reduce the sense of crowding that may occur by encountering a large group. They also help keep companies limited to one permit per outfitter.

- f) There is a maximum of 4 boats per day and minimum of 2 boats per trip allowed on the river bearing the company's name, including training boats.
- g) There is a limit of 7 persons per raft including guides and trainees.

3. Equipment;

Equipment requirements are designed to accomplish several different objectives. Permanent and clear labeling of company equipment will help State Parks to simplify their field responsibilities in enforcing start times and access/shuttle requirements. Requirements for PFD's and throwbags etc are easily identified parameters that attempt to make sure that companies are reasonably prepared to deal with Class IV conditions and situations.

h) All commercial vehicles must be clearly labeled with the company name.

i) Commercial boats must be clearly and permanently labeled with the company's name and only the company's name that is putting on the river for the particular start assignment.

j) Commercial trips are required to have at least one throwbag (rescue bag) per boat, first aid kit, repair kit, pump, and one 100 ft (minimum length) rescue line (for wraps and other cross channel emergencies).

k) Commercial trips are required to use and carry Coast Guard approved PFD's; one per person including guides and trainees, and one spare.

l) All rafts must be equipped with at least a 20 foot bow or stern lines.

4. Camp/Food Prep;

The General and Camp/Food requirements help meet the objective that all visitors to State Parks managed areas should have a high quality experience, provide for protection of the resource, and set down basic emergency and accident procedures.

m) Commercial operators will not run overnight trips using dunnage support rafts.

n) Commercial activities are required to: include proper food preparation, appropriate removal and disposal of all solid waste from the canyon.

o) The permittee shall be responsible for providing an adequate supply of potable drinking and cooking water.

5. General;

p) Observe all Federal, State, and local laws and regulations.

q) Guides are required to have, at minimum, current first aid and CPR certification.

r) Commercial companies are responsible to ensure that guides have the appropriate skills to safely navigate the river while transporting clients at the flow the group is experiencing. A minimum of three (3) trips down the river, at comparable flows, is considered appropriate before a guide may transport commercial clients.

s) In case of emergency, commercial trips are required to first call:

911

t) The permittee must notify the State Parks district office of the following incidents:

i) Any hazards or unsafe conditions which would or could cause personal injury.

ii) Any personal injury requiring medical attention.

iii) Lost or missing persons.

iv) Death from any cause.

u) Commercial operations must have the minimum amount of liability insurance as required by State Parks. Written confirmation must be submitted with permit application from insurance company or covering entity.

K. Inter-Agency Agreements:

As discussed in the background section, the reaches of the North Fork and Middle Fork American River which are the focus of this management plan are within the boundaries of the federal Auburn Dam and Reservoir project proposed for construction by the U.S. Bureau of Reclamation (USBR). USBR may have jurisdiction within the project area through outright ownership, through proposed or final withdrawals of federal lands managed by other agencies or by interagency agreements. A review of USBR ownership maps indicates that most of the federal lands of the river corridors appear to have either been proposed or finally withdrawn. Of the original private lands of the study area some have been purchased by the USBR. While there are scattered private parcels along both rivers, none of the principal put-ins, take-outs, and only some limited camping areas are on private lands.

The USBR has contracted with the California Department of Parks and Recreation for the management and protection of Auburn Project lands as part of the State Park System. State Parks has been involved in the management of whitewater recreation by issuing permits for commercial operations on the two rivers and establishing certain use conditions.

Since 1980, the USBR has had an agreement with BLM which authorizes the USBR to manage BLM lands as part of the Auburn Project Lands. Because of the USBR/State Parks agreement, the

authority to manage BLM lands for recreational purposes is transferred to State Parks.

Beyond the recurrent USBR annual contracts with State Parks for the management and protection of Auburn Project lands as part of the State Parks system no additional inter-agency agreement exist.

L. Giant Gap/Chamberlin Falls Run Interface -

In order to comprehensively address management on the North Fork, the interplay between the Giant Gap whitewater run and the reaches of concern for this management plan must be covered. The following pertains to the interface between the Giant Gap whitewater run and the use of the Chamberlin Falls run:

1. Take-outs; Colfax/Iowa Hill bridge -

Any commercial company granted a permit to run the Giant Gap run by the BLM will automatically be granted a permit to take-out at the Colfax/Iowa Hill bridge. This permit will only grant the use of the Colfax/Iowa Hill bridge site as a take-out area. The permit will not grant the use of the Colfax/Iowa Hill bridge as a put-in or grant the use of any of the reaches of concern for this plan.

Commercial companies that are granted this permit must also meet the following requirements:

- a) No commercial companies will allow clients to park vehicles at or near the take-out at the Colfax/Iowa Hill bridge; or at the Colfax/Iowa Hill camping area.
- b) No commercial company vehicles may be left overnight at the Colfax/Iowa Hill bridge or at the Colfax/Iowa Hill camping area.

2. Continuance into the Chamberlin Falls Run -

To continue a river trip from Giant Gap into the Chamberlin Falls run, commercial companies are subject to the same regulations as companies putting in at Colfax/Iowa Hill bridge. Inparticular this means:

- a) The company must hold a current permit to run the "Chamberlin Falls" section from the American District Office of State Parks.
- b) The company must adhere to the start time procedures set up for regulation of control day use.

M. Permit Enforcement;

The method of permit enforcement for both the North Fork and Middle Fork is still being developed as of the printing of this Draft Management Plan. The avenue currently being explored entails State Parks adopting new Department Regulations exclusively addressing whitewater recreation.

Section 5008 of the Public Resources Code states, any violation of the rules and regulations established by the Department will be a misdemeanor and upon conviction shall be punished by imprisonment in the county jail not exceeding 90 days, or by a fine not exceeding one thousand dollars (\$1,000), or by both, with the exception that a judge may, considering the recommendation of the prosecuting attorney, reduce the charged offense from a misdemeanor to an infraction. Any person convicted of the offense after such a reduction shall be punished by a fine of not less than ten (\$10) dollars nor more than one thousand dollars (\$1,000).

This approach has several noteworthy points. Incentive for on river personnel to adhere to permit regulations is that the person cited will most likely be the headguide for the company committing the violation. The headguide, responsible for running the trip for the commercial company, will also be responsible to show up in court for an violations. The monetary fine is also expected to provide incentive for companies to adhere to permit regulations, from \$10 to \$1,000 in extreme cases. The violation will also be noted on the performance record of the company committing the violation. Continued violation may induce State Parks to revoke the permit.

V. MANAGEMENT PLAN - MIDDLE FORK;

A. On Line Management Strategy;

The on-line, strategy to be taken by State Parks will be a three fold process. First, State Parks will have duties in the field to facilitate management directives such as permit regulation enforcement and data collection. Next the State Parks will be responsible for a series of flags or indicators called management objectives that will indicate when problems are occurring in respect to the chosen contact level for each river. Lastly, an Advisory Task Force will be maintained to aid State Parks in interpreting management objective information and suggest possible solutions.

1. Field responsibilities;

Field responsibilities will include the collection of management objective information during the season at various locations, documentation of user patterns and put-in times on the control days (if any) for both commercial and non-commercial boaters alike. Data will be taken at key congestion points such as put-ins, take-outs, Tunnel Chute, and Ruck-A-Chucky. Documentation of start times and put-in behavior will also be a priority when there is a need for regulation of use levels. Also included in the field responsibilities of State Parks will be the assignment of rangers to randomly patrol the put-in and take-out areas to enforce management plan and permit rules on-site.

2. Management Objectives;

Second of the on-line management strategy for State Parks will be the management objectives themselves. Management objectives are the flags or parameters designed to be used as standards to implement the plan objectives and also measure the success of management actions in meeting the standards. When the management objectives are exceeded a defined number of times, it is a signal that moderate contact plan objectives are not being reached or the standards set are too strict. If the management objectives are not being surpassed it may also be a sign that optimum public use levels are not being met. In either case, the management objectives provide hard evidence of possible problems related to the experiential levels existing on the river and suggest the possible direction to solve any perceived problems.

Each management objective will be associated with a specific site or area and have an indicator, standard, and an exceedence limit. Critical areas that management objectives will be identified with will areas that tend to congest earlier or with fewer users. Examples of these critical areas are put-ins, take-outs and major rapids or sites that need scouting. An indicator is a type of measurement, a specific item at the site that can be readily seen. Examples of indicators are the number of boats at one place at once, or the number of "waits" caused at one place in one day. The standard is a number of the indicator that is considered relevant to indicate that congestion or contact thresholds may be exceeded. The exceedence limit is the number of times that the standard is allowed to occur before it is acknowledged that there may be a problem.

The critical areas identified to indicate crowding on the Middle Fork are the Oxbow put-in; the Tunnel Chute scouting eddie; the portage at Ruck-A-Chucky; and the take-out at Ruck-A-Chucky. The management objectives designed around them are:

a) Oxbow Put-in:

Indicator; the number of groups using the put-in at any one time.

Standard; 6 groups at the put-in at any one time.

Exceedence Limit; the standard may be exceeded for one hour per day.

The Oxbow put-in was chosen as a management objective measurement area for a number of reasons. Oxbow put-in is used by most of the boaters running the Middle Fork. The similar itineraries adopted by the majority of the users, mostly commercial companies, and the controlled flows from the hydro-facilities encourages peak use hours. Although it is not the most restrictive area in terms of moderate contact thresholds, the physical parameters and the use it receives causes the put-in to congest relatively quickly. The put-in is also a good source of demand information for both commercial and non-commercial use sectors.

b) Tunnel Chute;

Indicator; the number of rafts in the scout eddy above Tunnel Chute.

Standard; the number of rafts in the scout eddy at one time will not exceed 25 rafts.

Exceedence Limit; no exceedence is allowed.

Tunnel Chute rapid was chosen as a management objective area because in the 1985 season it was a site of considerable congestion. The "circus like" atmosphere of watching rafts run the rapid did not necessarily create an exceedence of moderate contact objectives, contrarily it was one of the main attractions of the river. The channel hydraulic types following the Tunnel Chute tend to disperse the crowds effectively so that crowding at the rapid does not contribute to further crowding downstream. The concern then in relation to Tunnel Chute rapid is the space available in the scout eddy just above the rapid. Should the eddy be full a boat may be forced to run the rapid without proper scouting and hence endanger the occupants of the boat.

For the standard of the management objective the capacity of the eddy will be used. The capacity of the eddy was discussed in the task force meetings and the range of 20 to 30 rafts was the only figure that could be agreed upon. For the purposes of the management objective the average of the range was used (25 rafts) thus allowing 4 to 5 whole groups to be in the scout eddy at one time.

c) Ruck-A-Chucky Portage;

Indicator; length and duration of on river delays.

Standard; a 30 minute or more delay caused by the use patterns of another group for any reason.

Exceedence Limit; No occurrence is allowed.

The Ruck-A-Chucky area was one of the restrictive areas in terms of moderate contact standards on the whole river. The physical parameters of the portage and the take-out road from Ruck-A-Chucky severely limit the number of groups that can use the facility without exceeding the moderate contact threshold. Further damage to the lining facilities and the take-out road by the 1986 spring storms and high stream flows have degraded the capacity of the Ruck-A-Chucky area even further. Because of these limitations the Ruck-A-Chucky area was chosen as a management objective measurement area.

3. Advisory Task Force;

The third step of the on-line management process is formation and maintenance of an Advisory Task Force to aide State Parks in solving whitewater recreation problems. The Advisory Task Force will be responsible for review and interpretation of the management objective information at the end of the boating season (the last two weeks of August). The Task Force will again be composed of State Parks personnel, commercial company owners, non-commercial boaters, environmental group representatives, and other resource agency representatives of concern.

The Advisory Task Force will review the management objective information and following the guidelines set down in the Plan Objectives, suggest possible solutions to State Parks. State Parks may take actions as guided by the Plan Objectives to correct any perceived problems. If a course of action requires changing management objectives or limits, or regulated user behavior, the changes will be inserted in the management plan for the forth coming season prior to the scheduling for the forth coming year.

B. Definition of Groups;

For management purposes the WWMP recognizes three major whitewater recreational use groups; Non-Commercial, Commercial Outfitters, and Institutional/Non-Profit. Each of these groups use the resource differently, effect the resource differently, and may require different management approaches in the plan. The major differentiation is between Non-Commercial and Commercial which separates groups based on the sharing of trip expenses. The second differentiation is within the Commercial category and between Commercial Companies and Institutional/Non-Profit which separates groups based on tax-exempt status.

1) Non-Commercial; In general, non-commercial activities are when: a) there is a bona fide sharing of costs where no part of the fees are used for direct salary payment or for financial gain in any manner for any of the group, its leaders, or its sponsors, no part of the fees are collected for capital increases in equipment or facilities; b) party leader, guides, drivers or other crew members are not paid in any manner; c) there is no direct mail or media advertising.

2) Commercial; In general, commercial activities are defined as "all activities where someone or some organization directly or indirectly makes a profit, receives a fee, reimbursement or salary, receives rental for the use of equipment, or supports, in any part, other programs or activities from amounts received from customers of the commercial activities.

The following definitions are considered as a subset of the commercial definition found on page and apply to the group types referred to in the Company Allocation section.

a) Commercial Company; is any individual or organization where fees, charges and other compensations are: a) collected in excess of the actual cost of the

trip; where the fees are typically paid to one member or organization who does not share equally in the cost among the trip members; b) collected for the financial gain, for salaries or benefit for any of the group, its leaders or sponsors; c) for capital increases in equipment or facilities used for the trip; d) where guides, managers, drivers and any other employees (acting as employees or subcontractors,) are paid salary, wages or any other form of compensation, e) or uses mail or media advertising.

b) Institutional/Non-Profit; is any group or organization where fees, charges and other compensations are collected but the trip sponsor and/or organizer are legally tax-exempt under the laws of California and/or the I.R.S.

C. Commercial/Non-Commercial Allocation;

During the 1985 season there was no evidence of displacement of non-commercial groups due to commercial use even though commercial use of the river was very high. The theory to explain the absence of non-commercial demand to use the Middle Fork is that the logistics needed to run the river are too troublesome to merit much non-commercial use, and that alternative rivers are used instead.

1. Allocation;

The current approach to dealing with commercial/non-commercial allocation on the Middle Fork is being dealt with on an interim basis. Further damage done to the Ruck-A-Road and the Ruck-A-Chucky portage facilities during the February 1986 storms severely hamper logistics; even to the point that many commercial companies are relocating recreation to other rivers. The reduced use levels due to the facility capacities do not merit instituting regulated user patterns at the present time so there will be no "allocation" to commercial or non-commercial boaters.

2. Reallocation;

Once the facility capacities change or have been restored, it is expected that use levels will return to around the 1985 season levels. Commercial/non-commercial reallocation is necessary should the moderate contact carrying capacity be exceeded (greater use than supply) or should decreased non-commercial use or changes in user patterns result in additional available capacity (greater supply than allowed). The reallocation of commercial and non-commercial use will follow an approach that attempts to balance the need to correct exceeded

carrying capacity conditions in a timely manner in accordance with Plan Objectives of providing "optimum public use" and quality recreational experiences, on the one hand, with the need to reallocate within the context of identified trends rather than aberrant use seasons. The Advisory Task Force will provide input to State Parks in this process.

Annually, at the end of the use season the monitoring of Management Objectives will be reviewed for exceedence of Moderate Contact standards. If exceedence of Moderate Contact standards have been noted, State Parks and the Advisory Task Force will review the situation to determine if the Moderate Contact indicators and standards are appropriate and will make adjustments in these factors if necessary. If, after this review, Moderate Contact standards were still exceeded State Parks and the Advisory Task Force will identify facility and/or user pattern changes which could resolve the capacity problems. If, after this review, it is determined that Moderate Contact conditions would have still been exceeded, State Parks and the Advisory Task Force will enter the reallocation process.

Each year the previous one to three season's (depending on data availability) user data will be used. The first step is to determine the appropriate level of non-commercial trip demand for control days. The level of demand can be determined by any number of methods depending on the nature of the data; no set method is thought to be preferred consistently over any other and that the best approach to be used at any one time would be determined by the nature of the spread of non-commercial use peaks and any information about regional use patterns which can be used to modify apparent Middle Fork trends. State Parks and the Advisory Task Force the data from State Parks' observation days over the review period and set an estimated non-commercial raft group demand for control days.

Following the development of estimated non-commercial raft group demand for the subsequent season on control days, this estimated control day use needs to be spread through the day in terms of estimated start times. State Parks and the Advisory Task Force will develop this estimated start time distribution from the start time data collected in the pervious season on observation days by State Parks. The observed non-commercial raft group start times will be distributed on an hourly basis in the form of percent of total observed. State Parks and the Advisory Task Force will review this information and modify the start time distribution should overriding findings or changes in use patterns (not reflected in the collected data) warrant.

D. Commercial Company Allocation;

1. Allocation;

Because of the changes to access roads and facilities at Ruck-A-Chucky that resulted from the February 1986 storms and high stream flows, the changes in use patterns have lowered use levels to a point where no company allocations are necessary.

2. Reallocation;

When use patterns or facility capacities merit an allocation of some level or type, reallocation of permits (for some sort of control day use at least) will take place annually. The reallocation will follow plan objective guidelines and take into account variability in market areas, variance in company size, and variance in commercial and institutional/non-profit status while trying to maintain an equal chance for all applicants to gain use on the river on control days.

E. Commercial Permit Process;

To operate commercial recreation businesses on the Middle Fork of the American from the Oxbow put-in to the confluence with the North Fork of the American, companies must obtain a permit from the State of California Department of Parks and Recreation at the American River District Office.

The permit process developed here is a combination of the time lines needed by State Parks to properly administrate and process permit materials and time line needs of commercial companies suggested by company owners in the task force meetings.

To accommodate the time frame needed by commercial companies for current brochure and advertising material for the forth coming season, the commercial permit process will begin in the last two weeks of September. In the last two weeks of September, State Parks will announce and advertise for two consecutive weeks the availability of permit applications for the forth coming season. To reasonably accomplish this task, the advertisement will be in at least three (3) local newspapers; one in each of Sacramento, Placer, and El Dorado counties. State Parks will also notify permit holders from the previous two seasons by letter of the availability of permits.

Permits will be sent out beginning October 1st to interested parties who contact State Parks, and will be available through

October 31st. The deadline to deliver the completed applications is two (2) p.m. on the last working day of October to the American District Office of State Parks. No applications will be accepted after this deadline. This will give companies almost two weeks preparatory time prior to the release of permit applications and four weeks to complete and deliver them to State Parks.

To help reduce the sense of crowding due to large groups of people and large quantities of boats on the rivers, companies may only apply for one permit per river per year. To further enforce this idea, each company must have separate and distinct names. This will reduce the sense of crowding imparted by an outfitter holding two permits and running two trips concurrently. It will also simplify management duties of State Parks personnel and any resulting confusion in administrative and on-river record keeping.

Beginning November 1st State Parks will begin processing applications. Permits will be awarded according to selection criteria of each individual river. Eligible applicants will be notified of their status shortly thereafter. The individual details of the selection criteria and scheduling process for each river is discussed in the management plans for the respective rivers. Hard copy proof of insurance and permit fees are due into the Rafting Office of the American River District Office of State Parks by 2 pm November 15th or the last working day before November 15th. Permits will be valid from November 15th to November 14th of the following year.

If at any time during the season should a company's insurance should expire, from the date of expiration the company shall not run any trips, training or commercial, until they have acquired the proper coverage. The company shall have 10 working days to deliver to the Rafting Office at the American River District Office of State Parks hard copy proof of insurance coverage or permit status may be revoked.

F. Application Process;

1. Application;

The commercial application process is the process of applying for and obtaining a permit to operate a commercial recreation business on the river reaches under consideration. The permit process will follow the time line described earlier in this document. In order to attempt to reasonably ensure that the companies operating on river are responsible and familiar with class IV conditions and situations, two sets a series of criteria

were developed to screen applicants. The criteria only include experience, institutional/non-profit, and permit requirement qualifications because use levels with the current facilities, logistics, and use patterns do not require further regulation to meet plan objectives.

2. Application Criteria;

Commercial companies or groups must meet one of two sets of criteria:

a)

i) The owner/manager must have a minimum of two (2) seasons experience operating on a "permitted" class IV river, with written confirmation from the permitting agency.

ii) All permit use requirements must be met.

b)

i) The applicant must meet the definition of institutional/non-profit, and the headboatman on each trip must have at least one (one) season experience operating on a class IV river.

ii) All permit use requirements must be met.

When facilities, use patterns, or some change in conditions brings use levels above moderate contact thresholds, State Parks may see fit to insert additional criteria to help in determining the eligibility and selection of companies for control day use. State Parks shall determine the criteria under the plan objectives and with input from the Advisory Task Force meetings to be held near the end of the boating season.

G. Use Permit Requirements;

In addition to application, put-in date, and start time requirements there are a number of requirements that help the management plan meet plan objectives. Some of the requirements simply modify user behavior to increase the facility or river capacities while others help decrease management manpower input or protect the quality of the resource or experience.

1. Access/Shuttle

The following Access/Shuttle requirements help reduce the feeling of congestion and increase the capacity at the put-ins and take-out.

- a) Commercial operators must meet their clients off-site and transport them to the put-in site with a commercial vehicle.
- b) Commercial shuttle vehicles may only remain in the put-in area when unloading gear or passengers is occurring.
- c) No commercial vehicles may be left unattended.
- d) Two vehicles per company, one gear vehicle and one passenger vehicle, may be used at the Greenwood bridge take-out (RR). The vehicles may only occupy the take-out areas during the staging process.
- e) All commercial shuttle vehicles used on Sleiger Mine Road or Rucky-A-Chucky/Driver's Flat Road must be under 8600 lbs. gross vehicle weight.
- f) No take-outs are allowed at the Oregon Bar.

2. Trip Size;

Trip size requirements are instituted to help reduce the sense of crowding that may occur by encountering a large group. They also help keep companies limited to one permit per outfitter.

- g) The maximum number of boats allowed per company per start (including training boats) is either:

- i) five (5) paddle boats or
- ii) four (4) paddle boats and two (2) oar boats

- h) There is a maximum limit of (7) persons per paddle boat and (2) persons per gear boat including guides and trainees.

3. Equipment;

Equipment requirements are designed to accomplish several different objectives. Permanent and clear labeling of company equipment will help State Parks to simplify their field responsibilities in enforcing start times and access/shuttle requirements. Requirements for PFD's and throwbags etc are easily identified parameters that attempt to make sure that companies are reasonably prepared to deal with class IV conditions and situations.

- i) All rafts must be equipped with at least a 20 foot bow or stern lines.
- j) All commercial vehicles must be clearly labeled with the operators company name.

k) Commercial boats must be clearly and permanently labeled with the company's name that is putting on the river.

l) Commercial trips are required to have at least one throwbag (rescue bag) per boat, first aid kit, repair kit, pump, and one 100 ft (minimum length) rescue line (for wraps and other cross channel emergencies).

m) Commercial trips are required to use and carry Coast Guard approved PFD's; one per person including guides and trainees, and one spare.

4. Camp/Food Prep;

The General and Camp/Food requirements help meet the objectives that all visitors to State Parks managed areas should have a high quality experience, resource access is available to every boater, provide for protection of the resource, and set down basic emergency and accident procedures.

n) All campsites are available on a first come - first serve basis daily. No campsites except the one discussed in o) will be designated or reserved.

The campsite at either Otter Creek (#28) or the site just downstream from Ford's Bar will be reserved as a non-commercial campsite only to assure slower, later itinerary non-commercial boaters a place in this area of the canyon. The non-commercial sector does not have access to this area as quickly as commercial companies with the road down to Ford's Bar. With the abundance of campsites and the room at Ford's Bar, this should not pose a problem. This requirement is pending decisions on road access and portage facilities.

Ford's Bar is public domain and the campsites are still to be available on a first-come first-serve basis. Also no motor vehicles are allowed on State Parks property as explained in existing regulations.

o) Otter Creek, site number 28, or the site just below Ford's Bar, site numbers 31 and 32, is reserved exclusively for non-commercial camping use.

Because of the existing conditions on the river, camping at Ruck-A-Chucky beach and at RR above Cherokee Bar will be allowed on an interim basis contingent on user behavior at the sites.

p) Camping will be allowed on an interim basis at Ruck-A-Chucky beach, site number 36, and the sand bar just upstream of Cherokee Bar on river right, site number 37.

q) Overnight and kitchen gear pertaining to overnight trips must be removed from the camping areas daily. No cache boxes may be left on-site in the canyon.

r) Commercial activities are required to: include proper food preparation, provide an adequate supply of potable drinking water, appropriate removal and disposal of all solid waste from the canyon, carry and use portable toilet facilities, carry appropriate size firepan for all wood and charcoal fire (No fire rings are allowed), and all ashes must be carried out of the canyon.

s) The following shall pertain to camp fires in the canyon as per the Department of Forestry:

i) There shall only be one camp fire per camp site.

ii) During the time of year when burning permits are required all camp fires will have a 10 foot clearance of all flammable materials and vegetation.

iii) No campfire shall be larger than 4 feet in diameter.

iv) All fires must be put out with water and the ashes covered with dirt.

v) All bar-b-ques are to be made from a 55 gallon drum cut in half with at least 6 inch sides and must comply with the campfire regulation as far as clearance of flammable materials and vegetation.

vi) All smoking is to be done within the established campground site.

vii) There is to be no trash burning of any kind.

viii) All owners and or guides will be held liable for suppression costs and a citation issued under the Public Resources Code:

4421 Burning lands of another.
4422 Allowing fire to escape.
4432 Neglecting a campfire.
4434 Campfire escape; negligence.
4435 Origin of fire; negligence.

Health and Safety Code:

13009 Liability for suppression costs.
13000 Responsibility for control fire.
13001 Causing fire.

5. General;

t) Observe all Federal, State, and local laws and regulations.

u) Guides are required to have, at minimum, current first aid and CPR certification.

v) Commercial companies are responsible to ensure that guides have the appropriate skills to safely navigate the river while transporting clients at the flow the group is experiencing. A minimum of three (3) trips down the river, at comparable flows, is required before a guide may transport commercial clients.

w) In case of emergency, commercial trips are required to first contact:

911

x) The permittee must notify the State Parks district office of the following incidents:

i) Any hazards or unsafe conditions which would or could cause personal injury.

ii) Any personal injury requiring medical attention.

iii) Lost or missing persons.

iv) Death from any cause.

y) If a trip includes any person who, for profit, transports other persons, their equipment, or both to or from a fishing area, then that person must be a licensed fishing guide by the California Department of Fish and Game as defined in Chapter 5, California Administrative Code Title 14 section 2535.

H. Inter-Agency Agreements;

The reaches of the North Fork and Middle Fork American River which are the focus of this management plan are within the boundaries of the federal Auburn Dam and Reservoir project proposed for construction by the U.S. Bureau of Reclamation (USBR). USBR may have jurisdiction within the project area through outright ownership, through proposed or final withdrawals of federal lands managed by other agencies or by interagency agreements.

The USBR has contracted with the California Department of Parks and Recreation for the management and protection of Auburn Project lands as part of the State Park System. State Parks has been involved in the management of whitewater recreation by issuing permits for commercial operations on the two rivers and establishing certain use conditions.

Since 1980, the USBR has had an agreement with BLM which authorizes the USBR to manage BLM lands as part of the Auburn Project Lands. Because of the USBR/State Parks agreement, the authority to manage BLM lands for recreational purposes is transferred to State Parks.

USBR's authority to manage U.S. Forest Service (USFS) lands is presently more limited. The current USFS position is that USBR does not have authority to contract directly with State Parks for management of National Forest lands within the project area. However, USFS does acknowledge that it has the authority to transfer management authority over National Forest lands, to USBR or State Parks, by agreement.

Currently there are Memorandum Of Understanding (MOU) letters being drafted from Tahoe National Forest and El Dorado National Forest acknowledging State Parks as the managing resource agency for whitewater recreation. An MOU will be sent from both El Dorado National Forest and Tahoe National Forest outlining the responsibilities transferred to State Parks and those retained by each National Forest service. The transfer of responsibility from Tahoe National Forest will primarily concern the Oxbow Put-in area and the lands at the upper end of the reach under consideration. The transfer of responsibility from El Dorado National Forest will concern primarily campsite authority in and around the Otter Creek area near Ford's Bar.

The extent of the MOU's from each National Forest will be elaborated on in the Final Management Plan.

I. Permit Enforcement;

The method of permit enforcement for both the North Fork and Middle Fork is still being developed as of the printing of this Draft Management Plan. The avenue currently being explored entails State Parks adopting new Department Regulations exclusively addressing whitewater recreation.

Section 5008 of the Public Resources Code states, any violation of the rules and regulations established by the Department will be a misdemeanor and upon conviction shall be punished by imprisonment in the county jail not exceeding 90 days, or by a fine not exceeding one thousand dollars (\$1,000),

or by both, with the exception that a judge may, considering the recommendation of the prosecuting attorney, reduce the charged offense from a misdemeanor to an infraction. Any person convicted of the offense after such a reduction shall be punished by a fine of not less than ten (\$10) dollars nor more than one thousand dollars (\$1,000).

This approach has several noteworthy points. Incentive for on river personnel to adhere to permit regulations is that the person cited will most likely be the headguide for the company committing the violation. The headguide, responsible for running the trip for the commercial company, will also be responsible to show up in court for an violations. The monetary fine is also expected to provide incentive for companies to adhere to permit regulations, from \$10 to \$1,000 in extreme cases. The violation will also be noted on the performance record of the company committing the violation. Continued violation may induce State Parks to revoke the permit.

VI. NORTH FORK MANAGEMENT RULES -

A. On-Line Management Strategy -

1. Field Manpower Responsibilities -

Field actions by State Parks to affect enforcement and improve conditions will include:

a) Two State Park aides will collect management objective information during the season at various locations including: Put-ins, Take-outs, Chamberlain Falls, and Tunnel Chute.

b) A State Park aide will record put-in information such as use patterns and start times on every control day during the season for commercial and non-commercial users.

c) A State Park ^{Ranger} law enforcement ranger will randomly patrol put-in and take-out areas through the use season.

2. Management Objectives -

Parameters or flags designed to be used as standards to implement the plan objectives and measure the success of management actions in meeting the standards. Management objectives for every site will have an indicator, a standard, allowable exceedence of the standard. These management objectives are parameters or units of measure specific to the North Fork.

a) Colfax/Iowa Hill bridge, Non-Commercial Put-in:

Indicator; Number of boats (rafts) occupying various areas of the put-in at once.

Standard; 12 boats in the water or along the bank at once; 9 boats in the lower staging area at once; and 8 boats in the parking lot at once.

Exceedence Limit; Exceedence of one of the standard factors for 1 hour each day.

b) Colfax/Iowa Hill bridge, Commercial Put-in:

Indicator; The number of rafts and/or groups occupying various areas of the put-in at once.

Standard: 4 groups staging at once; or, 20 rafts in the bank at once (this provides for stacked rafts to be counted as one); or, 3 client groups in the area at once.

Exceedence Limit: One occurrence of any one of the standard factors is allowed 25% of the days when management information is recorded.

c) Ponderosa Way Take-Out

Indicator: The number rafts and/or groups occupying various areas of the take-out at once.

Standard: 8 groups; or, 3 commercial client groups; or, 10-15 inflated rafts (this provides for vertically stacked rafts to be counted as one).

Exceedence Limit: Exceedence can occur one hour per day.

d) Chamberlin Falls:

Indicator: length and duration of on river delays.

Standard: a 30 minute or more delay caused by the use patterns of another group (not including wraps and flips).

Exceedence Limit: No occurrence is allowed.

3. Advisory Task Force -

Advisory task force will be composed of State Parks personnel, commercial outfitters, non-commercial boaters, environmental groups, and other government agencies of concern to review management information and problems arising from recreation in the river corridors. Task Force meetings will be held in the last two weeks of August.

B. Carrying Capacity -

The carrying capacity objective is moderate contact experience. The estimate of this carrying capacity is 3.5 per hour commercial and non-commercial put-ins.

C. Definitions -

Commercial - In general, commercial activities are defined as "all activities where someone or some organization directly or indirectly makes a profit, receives a fee, reimbursement or salary, receives rental for the use of equipment, or supports, in any part, other programs or activities from amounts received from customers of the commercial activities.

Commercial Company - is any individual or organization where fees, charges and other compensations are: a) collected in excess of the actual cost of the trip; or where the fees are typically paid to one member or organization who does not share equally in the cost among the trip members, b) collected for the financial gain, for salaries or benefit for any of the group, its leaders or sponsors, c) for capital increases in equipment or facilities used for the trip, d) where guides, managers, drivers and any other employees (,acting as employees or subcontractors,) are paid salary, wages or any other form of compensation, e) or uses mail or media advertising.

Non-commercial - In general, non-commercial activities are when: a) there is a bona fide sharing of costs where no part of the fees are collected in excess of actual trip costs, no part of the fees are used for direct salary payment or for financial gain in any manner for any of the group, its leaders, or its sponsors, no part of the fees are collected for capital increases in equipment or facilities; b) party leader, guides, drivers or other crew members are not paid in any manner c) there is no direct mail or media advertising.

High volume company - is a commercial company that is awarded two weekend start assignments, one Saturday and one Sunday, in the control season.

Institutional/Non Profit - is any group or organization where fees, charges and other compensations are collected but the trip sponsor and/or organizer are legally tax-exempt under the laws of California and/or the I.R.S.

Low volume-large company - is a commercial company who operates on more than 3 class IV rivers and is awarded one start assignment per weekend during the control season.

Low volume-small company - is a commercial company who operates on less than 4 class IV rivers and is awarded one start assignment per weekend during the control season.

D. Commercial/Non-Commercial Allocation -

1. Allocation -

a) Commercial allocation will be:

(i) Control days : limited to 10 starts for selected permit holders

(ii) Non-control days: Unlimited .

b) Non-commercial allocation is unlimited.

2. Reallocation -

Reallocation between commercial and non-commercial sectors can occur through the Task Force Process when user pattern and management objective information indicates:

a) That demand shifts and one use sector is not utilizing their respective allocation consistently.

b) That moderate contact management objectives are being consistently exceeded and other management tools have not worked.

E. Commercial Allocation -

There are 11 start times per control day allotted for commercial sector use. Control days are weekend and holiday days from April 1 to July 1. Commercial allocation will include primary permittees and institutional/non-profit permittees.

Commercial starts will be assigned at the rate of 1 per half hour on the following schedule;

8:30 am	1:00 pm
9:00 am	1:30 pm
9:30 am	2:00 pm
10:00 am	2:30 pm
10:30 am	3:00 pm

Institutional/non-profit during the start time window
10:40 am to 12:50 pm

For the purposes of regulation and enforcement, the start time is intended to be applied to the time the assigned

commercial group is out of sight from the Colfax-Iowa Hill Bridge; ie., has actually entered the boulder gorge above Chamberlin Falls.

For the purposes of regulation and enforcement, the assigned commercial group will have from 10 minutes before to 10 minutes after the assigned start time to be out of site of the Colfax-Iowa Hill Bridge.

1. Company Allocation -

Commercial allocation of the 10 commercial starts per day control days will be as follows:

High Volume - dependent upon application percentage.

Low Volume - dependent upon application percentage.
large

Low Volume - dependent upon application percentage.
small

Institutional - 1 start per day

2. Primary Company Allocation -

The percent of primary use allocated to each of the three categories (High, Low-Large, Low-Small) of the 10 remaining starts per day will be figured in the following manner:

H = the number of eligible applications in the High volume category

LL = the number of eligible applications in the Low volume-large category

LS = the number of eligible applications in the Low volume-small category

T = the total number of eligible applications (H + LL + LS)

Percent allocated to the High Volume category will be:
 $H/T \times 100\%$

Percent allocated to the Low Volume - Large category will be: $LL/T \times 100\%$

Percent allocated to the Low Volume - Small category will be: $LS/T \times 100\%$

10 control start assignments per day are available for High, Low-L, and Low-S applicants. This means that each start

assignment represents an 10% block of the available start assignments.

The number of control start assignments allocated to a category will be the number of completely filled percentage blocks above. Any category falling in the 1-10% range will be allocated one start assignment.

This will be done for each of the High, Low-L, and Low-S volume categories. Any remaining category allocation will be made by determining which category completed the largest portion of their next 10% percentage block. If there is a tie in this process then the last assignment will be awarded by the flip of a coin between the two categories that tied.

3. Holiday Allocation -

Allocation of holiday start assignments will take place at the initial season scheduling. See initial scheduling section.

4. Reallocation -

Reallocation of commercial permits, start dates, and start times will take place annually.

F. Commercial Permit Process -

To operate commercial recreation businesses on the North Fork of the American from Colfax-Iowa Hill bridge to the upper end of Lake Clementine companies must have a permit from State Parks.

1. Process -

State Parks will announce applications are available in the last two weeks of September in local newspapers and letters to the permit holders from the previous two (2) years. State Parks will send permit applications to interested parties upon request beginning October 1st and through October 31st. The following requirements pertain to the permit process calendar:

a) Companies must fill out and deliver permit applications to State Parks by 2 p.m. of the last working day of October.

b) Companies are allowed to apply for one permit per year.

c) Companies must have separate and distinct names.

d) Permits will be awarded according to the permit process and selection criteria of each individual river.

Once the number of control day starts for each category of applicants has been determined, the companies will be selected to be awarded the control day assignments. Permits will be valid from November 15th to November 14th of the following year.

2. Multi-tier Selection/Eligibility Criteria -

Each company may only apply for either "High Volume", "Low Volume - Large", "Low Volume - Small", "Institutional", or "Secondary" permit (primary companies from the previous year must satisfy performance standards pending implementation of this DWWMP - see performance standards section). The following criteria must be met in order for a commercial operation to be eligible for the lottery drawing primary control dates:

a) The company has operated on the North fork with appropriate permit from State Parks for at least three out of the past five years under the current owner.

b) The company meets the following criteria for the category it chooses to apply for.

"High Volume": Owner must have a minimum of two (2) seasons experience operating on a "permitted" class IV river.

"Low Volume - Large": Owner must have a minimum of two (2) seasons experience operating on a "permitted" class IV river.

"Low Volume - Small": Owner must have a minimum of two (2) seasons experience operating on a "permitted" class IV river. The maximum number of class IV rivers a company is allowed to run to be included in this category is three (3).

Confirmation in the form of a brochure must accompany the permit application. The company name on the permit application must be exactly as on the brochure and on the written confirmation from permitting agency.

"Secondary": Owner must have a minimum of one (1) season experience operating on a "permitted" class IV river, with written confirmation from the permitting agency.

"Institutional/Non-Profit": Must meet the definition of institutional/non-profit, and the headboatman on each trip must have at least one (1) season experience operating on a class IV river.

3. Drawing -

All eligible companies for a category (High, Low-L, or Low-S) will be represented on a slip of paper and the slips put in a hat. Each company will be drawn out of a "hat" by a neutral party to determine an initial ranking.

A separate drawing will be conducted for each category (High, Low-L, or Low-S); the high volume companies selected as primary companies will be the first companies in their initial ranking equal to the number of control day starts determined for the high volume category; the low volume - large and low volume - small companies selected will be the first companies in their ranking equal to twice the number of control day starts determined for their categories.

Companies not selected as primary companies will be given secondary permits and allowed to run trips on non-control days or on start dates traded to them through in-season date adjustment.

G. North Fork Commercial Scheduling - Calendar Process

All companies must submit permit fees and a hard copy proof of insurance by the initial scheduling meeting.

1. Institutional/Non-profit Start Schedule -

Institutional/Non-profit groups must apply to the District office of State Parks for start date assignments. Requests for date assignments must be submitted by February 1st and applicants will be notified of their start dates by February 21st. Applicants may request for as many dates as desired but no more than three start dates will be granted to any one group. The assignments will be selected by drawing names of applicants for a specific date from a hat. The order of dates shall be in calendar order from the beginning of the season to the end of the season. Any remaining dates not assigned will be available on a first-come first-serve basis by contacting the District Office of State Parks to institutional/non-profit groups only.

2. Primary Company Schedule -

a) Initial Schedule -

The assignment of start times for the control days will be among those commercial companies chosen as primary companies.

Shortly after the notification of the permittees, an initial scheduling meeting will be held; on or about November 15th. Company owners or representatives at the

beginning of this initial scheduling meeting must present proof of insurance and pay the necessary permit fees. If a company can not furnish proof of insurance or pay the permit fees at or before the initial scheduling meeting the company shall forfeit its position in the initial ranking and all those companies below it shall move up accordingly.

If at the time of the initial scheduling meeting a company, company A for example, can not meet the proper requirements, the next company from the same category as company A, in the initial ranking not initially included in the primary selection may become eligible for primary use if a company representative is present at the meeting and can furnish proof of insurance and pay the proper permit fees.

Any unfilled positions for primary use will be filled by following this procedure down the initial ranking until all the spots are filled for each category.

After the appropriate primary companies are identified and have shown proof of insurance etc., each primary company, high, low-large, and low-small companies together, will each be represented on a piece of paper and re-ranked by drawing the slips out of a "hat". This re-ranking will determine the order in which each company shall draw its start time.

Next, 2 slips of paper for each start time, a total of 20 slips, will be placed in a "hat" and a drawing will be held to assign start times. The drawing will begin by each company drawing a start time, in the order of their re-ranking, until each company has one start time. The high volume companies will then draw in the order they just drew, the remaining slips to get a second start time. The first slip drawn by a high volume company shall be considered its Saturday start time and the second time drawn shall be considered its Sunday start time.

The low volume companies will then finish the initial scheduling process by drawing in the order of the re-ranking, a slip of paper marked "Saturday" or "Sunday" from a "hat" with the appropriate number of Saturday and Sunday slips. for each weekend control day of the first slip they choose. The subsequent schedule will be known as the initial schedule.

If a company chosen as a primary company can not be represented at the initial scheduling meeting and can deliver fees and proof of insurance before 2 pm on the day of the scheduling meeting, a neutral party shall draw when necessary.

b) Pre-Season Start Assignment Trading -

Following the development of the Initial schedule, the commercial companies who are represented at the initial scheduling meeting are free to make trades of start time assignments. Primary companies may at this time and this time only trade start times and start dates with one another. The following rules will apply to Schedule trading:

(i) No operator will end up with more than one start time per control day.

(ii) Low volume companies will have either a Saturday or a Sunday control day assignment.

(iii) At the end of the scheduling day the season's start time assignments will be finalized on a master list to be given to Parks and Recreation. This will be known as the "start assignment schedule" for the rest of the season.

(iv) After the assignment schedule has been finalized, no other start assignment trades within a single control day may be made (start date trades may be made, see in-season start date adjustments).

(v) Once initial start assignments are finalized, primary companies are responsible for filling the start date at their specific start time.

c) Holiday Start Assignments -

At the initial scheduling meeting, all holidays not falling on a weekend day during the control season will be identified. For each of those days identified, a drawing will be held wherein a slip of paper representing each Low volume company will be put in a "hat". The 9 available start times for the day will be assigned sequentially from 8:30 am to 3:00 pm by drawing the name of one of the Low volume companies from the "hat".

d) In-Season Start Date Adjustments -

Through the course of the season if commercial companies are unable to book clientele on an assigned start date or if for any reason will not use a start date, companies may transfer individual start dates to other companies. In season start date adjustments must follow these rules:

(i) Companies assuming start dates must be primary or secondary permit holders on the North Fork.

(ii) Primary and secondary operators may only assume primary start dates, not dates allotted to the Institutional/non-profit category.

(iii) No primary company may assume a start date on a date which it already has a start assignment.

If an individual start assignment is transferred, a form of notification must be in the hands of the head guide with the signature of managers of both the company assigned to the start and the company that is using the assignment. A copy of this form must be submitted to the District Office of State Parks and Recreation Office by the thursday preceding the start date.

H. Performance Standards -

Besides other performance standards in this plan High and Low Volume permittees will be held to a minimum performance standard to be able to apply for a permit in the following year. The standard of successful performance will be a percentage of trips run of the assigned starts within a prescribed flow range. The control flow range to be used will be from 1000 to 3500 cfs in the season of April 15, through July 1.

1. Percentages for an company performance;

Percentages for an company performance will be figured in the following manner:

a) Start assignments unused outside of the control flow range will not count against an company.

b) Commercial training trips are considered to be commercial trips, but do not count towards fulfilling performance standards.

c) Percentage of successful performance of company "A" will include:

(i) Trips run on control days.

(ii) Trips run by company "A" on company "A's" assigned control dates.

(iii) Trips run on company "A's" assigned control dates but run by another permitted company through properly recorded in-season date adjustment.

Total use = (section ii + section iii) / total assigned control dates

Direct use = (section ii) / total assigned control dates

Low Volume Companies; To be allowed to apply for a primary permit in the following year, a Low Volume permittee must use 66% of the total assigned starts in the control flow range in the control season by trade or direct use, and use by direct use, 50% of the total assigned starts. Low Volume companies found to be non-performers may apply for a Secondary Permit in the following year.

High Volume Companies; To be allowed to apply for a primary permit in the following year, a High Volume permittee must use 66% of the total assigned starts in the control flow range in the control season by trade or direct use, and use by direct use 50% of the total assigned starts in a back-to-back fashion. High Volume companies found to be non-performers may apply for a Secondary permit in the following year.

I. Use Permit Requirements -

In addition to the Put-in Date and Start Time requirements, these additional requirements pertain to commercial operation on the North Fork:

1. Access/Shuttle

a) Commercial operators must meet their clients off-site and transport them to the put-in site with a commercial vehicle.

b) Commercial trips must use river-right (RR) downstream put-in location at the Colfax/Iowa Hill bridge. River-left is reserved exclusively for non-commercial use.

c) Commercial shuttle vehicles may only remain in the put-in area (river right) when unloading gear or passengers is occurring.

d) Commercial shuttle vehicles at the Ponderosa Way take-out are required to use the large turn out/turn around area 1.3 miles south of the bridge and may only occupy the bridge/take-out area when loading is occurring.

e) Take-outs at Shirttail bridge are limited to early season training trips; up until April 15th. No commercial trips with commercial clientele are allowed to take-out at Shirttail bridge.

2. Trip Size

f) Commercial companies are allowed to run a maximum of one trip per day.

g) There is a maximum of 4 boats per day and a minimum of 2 boats per trip allowed on the river with the company's name on them, including training boats.

h) There is a limit of 7 persons per raft including guides and trainees.

3. Equipment

i) All commercial vehicles must be clearly labeled with the company name.

j) Commercial boats must be clearly and permanently labeled with the company's name and only the company's name that is putting on the river for a particular start assignment.

k) Commercial trips are required to have at least one throwbag (rescue bag) per boat, first aid kit, repair kit, pump, and one 100 ft (minimum length) rescue line (for wraps and other cross channel emergencies).

l) Commercial trips are required to use and carry Coast Guard approved PFD's; one per person including guides and trainees, and one spare.

m) All rafts must be equipped with at least a 20 foot bow or stern lines.

4. Camp/Food Prep

n) Commercial operators will not run overnight trips using dunnage support rafts.

o) Commercial activities are required to: include proper food preparation, appropriate removal and disposal of all solid waste from the canyon.

p) The permittee shall be responsible for providing an adequate supply of potable drinking water.

5. General

q) Observe all Federal, State, and local laws and regulations.

r) Guides are required to have, at minimum, current first aid and CPR certification.

s) Commercial companies are responsible to ensure that guides have the appropriate skills to safely navigate the river while transporting clients at the flow the group is experiencing. A minimum of three (3) trips down the river, at comparable flows, is considered appropriate before a guide may transport commercial clients.

t) In case of emergency, commercial trips are required to first call:

911

u) The permittee must notify the State Parks district office of the following incidents:

i) Any hazards or unsafe conditions which would or could cause personal injury.

ii) Any personal injury requiring medical attention.

iii) Lost or missing persons.

iv) Death from any cause.

6. Giant Gap/Chamberlin Falls Run Interface -

Take-outs; Colfax/Iowa Hill bridge -

All companies granted a Giant Gap run permit will automatically be granted a permit to take-out at the Colfax/Iowa Hill bridge.

v) No commercial companies will allow clients to park vehicles at or near the take-out at the Colfax/Iowa Hill bridge; or at the Colfax/Iowa Hill camping area.

w) No commercial company vehicles may be left overnight at the Colfax/Iowa Hill bridge or at the Colfax/Iowa Hill camping area.

Continuance into the Chamberlin Falls Run -

To continue on from the Giant Gap run into the "Chamberlin Falls" run commercial companies must meet the following:

x) A company continuing from Giant Gap into the Chamberlin Falls gorge must hold a current permit to run the "Chamberlin Falls" section from the American District Office of State Parks.

y) The company continuing from the Giant Gap run into the Chamberlin Falls gorge run must adhere to the start time procedures set up for regulation of control day use.

VII. MIDDLE FORK MANAGEMENT RULES -

A. On-Line Management Strategy -

1. Field Manpower Responsibilities -

Field actions by State Parks to affect enforcement and improve conditions will include:

a) Two State Park aides will collect management objective information during the season at various locations including: Put-ins, Take-outs, and Tunnel Chute.

b) A State Park aide will record put-in information such as use patterns and start times on every control day during the season for commercial and non-commercial users.

c) A State Park law enforcement ranger will randomly patrol put-in and take-out areas through the use season.

2. Management Objectives -

Parameters or flags designed to be used as standards to implement the plan objectives and measure the success of management actions in meeting the standards. Management objectives for every site will have an indicator, a standard, allowable exceedence of the standard.

a) Oxbow Put-in:

Indicator; the number of groups using the put-in at any one time.

Standard; 6 groups at the put-in at any one time.

Exceedence Limit; the standard may be exceeded for one hour per day.

b) Tunnel Chute;

Indicator; the number of rafts in the scout eddy above Tunnel Chute.

Standard; the number of rafts in the scout eddy at one time will not exceed 25 rafts.

Exceedence Limit; no exceedence is allowed.

c) Ruck-A-Chucky Portage;

Indicator; length and duration of on river delays.

Standard; a 30 minute or more delay caused by the use patterns of another group for any reason.

Exceedence Limit; No occurrence is allowed.

3. Advisory Task Force -

Advisory task force will be composed of State Parks personnel, commercial outfitters, non-commercial boaters, environmental groups, and other government agencies of concern to review management information and problems arising from recreation in the river corridors. Task Force meetings will be held in the last two weeks of August.

B. Carrying Capacity -

The carrying capacity is based on the existing conditions of the resource. The carrying capacity objective is moderate contact experience, but because of the current logistical problems associated with running the river the expected use levels should be below moderate contact objectives.

C. Definitions -

Commercial - In general, commercial activities are defined as "all activities where someone or some organization directly or indirectly makes a profit, receives a fee, reimbursement or salary, receives rental for the use of equipment, or supports, in any part, other programs or activities from amounts received from customers of the commercial activities.

Commercial Company - is any individual or organization where fees, charges and other compensations are: a) collected in excess of the actual cost of the trip; or where the fees are typically paid to one member or organization who does not share equally in the cost among the trip members, b) collected for the financial gain, for salaries or benefit for any of the group, its leaders or sponsors, c) for capital increases in equipment or facilities used for the trip, d) where guides, managers, drivers and any other employees (acting as employees or subcontractors) are paid salary, wages or any other form of compensation, e) or uses mail or media advertising.

Non-commercial - In general, non-commercial activities are when: a) there is a bona fide sharing of costs where no part of the fees are collected in excess of actual trip costs, no part of the fees are used for direct salary payment or for financial gain in any manner for any of the group, its leaders, or its sponsors, no part of the fees are collected for capital increases in equipment or facilities; b) party leader, guides, drivers or other crew members are not paid in any manner c) there is no direct mail or media advertising.

Institutional/Non Profit - is any group or organization where fees, charges and other compensations are collected but the trip sponsor and/or organizer are legally tax-exempt under the laws of California and/or the I.R.S.

D. Commercial/Non-Commercial Allocation -

1. Allocation -

There is no commercial/non-commercial allocation of use level at the present time.

2. Reallocation -

Reallocation will occur when management objectives are being consistently exceeded.

E. Commercial Permit Process -

To operate commercial recreation businesses on the Middle Fork of the American from Oxbow put-in to the confluence with the North Fork of the American companies must have a permit from State Parks.

1. Process -

State Parks will announce applications are available in the last two weeks of September in local newspapers and letters to the permit holders from the previous two (2) years. State Parks will send permit applications to interested parties upon request beginning October 1st and through October 31st. The following requirements pertain to the permit process calendar:

a) Companies must fill out and deliver permit applications to State Parks by 2 p.m. of the last working day of October.

b) Companies are allowed to apply for one permit per year.

c) Companies must have separate and distinct names.

d) All companies must submit permit fees and a hard copy proof of insurance by the initial scheduling date for the North Fork.

e) Permits will be awarded according to the permit process and selection criteria of each individual river.

Permits will be valid from November 15th to November 14th of the following year.

2. Eligibility Criteria -

Due to the current facility conditions at Ruck-A-Chucky, namely the road and the portage, only one of the following sets of criteria must be met:

1.

a) The owner/manager must have a minimum of two (2) seasons experience operating on a "permitted" class IV river, with written confirmation from the permitting agency.

b) All permit use requirements must be met.

2.

a) The applicant must meet the definition of institutional/non-profit, and the headboatman on each trip must have at least one (one) season experience operating on a class IV river.

b) All permit use requirements must be met.

F. Use Permit Requirements -

In addition to the Put-in Date and Start Time requirements, these additional requirements pertain to commercial operation on the Middle Fork:

1. Access/Shuttle

a) Commercial operators must meet their clients off-site and transport them to the put-in site with a commercial vehicle.

b) Commercial shuttle vehicles may only remain in the put-in area when unloading gear or passengers is occurring.

c) No commercial vehicles may be left unattended.

d) Two vehicles per company, one gear vehicle and one passenger vehicle, may be used at the Greenwood bridge take-out (RR). The vehicles may only occupy the take-out areas during the staging process.

e) All commercial shuttle vehicles used on Sleiger Mine Road or Rucky-A-Chucky/Driver's Flat Road must be under 8600 lbs. gross vehicle weight.

f) No take-outs are allowed at Oregon Bar.

2. Trip Size

g) The maximum number of boats allowed per company per start (including training boats) is either:

i) five (5) paddle boats or

ii) four (4) paddle boats and two (2) oar boats

h) There is a maximum limit of (7) persons per paddle boat and (2) persons per gear boat including guides and trainees.

3. Equipment

i) All rafts must be equipped with at least a 20 foot bow or stern lines.

j) All commercial vehicles must be clearly labeled with the operators company name.

k) Commercial boats must be clearly and permanently labeled with the company's name that is putting on the river.

l) Commercial trips are required to have at least one throwbag (rescue bag) per boat, first aid kit, repair kit, pump, and one 100 ft (minimum length) rescue line (for wraps and other cross channel emergencies).

m) Commercial trips are required to use and carry Coast Guard approved PFD's; one per person including guides and trainees, and one spare.

4. Camp/Food Prep

n) All campsites are available on a first come - first serve basis daily. No campsites except the one discussed in o) will be designated or reserved.

o) Otter Creek, site number 28, or the site just below Ford's Bar, site numbers 31 and 32, is reserved exclusively for non-commercial camping use.

p) Camping will be allowed on an interim basis at Ruck-A-Chucky beach, site number 36, and the sand bar just upstream of Cherokee Bar on river right, site number 37.

q) Overnight and kitchen gear pertaining to overnight trips must be removed from the camping areas daily.

r) Commercial activities are required to: include proper food preparation, provide an adequate supply of potable drinking and cooking water, appropriate removal and disposal of all solid waste from the canyon, carry and use portable toilet facilities, carry appropriate size firepan for all wood and charcoal fire (No fire rings are allowed), and all ashes must be carried out of the canyon.

s) The following shall pertain to camp fires in the canyon as per the Department of Forestry:

i) There shall only be one camp fire per camp site.

ii) During the time of year when burning permits are required all camp fires will have a 10 foot clearance of all flammable materials and vegetation.

iii) No campfire shall be larger than 4 feet in diameter.

iv) All fires must be put out with water and the ashes covered with dirt.

v) All bar-b-ques are to be made from a 55 gallon drum cut in half with at least 6 inch sides and must comply with the campfire regulation as far as clearance of flammable materials and vegetation.

vi) All smoking is to be done within the established campground site.

vii) There is to be no trash burning of any kind.

viii) All owners and or guides will be held liable for suppression costs and a citation issued under the Public Resources Code:

4421 Burning lands of another.

4422 Allowing fire to escape.

4432 Neglecting a campfire.

4434 Campfire escape; negligence.
4435 Origin of fire; negligence.

Health and Safety Code:

13009 Liability for suppression costs..
13000 Responsibility for control fire..
13001 Causing fire.

t) The permittee shall be responsible for providing an adequate supply of potable drinking and cooking water.

5. General

u) Observe all Federal, State, and local laws and regulations.

v) Guides are required to have, at minimum, current first aid and CPR certification.

w) Commercial companies are responsible to ensure that guides have the appropriate skills to safely navigate the river while transporting clients at the flow the group is experiencing. A minimum of three (3) trips down the river, at comparable flows, is considered appropriate before a guide may transport commercial clients.

x) In case of emergency, commercial trips are required to first call:

911

y) The permittee must notify the American River District Office of State Parks of the following incidents:

i) Any hazards or unsafe conditions which would or could cause personal injury.

ii) Any personal injury requiring medical attention.

iii) Lost or missing persons.

iv) Death from any cause.

z) If a trip includes any person who, for profit, transports other persons, their equipment, or both to or from a fishing area, then that person must be a licensed fishing guide by the California Department of Fish and Game as defined in Chapter 5, California Administrative Code Title 14 section 2535.

IX. GLOSSARY OF TERMS;

A. GENERAL - The following general section applies to both the North Fork and Middle Fork Management plans within this document.

Advisory Task Force (ATF) Process - Advisory task force will be composed of State Parks personnel, commercial outfitters, non-commercial boaters, environmental groups, and of the government agencies of concern to review management information and problems arising from recreation in the river corridors.

Allocation - is the assignment of recreational use or access to users through management mechanisms when it is determined that there is greater demand for the resource from users than supply (capacity) of the resource.

Carrying capacity - the level or amount of appropriate use in an area within prescribed time periods, assumed user patterns, assumed user behavior patterns, and prescribed management goals, considering the carrying capacity factors of environmental quality, ecological impact, physical size of natural and man made facilities, and sociological parameters.

Client - is a paying member of a commercial group.

Commercial - In general, commercial activities are defined as "all activities where someone or some organization directly or indirectly makes a profit, receives a fee, reimbursement or salary, receives rental for the use of equipment, or supports, in any part, other programs or activities from amounts received from customers of the commercial activities.

Commercial Company - is any individual or organization where fees, charges and other compensations are: a) collected in excess of the actual cost of the trip; or where the fees are typically paid to one member or organization who does not share equally in the cost among the trip members, b) collected for the financial gain, for salaries or benefit for any of the group, its leaders or sponsors, c) for capital increases in equipment or facilities used for the trip, d) where guides, managers, drivers and any other employees (,acting as employees or subcontractors,) are paid salary, wages or any other form of compensation, or e) uses mail or media advertising.

Commercial/Non-commercial allocation - is the division of use or access between these two use sectors.

Commercial sector - is the sum total of all user groups that fall under the definition of commercial company.

Commercial trip - is a trip containing paying members or guests; or a training trip.

Company allocation - is the division of use or access within the commercial allocation, among commercial outfitters.

Control day - is a weekend day or holiday during the control season, when commercial start times and use levels are being regulated.

Control season - is a defined period of time during which use levels are high and during which regulation of start times and use levels is applied.

Control flow - a flow range specified for the purposes of measuring performance standards; it limits the days eligible to count towards the performance standards.

Guide - is the captain or company representative in command of the boat during a trip.

Head guide - is the company representative in charge of the trip logistics and the trip while it is on the river.

High volume company - is a commercial company that is awarded two weekend start assignments, one Saturday and one Sunday, in the control season.

Institutional/Non Profit - is any group or organization where fees, charges and other compensations are collected but the trip sponsor and/or organizer are legally tax-exempt under the laws of California and/or the I.R.S.

Low volume-large company - is a commercial company who operates on 4 or more class IV rivers and is awarded one start assignment per weekend during the control season.

Low volume-small company - is a commercial company who operates on 3 or less class IV rivers and is awarded one start assignment per weekend during the control season.

Manager - is a person in charge of coordinating and directing commercial operations for an owner.

Management objectives - Parameters or flags to be used as standards to measure the success of the management plan in meeting the plan objectives.

Non-commercial - In general, non-commercial activities are when: a) there is a bona fide sharing of costs where no part of the fees are collected in excess of actual trip costs, no part of the fees are used for direct salary payment or for financial gain in any manner for any of the group, its leaders, or its sponsors, no part of the fees are collected for capital increases in equipment or facilities; b) party leader, guides, drivers or other crew members are not paid in any manner c) there is no direct mail or media advertising.

Non-commercial sector - refers to user groups that do not collect fees in excess of expenses (commercial operations), and do not collect fees in advance of the trip on the river, and not are organized groups.

Non-control day - is a weekday during the permit season or any date outside the permit season.

Operation - refers to a company in the commercial sector.

Owner - is the person or persons financially responsible for a commercial company.

Passenger - persons in a raft other than the guide.

"Permitted" river - refers to a river under some agency governmental management that requires formal application for commercial use and that documents use.

Performance standard - is a measure of how well the allocation of use to individual companies is being utilized.

Primary company - is any company selected to run on control days of the control season.

Plan objectives - are guiding statements or goals that present the purposes and overall intent of the planning effort, they present the context within which problems are identified, evaluated, and potentially resolved.

Put-in - is the point of entry/access to the river; and the surrounding area.

Secondary company - is a commercial company that is not awarded weekend start assignments during the control season.

Start assignment - is a start time and day awarded to primary companies.

Start date - is a control day date during the control season, on which a company has a start assignment.

Start time - is an assigned time on a control day during which a company can start a trip.

State Parks - refers to the California Department of Parks and Recreation, American River District.

Take-out - is a point of exit/egress from the river; and the surrounding area.

Trainee - is an individual being trained as a commercial guide, by trained personnel of a permitted company, for that particular river.

Training Trip - is a commercial trip in which all 'passengers' are being trained as commercial guides on that river. They may or may not be paid, if they are paying they are considered as clients rather than trainees. Any client on a trip disqualifies the trip as a training trip.

Use Sector - refers to the use of whitewater recreation by either commercial or non-commercial activities. These are considered as either the commercial or non-commercial sectors.

User Group - refers to any definable group of recreational users; definable by any set of factors including activity type or use pattern, etc.

Wait - On the North Fork a wait is defined as a group incurring an on-river delay of 30 minutes or more caused by use patterns of another group, not including incidents such as wraps and flips. On the Middle Fork a wait is defined as a 30 minute delay due to any cause.

Written confirmation - is considered written correspondence on company or agency letterhead listing the required information and signed by appropriate personnel.