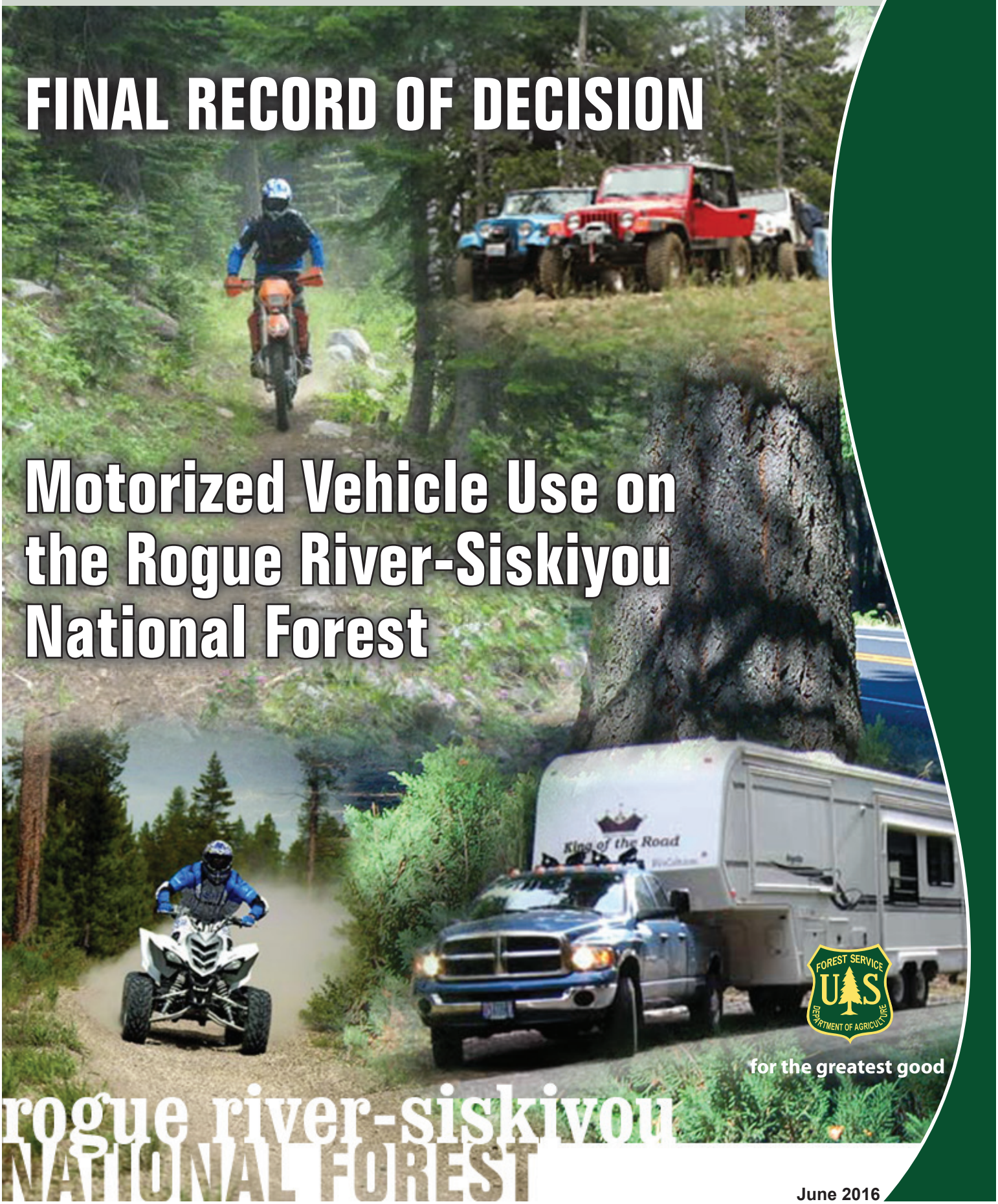
United States Department of Agriculture

FINAL RECORD OF DECISION

Motorized Vehicle Use on the Rogue River-Siskiyou National Forest



for the greatest good

rogue river-siskiyou NATIONAL FOREST

June 2016

Vicinity Map

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Rogue River-Siskiyou National Forest

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2016
FINAL RECORD OF DECISION

MOTORIZED VEHICLE USE
ON THE ROGUE RIVER-SISKIYOU NATIONAL FOREST

Pacific Northwest Region
Rogue River-Siskiyou National Forest

Douglas, Klamath, Jackson, Curry, Coos,
and Josephine Counties in Oregon
Del Norte and Siskiyou Counties in California

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INTRODUCTION

Over the past year (2015), I have been involved in field visits to many of the most contentious routes with interdisciplinary team members, members of the Forest leadership team, and members of the public. This has given me first-hand knowledge about issues raised in the comments from the public which I have considered carefully. A draft Record of Decision (ROD) was made available for pre-decisional objections under 36 CFR 218 Subparts A and B (see Public Involvement section below). Discussions with the objectors to my preliminary decision during the objection process resolution meetings (December 2015) allowed me to further understand public concerns. The final administrative review of this decision was found to comply with law, regulation and policy. However, during the review, the Objection Reviewing Officer found mapping errors and need for clarifications on some parts of the decision. In addition, as a result of the resolution meetings, I agreed to make some voluntary changes to my decision in order to partially resolve some objection points. Objection Reviewing Officer instructions, voluntary changes and clarifications are summarized below in the description of my final decision.

Because of my final decision, approximately 4,434 miles of roads will be open to public travel, with 3,082 open to mixed use including both highway-legal and off-highway vehicles, with the remaining 1,352 miles of road open to highway legal vehicles only, and 180 miles of motorized trails. Cross-country travel will be closed on 274,670 acres across the Forest. An OHV area on the High Cascades District will provide an off-road vehicle play area. The popular 4x4 route known as the McGrew Trail will be closed to general public use. A special use permit system for large group events is already in place (with specific restrictions for resource protection) and will continue. Motorized use on specific McGrew trail spurs will be prohibited

A Motor Vehicle Use Map (MVUM) will be published reflecting the routes where public motorized use is allowed. This map will function as the new Travel Map for the Rogue River-Siskiyou National Forest and will become part of the management direction in the Forest Plans. Some routes may not be initially shown on this map if they are in an unsafe state or the road's condition is causing resource damage. Annual updates to the MVUM will reflect changes to authorized routes that are managed to Forest Service road and trail standards.

The Final Supplemental Environmental Impact Statement (FSEIS) for the Motorized Vehicle Use on the Rogue River-Siskiyou was prepared pursuant to the requirements of the National Environmental Policy Act (NEPA, 40 CFR 1500-1508), the National Forest Management Act, and the Forest Land and Resource Management Plans (Forest Plans) for the Siskiyou and Rogue River National Forests. The Rogue River and Siskiyou National Forests were administratively combined as the Rogue River-Siskiyou National Forest, and both Forest Plans (as amended) guide management activities on the lands for which they were written.

This document wholly replaced the Final Environmental Impact Statement for the Motorized Vehicle Use on the Rogue River-Siskiyou that was completed in 2009. After the 2009 EIS was withdrawn in 2010, a Draft Supplemental Environmental Impact Statement was prepared to add clarification and analysis.

Location

Located in southwestern Oregon and extending into northern California, the Rogue River-Siskiyou National Forest ranges from the crest of the Cascades Mountains west into the Siskiyou Mountains, nearly to the Pacific Ocean. The Forest covers approximately 1.8 million acres; portions of the Applegate and Illinois River drainages extend into northern California. The Rogue River drains over 75 percent of the Forest's land area.

The Rogue River-Siskiyou National Forest features a Supervisor's Office located in Medford, OR and five Ranger Districts including: High Cascades, Siskiyou Mountains, Wild Rivers, Gold Beach, and Powers.

Field offices remain in the communities of Prospect, Butte Falls, Grants Pass, Cave Junction, Gold Beach, and Powers. The Forest also is home of the J. Herbert Stone Nursery located near Central Point, Oregon.

The Forest itself is composed of two distinct geological provinces: The Cascade Range and the Klamath Mountains. The Cascade Range is dominated by snowcapped volcanic peaks such as 9,495 foot Mt. McLoughlin located within the Sky Lakes Wilderness on the High Cascades Ranger District. The Klamath area embodies the most complex soils, geology, landscape, and plant communities in the Pacific Northwest. World-class wild rivers, biological diversity, remarkable fisheries resources, and complex watersheds define the Klamath.

MY DECISION

As the Responsible Official, **it is my decision to select and authorize a modification of Alternative 5 (the Preferred Alternative)** as shown on the attached final ROD map (Attachment D). This decision is fully described in the following sections of this final ROD. These modifications were chosen from Alternative 4, where they were analyzed. In general, these modifications reduce many potential impacts to natural resources, such as botanical, hydrology, fisheries, soils, terrestrial wildlife, and forest vegetation. An explanation of the resources benefitted is described in the respective modifications below. I have reviewed the analysis, considered the comments received on the Draft Supplemental Environmental Impact Statement (DSEIS), and discussed the project's anticipated effects with the interdisciplinary team and Forest Staff. There has been extensive public participation process through the development of the original EIS and draft supplemental EIS. In addition, I have visited several routes on the ground to determine the best course of action. Public comments generally identified issues with these routes including damage to botanical, wildlife, cultural, wilderness, or other Forest resources. As noted above, the description of my final decision includes Objection Reviewing Officer instructions, voluntary changes and clarifications that are now part of my final decision.

As a consequence, I find that the modifications described herein were adequately analyzed in the FSEIS and best address resource concerns identified throughout this project planning process. As a result, my decision strikes an appropriate balance of resource protection while maintaining adequate access for public motorized opportunities. In total, these modifications to Alternative 5 impact motorized opportunities by reducing roads open to the public by 25 miles (the McGrew route), trails by 27 miles and road to trail conversions by 5 miles. An additional 23 miles[1] of roads are removed from the current condition due to jurisdictional transfer to the National Park Service. I find that these modifications to motorized opportunities are minor and are fully analyzed in Alternative 4. The reduced impacts to natural resources, as described in Chapter III, Sections D & E, of the FSEIS, revealed that environmental impacts being alleviated on these routes outweighs the impacts to motorized users in these areas. Therefore, I find that this decision best meets the project's stated purpose and need. A full explanation on meeting the purpose and need is contained on pages 16-17 below.

Modifications to Alternative 5

I have made modifications in this final ROD to address the following: 1) resource concerns raised in public comments that were reviewed with my interdisciplinary team and Forest leadership team; and 2) Objection Reviewing Officer instructions, as well as voluntary changes and clarifications made as a result of the objection process.

<u>Modification 1:</u> Prohibit motorized use on the McGrew Trail and spurs off of the McGrew Trail. This reduces the number of open, mixed use road miles in Alternative 5 by 24.8 miles.

[1] The reduction in current condition open roads is due to the 2014 legislation that expanded the Oregon Caves National Monument and Preserve, P.L. 113-291, Section 3041 (see Modification 16, below).

The McGrew Trail will be closed to general public use. The conditional use permitting system described in the draft ROD is removed. For clarification, a special use permit system for large group events is already in place (with specific restrictions for resource protection) and will continue in place upon closure of the McGrew Trail, as mentioned in the FSEIS at I-25. In order to reduce the risk of the spread of Port-Orford-cedar (POC) root disease, this area will continue to be subject to the seasonal closures to motorized use in accordance POC EIS and the application of the associate Port-Orford-cedar risk key.

In addition, motorized use will be prohibited on several spurs off the main route. Spur routes off the McGrew Trail where public motorized use is to be prohibited include: 4402530 (0.3 mi.), 4402550 (0.5 mi.), 4402172 (1.1 mi.) and 4402497 (1.4 mi.) for a total reduction of 3.3 miles (*Refer to final ROD map, Box H for details).*

Reason for Change from draft ROD: The reviewing officer found that adequate disclosure of the environmental consequences of a conditional use permitting system for the McGrew Trail was not contained in the DSEIS or FSEIS. Therefore, a conditional use permitting system could be considered in the future and would need to be analyzed in a separate NEPA document.

<u>Modification 2:</u> Do not authorize Maintenance Level 1(ML) conversions to motorized trails in the Signal Buttes and Fairview Mountain vicinity. This reduces the miles of motorized trails in Alternative 5 by 4.5.

The routes in the Signal Buttes area form a loop from the Hunter Creek road into Saunders Creek (private) or Kimball Hill area with one segment running on a user created route. This area is a serpentine habitat. While these areas are not prone to erosion, they are slow to re-vegetate when disturbed. In addition, there are cultural values at risk in this area. Currently the route is heavily disturbed with areas of deep rutting and the ongoing proliferation of alternate or expanded routes around damaged areas of the roads. In addition, use has continually been documented off the main route. There is also a safety consideration, because one of the access routes to this area prohibits mixed use. Because of these many concerns including lack of a through route, the ongoing resource damage, as well as the difficulty in providing enforcement in this area, these ML1 roads will remain closed to public use. A review of forest records indicate that portions of the 3680351 and 3680353 roads were previously obliterated and removed from the road system. These routes have been removed from consideration under all alternatives. The ML1 routes that will not be converted to motorized trails include the following: 3680220, a segment of 3680190, 3680195, 3680196, 3680351 and 3680353 (*Refer to final ROD map, Box C for details).*

No change to Modification 2 from draft ROD.

<u>Modification 3:</u> Allow motorized class III use on the Illinois River Trail to the old Fantz Ranch location seasonally to coincide with the Oregon State general hunting seasons for deer, elk and bear. This segment of the Illinois River Trail crosses through the wild section of the Wild and Scenic River corridor and adjacent trail segments cross in and out of the Wild and Scenic River corridor. This affects 5.0 miles.

This section of the Illinois River Trail runs through the Wild section of the Wild and Scenic Illinois River corridor. The Wild and Scenic Management Plan allowed seasonal motorized use on this trail from the trailhead at Nancy Creek to a private parcel in Section 4 which the Forest has since acquired in 1992. The trail is also a National Recreational Trail which runs through the North Kalmiopsis inventoried-roadless area and through a Backcountry management area.

As described in the FSEIS Section D-19, the Illinois River provides one of the most rugged and remote experiences in the US. It's Outstandingly Remarkable Values (ORVs) are its water quality, fisheries, scenery, botanical resources and recreational opportunities. Its inaccessibility and natural setting provides a key experience where the recreationist must depend upon one's self. Prohibiting motorized use seasonally on this trail would reduce impacts to scenic, recreational and water quality values.

My decision further restricts the motorized use of the Illinois Trail to reduce user conflict between hikers and motorized users, to enhance the wild and scenic ORVs, and continues to allow the opportunity to access popularly used hunting areas (*Refer to final ROD map, Box B for details).*

Reason for Change from draft ROD: My intention is to ensure that the trail is open during the general hunting seasons for deer, elk and bear. As such, I am providing a clarification to the language in the draft ROD. These hunting seasons are regulated by Oregon Department of Fish and Wildlife (ODFW) and may vary year-to-year. Refer to ODFW annual hunting regulations for hunting seasons and/or seasonal restrictions.

<u>Modification 4:</u> Prohibit motorized use on the impassable portion of the Silver Peak-Hobson Horn (#1166) Trail. This will allow motorized class III use of the portion from the Illinois River Trail to Silver Peak seasonally to coincide with the Oregon State general hunting seasons for deer, elk and bear. The other trailhead and a trail segment are located on BLM. Past maintenance activities on the Silver Peak-Hobson Horn Trail have failed for the central segments of the trail. This modification will allow motorized use on 4.1 miles and will prohibit motorized use on 13.1 miles.

My decision is to close the eastern portion of this trail. Although previously identified as a high quality motorized route, further Forest review and field inspection has indicated that it is no longer passable. Despite best efforts, past maintenance attempts have been unsuccessful with trail failure within one year. Due to the potential high maintenance costs, as well as impacts to the resources due to trail failure, this trail is not suitable for motorized use. In addition, the east end of the trail is accessed through BLM and further coordination is needed to adequately analyze trailhead facilities and impacts to BLM managed portions of the trail system.

However, the western segment from its junction with the Illinois River Trail to Silver Peak, will allow seasonal motorized use during the deer, elk and bear general hunting seasons as an extension of the motorized Illinois River trail segment noted in Modification 3. This trail, along with the Illinois River Trail, access popular hunting areas which have been traditionally accessed by motorized use (*Refer to final ROD map, Box D for details).*

Reason for Change from draft ROD: My intention is to ensure that the trail is open during the general hunting seasons for deer, elk and bear. As such, I am providing a clarification to the language in the draft ROD. These hunting seasons are regulated by Oregon Department of Fish and Wildlife (ODFW) and may vary year-to-year. Refer to ODFW annual hunting regulations for hunting seasons and/or seasonal restrictions.

<u>Modification 5:</u> Prohibit motorized use on a portion of the Boundary Trail. This would reduce the number of motorized trails in Alternative 5 by 5.5 miles and would provide for both motorized and non-motorized segments of the Boundary Trail.

The Boundary Trail will be split into two segments. Motorized use will be allowed on the northern section of the trail with access to the trail allowed on routes 900, 903 and 1230. Motorized use will be prohibited on the southern section of the Boundary Trail which is accessed by routes 1206, 1214, 903, 904 and through the Red Buttes Wilderness Area. In addition, motorized use on the Windy Gap Trail will be prohibited.

The Boundary Trail is a National Recreation Trail. It is a popular, advanced-level motorcycle trail, and also a popular hiking trail providing access into the Red Buttes Wilderness Area. It provides motorized loops, and has segments with outstanding alpine views. As described in the FSEIS Section D-14, it is also the primary location on the Forest where user conflicts over noise have been documented. By providing motorized and non-motorized segments with only a small overlapping segment, this reduces the potential for user conflict, while allowing opportunities for both user groups (*Refer to final ROD map, Box I for details*).

Reason for Change from draft ROD: Below is my decision rationale regarding the Boundary trail system. My intention was to provide consistency between the two Forest plans that would allow for the ongoing and historical use of the Boundary Trail, O'Brien Creek Trail, and Sturgis Fork Trail on the Siskiyou Mountains Ranger District for Class III motorized use, while reducing impacts to forest resources, and non-motorized land allocations. The modifications I made in the draft ROD and carried forward into the final ROD reduces motorized use in the backcountry non-motorized from 5.3 miles (2.6 acres) down to 2.9 miles (less than 2 acres); reduces impacts to botanical areas from 1.9 miles (about 1 acre) down to 1.3 miles (0.6 acre); and reduces impacts to RNAs from 0.43 miles (about .2 acre) down to zero acres. On the Siskiyou side, the modification reduces impacts to RNAs from 0.2 miles (0.1 acre) down to 0 acres.

These modifications were incorporated from Alternative 4, which was designed to address the objector's concerns regarding motorized trail use in Inventoried Roadless Areas, where the back country non-motorized areas are primarily found. However, I did not incorporate additional restrictions from Alternative 4 because it did not provide added resource benefits, nor did it maximize attainment of the purpose and need. As modified, within the 20,370 acre Kangaroo IRA, the modification reduces motorized use from 13.8 miles (6.7 acres) down to 8.2 miles (about 4 acres). Therefore, my modified decision designated the southern portion of the Boundary trail as non-motorized, which helps reduce the impacts on the Red Buttes Wilderness, IRA, Unroaded/Undeveloped areas, Back Country Non-Motorized areas, impacts to Botanical Areas, and reduced user conflicts and noise-related issues. Designation of the northern portion of the trail to motorized use (with limited closures on Windy Gap and spurs that go onto unauthorized use on BLM lands) will allow for a single-track motorized use loop system, providing a challenging opportunity, while reducing user conflict and impacts to resources.

This trail is one of a handful of trails that has been very controversial throughout the planning process, including controversy surrounding motorized use in the IRA, Unroaded/Undeveloped, Back Country Non-Motorized Use areas, damage to botanical resources and RNAs, lack of access through BLM lands, limited motorized trails like this throughout the forest, the challenging single track opportunity provided by the trail, noise impacts, user conflicts, de facto Wilderness impacts, intrusions into the Red Buttes Wilderness, and conflicting plan direction between the two Forest Plans. I reviewed all of the relevant comments from the DSEIS; these comments ranged from keeping the entirety of the trail open for motorized use to closing entirety of the trail to motorized use. There was no compromise suggested.

In consultation with Forest and District staff, I decided to make the decision to modify Alternative 5 in an attempt to come up with a balanced approach, instead of keeping the entire trail open or closing it completely.

Modification 6: Prohibit motorized use on riparian dispersed camps along the Elk River.

Motorized access will be prohibited to dispersed-recreation sites along the Elk River that are in riparian habitat. The Elk River is a Wild and Scenic River with fisheries and water quality as its ORVs with highly prized commercial and recreational fisheries. Eliminating motorized use will reduce the potential for sediment introduction into the river. Motorized access to gravel bars will still be permitted. This decision does not address use of the dispersed sites. Non-motorized camping and recreational use will still be allowed at these sites as well as motorized recreational use to many dispersed-recreation sites along the River that lie above the riparian zone.

No change to Modification 6 from draft ROD.

Modification 7: Prohibit motorized use on Game Lake (#1169) and Lawson Creek (#1173) Trails until they are maintained to standard for motorized trails. This modification will reduce motorized trails by 2.7 miles.

Due to the unmaintained character of these trails, I am deferring approval of these routes to a future planning effort. I find that a future planning effort can take the requisite site-specific look at these routes and work with interested groups to formulate a plan on how best to use and maintain them into the future. As such, they will not be published on the MVUM until such a time as funding is obtained or partnerships are developed to work through site-specific analysis, approve and maintain them (*Refer to final ROD map, Box B for details).*

No change to Modification 7 from draft ROD.

<u>Modification 8:</u> Prohibit motorized use on Nancy Creek Trail (#1181) due to lack of legal access and resource damage. This modification will reduce motorized trails by 1.2 miles.

My decision prohibits motorized use on the Nancy Creek Trail due to the lack of legal access to either end of the trail. This trail has been heavily modified by road-building and fireline activities. It crosses private lands at either terminus. The bridge crossing Nancy Creek is no longer useable, and users now ford the creek causing resource damage to the creek and sensitive species. A very short segment of this trail also lies within the wild section of the Illinois River wild and scenic corridor.

As described in the FSEIS Section D-19, the Illinois River provides one of the most rugged and remote experiences in the US. It's Outstandingly Remarkable Values (ORVs) are its water quality, fisheries, scenery, botanical resources and recreational opportunities. Its inaccessibility and natural setting provides a key experience where the recreationist must depend upon one's self. The Illinois River Wild and Scenic River Management Plan generally prohibit motorized use within the wild section (*Refer to final ROD map, Box B for details.)*

No change to Modification 8 from draft ROD.

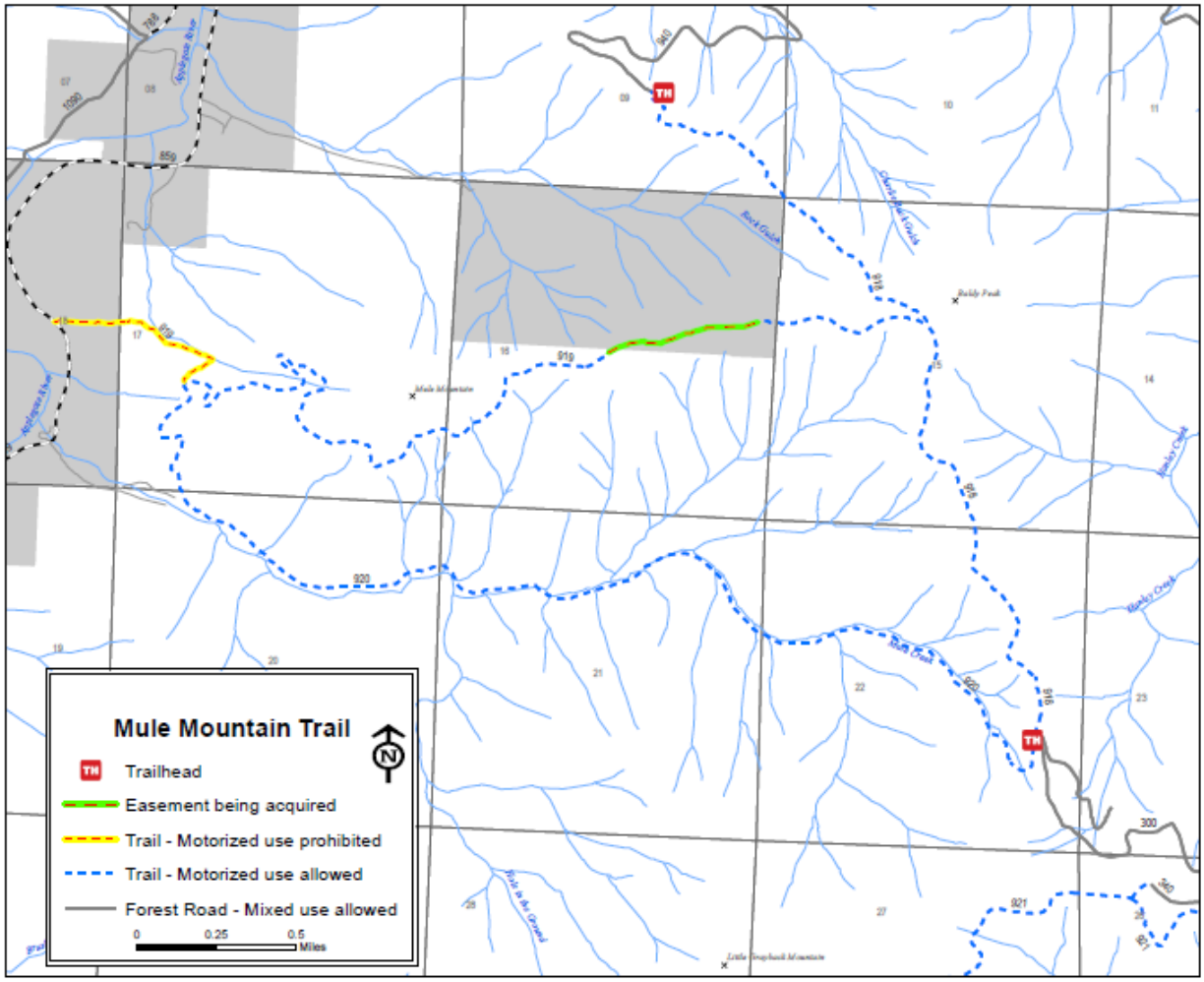
<u>Modification 9:</u> Defer authorization and construction of the 1.2 miles of the Penn Sled proposed re-route (#957) east of Applegate Lake.

My decision to defer this proposed re-route is due to the 2012 revised critical habitat designation that became effective January 3, 2013, for the northern spotted owl, which included this area as newly designated critical habitat. Because of the potential impacts to this threatened species, I have deferred the proposed approval and construction until a future district-specific project can further analyze the impacts in a separate environmental analysis document (*Refer to final ROD map, Box J for details).*

Modifications Resulting From the Objection Resolution Process

Modification 10: Prohibit motorized use on 0.4 miles of the Mule Mountain Trail system (#859) and continue to authorize use on trails 918, 919, and 920.

Reason for Change from draft ROD: During the objection resolution meeting, the Forest recognized that there are easement issues associated with this trail system. Because of these issues, the decision is modified such that one portion of the route will be open, while the portion that provides access off of the Upper Applegate road (859) will be closed. My decision to publish the open trails on the MVUM will be deferred until the easement is acquired. A map (below) depicts these routes (*Refer to final ROD map, Box J for details*)



<u>Modification 11:</u> Prohibit motorized use of the Pine Grove Trail (#1170) segment from paved Road 33 to the Road 080 via a closure order (2.49 miles).

Reason for Change from draft ROD: The objection resolution meetings confirmed that the Pine Grove Trail would not be published on the MVUM (Draft ROD at ROD-15). This trail is intended to be a Class III trail, not a Class I trail[2]. Further, a closure order[3] under the Code of Federal Regulations (CFR) has now closed the segment of the Pine Grove Trail described above because of damage to natural resources, as well as impacts to private property (*Refer to final ROD map, Box B for details*).

The Forest will also engage in a separate NEPA process with access groups, environmental groups and the local landowners to make a separate NEPA decision concerning the disposition of this segment of the Pine Gove Trail. The District Trail Guides will be changed, the trail will be signed as closed at both ends, the private road will be signed as closed, and closures will be engineered to close the trail.

<u>Modification 12:</u> Defer publishing maintenance level 2 roads on the MVUM until maintained to standard.

Reason for Change from draft ROD: The following roads are currently maintenance level 2 roads that have been determined to be not passible and will not be shown on the MVUM until they are maintained to standard: road 1010-153; road 1060-500; roads 1055-120, 1055-400, 1055-500, 1055-700, and 1055-790; roads 1065-125 and 1065-150; roads 1040-020, and 1040-025.

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[2] ERRATA: Pine Grove Trail #1170 is a Class III trail, not a Class I trail.

[3] ORDER NO. 06-10-26-16-03 Pine Grove Trail (Northeast Section) Closure, Rogue River-Siskiyou National Forest: March 15, 2016.

These roads were open to motorized travel before the decision because they are maintenance level 2 roads, and their status remains unchanged after the decision. Maintenance work will be necessary to bring these roads up to appropriate standards prior to publication on the MVUM (*Refer to final ROD map, Box J for details*).

Road 910 (Adams Prairie) is also in poor condition and will not be shown on the MVUM until maintained to standard. Keeping this road as a maintenance level (ML) 2 allows the Forest Service the opportunity to maintain this road in the future. Maintenance work will be necessary to bring it up to appropriate standards prior to publication on the MVUM. (*Refer to final ROD map, Box B for details*).

Modification 13: Defer publishing the Red Dog Trail (#1143) and Adams Prairie Trail (#1215.1) on the MVUM until maintained to standard.

***Reason for Change from draft ROD*:** The Red Dog Trail is currently impassible and receiving no motorized use. As part of my final decision, this modification will exclude motorized use of the Red Dog Trail until maintenance work has been completed to bring it up to appropriate standards prior to publication on the MVUM (*Refer to final ROD map, Box E for details*).

The Adams Prairie Trail connects to road 910, which is in poor condition as described above. Keeping this trail closed until maintenance is performed on the connecting road system will prevent additional resource damage to the meadow environments and associated prairie along the 910 road (*Refer to final ROD map, Box B for details*).

Modification 14: Clarification of parking along open roads.

Parking a motor vehicle on the side of the road, when it is safe to do so without causing damage to NFS resources or facilities, is allowed under my decision, unless prohibited by State law, a traffic sign, or an order (36 CFR 261.54). The "side of the road" is defined as that area within one vehicle length, not to exceed 20 feet, from the edge of the road surface.

Reason for Change from draft ROD: For clarification, the intent of the statement at FSEIS page II-16 was to prohibit disturbance to soils and water, and to reinforce that no vegetation (live or dead) may be cut. It is recognized that some minor impacts to low growing vegetation from vehicles and human activities may occur in this area. This area (side of the road) is also subject to periodic Forest Service roadside maintenance.

Modification 15: Clarification regarding season of use for Elk Creek Trail (#1230).

For clarification, the Elk Creek trail will be closed seasonally to motorized use consistent with other Wild Rivers District closures that implement the *Record of Decision and Land Resource Management Plan for Management of Port-Orford-cedar in Southwest Oregon, Siskiyou National Forest* (USDA, USDI 2004).

Reason for Change from draft ROD: As discussed during the objection resolution meeting, the Forest has done additional research on the GIS mapping for Port-Orford-cedar. The Forest found that the Elk Creek trail is inside the area of concern. The Elk Creek Trail is a spur trail to the Boundary trail. This trail is will remain open; however, the Forest will include this trail for seasonal wet-season closure consistent with management direction for Port-Orford-cedar.

Modification 16: Corrections regarding draft ROD mapping errors.

During the objection resolution meeting, several mapping errors were discussed and verified as being incorrectly shown on the baseline map (draft ROD map, Attachment D). The reviewing officer provided instructions to correct and/or clarify these situations, which are described in more detail below. These corrections are shown on the final ROD map (Attachment D).

Reason for Change from draft ROD:

Road 1040-850: the baseline map incorrectly illustrates the 1040-850 road as open to motorized travel. This road is closed to protect botanical resources (Hinkle Lake Botanical Area) by Forest Service Closure Order 194. **Road 1060:** the baseline map incorrectly identifies road 1060 as open to motorized travel. This route is closed by Forest Service Closure Order 164 in order to limit public access to the Blue Ledge Mine and cleanup area. Attachment D now correctly shows these roads.

Chetco Pass Road 4103-087: the draft decision incorrectly showed the road as open to mixed motorized use and the map incorrectly showed the 087 road as continuing north from Chetco Pass. There is a Port-Orford-cedar gate at milepost 0.85 that was reestablished in 2014, and a new berm to close motorized access into the Kalmiopsis Wilderness via trail #1102-1 at Chetco Pass (milepost 5.09) was installed. The Wild Rivers District map shows Trail 1124 starting at Chetco Pass and going north then branching off at milepost 6.2. Class II vehicles are also using this segment to access Pearsoll Peak Lookout.

These road and trail designations are corrected in this final ROD. The gate noted above will continue to be in place. Individuals who rent the lookout will be able to drive up to the lookout, but all other users will still be able to access the trail as a hiking trail.

Road 969: This route was incorrectly identified as open to motorized travel. Per P.L. 113-291, Section 3041, this road is now part of the Oregon Caves National Monument and Preserve (ORCA) and is no longer administered by the Forest Service; it is corrected in final ROD Attachment D. Due to this legislation, there are additional roads that are within ORCA that are no longer administered by the Forest Service. Roads now excluded from my decision (not included on ROD Attachment D or the forthcoming MVUM) include roads 4600, 4600150, 4600410, 4611070, 4611079, 4611960, 4611965, 4611968, 4611969, 4613, 4613031, 4613057, 4613059, 4613066, 4613067, 4613401, 4613406, 4614, 4614040, 4614046, 4614047, 4614048, 4614432OB, 4614433, 4614435, 4614445OB, 4614446, 4611968, NP4600000002, NP4600000003, and NP4600000004 These roads total 23.14 miles and are removed from the current condition (*Refer to final ROD map, Box I for details*).

In addition, there are roads (or portions of roads) that will be deferred until the Oregon Caves National Monument and Preserve Superintendent makes final decisions on use and jurisdiction. These roads include 4614048, 4611070, 4613, and 4614. These roads (or portions of roads) total 3.64 miles and are reflected in the current condition road miles (*Refer to final ROD map, Box I for details*).

Road 4402-112: (shown as road 535) as open on the baseline maps was incorrect. It is a user-created mining track inventoried as 4402-535 that is beginning to revegetate itself. During the objection resolution meeting, the Responsible Official clarified that this road will be closed and is corrected in final ROD Attachment D.

The hiking trail to Mt. Elijah off of the Boundary Trail (**1207-903**): was shown in the draft ROD map as being in the OCNM and closed to motorized use, but map A-1 at page A-6 of the draft ROD incorrectly showed that this trail is open to motorized travel. This mapping error is corrected in this final ROD with the inclusion of a new and corrected Map A-1 in Final ROD Attachment A, page A-6.

Road 990: this road was discussed during the objection resolution meeting. The Forest determined that the 990 is a maintenance level 1 road with severe gullies from motorized use. Thus, this road will not be published on the MVUM since all maintenance level 1 roads are closed and are not part of this decision.

Road 4201: the road that begins at the ending terminus of road 4201 was incorrectly ***not*** shown as an open road in draft ROD Attachment D. For clarification, the intent is to maintain access to the Onion Camp Trailhead and vault toilet, therefore, this road is now correctly shown in Final ROD Attachment D.

Description of Modified Alternative 5

Alternative 5 was developed from the results of analysis of the Action Alternatives analyzed in detail in the 2009 Draft EIS and the extensive comments received on the 2009 Draft EIS and draft supplemental EIS Comment Periods. As noted above, the description of my final decision includes Objection Reviewing Officer instructions, voluntary changes and clarifications that are now part of my final decision. My decision to select a modified Alternative 5 will provide for a designated and managed system, enact changes to reduce existing resource damage from motorized use, and reduce social impacts, user conflicts and safety concerns.

By selecting a Modified Alternative 5 the Forest will:

- Prohibit motorized use on 774 miles of maintenance level 1 roads that are currently administratively closed and not intended for wheeled motorized use.
- Designate approximately 4,434 miles of road as open to the public, with 1,352 miles of road that will be open to highway legal vehicles only and the remaining 3,082 miles of road where mixed use will be allowed. Mixed use is defined as designation of a National Forest System (NFS) road for use by both highway-legal and non-highway-legal motor vehicles.
- Convert approximately 2 miles of NFS roads to motorized trails.
- Prohibit public motorized use on approximately 39 miles of roads and 56 miles of trail currently open to motorized use in order to minimize or reduce resource damage.
- Implement Forest Plan Amendments to make the plans consistent with the Travel Management Rule use designations. Two separate Forest Plans guide the Rogue River-Siskiyou National Forest (RRSNF).
- Designate approximately 15 acres as the Woodruff play area where motorized cross-country travel will be allowed (existing Prospect OHV system).
- Prohibit all other cross-country motorized travel.

Table Final ROD- 1. Modified Alternative 5 Summary and Change from FSEIS Alternative 5 and Current Condition (miles rounded)

Roads and Trails	Current Condition	FSEIS Alternative 5	Final Modified Alternative 5	Change From Current Condition
Total NFS Roads	5,247 miles			
Administratively closed	-774 miles			
NFS Roads "open" to the public[4]	4,473 miles	4,459 miles	4,434 miles	-39 miles
Roads open to mixed use	3,144 miles	3,107 miles	3,082 miles	-62 miles
Roads open to passenger vehicles only.	1,329 miles	1,352 miles	1,352 miles	+23 miles
Total NFS Trails	1,190 miles	1,200 miles	1,192 miles	+2 miles
NFS Trails that allow motorized use	236 miles	207 miles	180 miles	-56 miles
Convert ML1 road to trail		9 miles	2 miles	+2 miles
Total area open to cross country travel	274,670 acres	15 acres (not including gravel bars)		

Forest-wide Management Direction of Modified Alternative 5

The Forest Service will implement the following strategies as part of Modified Alternative 5 to improve the designated route system for motorized vehicle use:

[4] Roads, trails, or areas designated "open" are available for general public use as described or depicted on the motor vehicle use map pursuant to 36 CFR § 212.51, which will be published following this decision. This decision will not physically close any routes.

- Produce a primary Motor Vehicle Use Map (MVUM) following national Forest Service standards that indicates which routes and areas are designated open to the public by type of vehicle per route and season open for use. This map will also identify areas where off-road travel for dispersed camping will be allowed. Authorized use, use restrictions, and operating conditions will be revised in future decisions as needed to meet changing conditions or management strategies (adaptive management).
- Provide clear, consistent, and adequate signage that identifies routes designated open by type of vehicle per route and season open for use corresponding to the public MVUM and local travel map. Signing of dead-end routes leading to/stopping at rivers, streams, meadows, and other sensitive resources will be a priority to help protect resources from public wheeled motor vehicle damage.
- Develop an Implementation Task Force that will include groups/people who have participated in the public process for the Motorized Vehicle Use Plan. It is anticipated that this group will include partners from local/state government, permittees, user groups, interest groups, academia and the general public. This task force will be formed to help implement the decision with a focus on the four "E's" for successful implementation: education, engineering, evaluation and enforcement. This group may also make future recommendations on closing routes with resource or other concerns, or opening/creating new routes where additional access/recreational needs are identified. The Task Force will also provide opportunities for the public to assist with implementation of the designated system designated system by volunteering for monitoring or other activities.

Access for permitted activities (such as livestock operations, maintenance of water developments, utility maintenance, timber management or harvest activities, ski area management, outfitter-and-guide operations, forest product gathering, and special events) on National Forest System land is independent of general public access. Thus, all existing routes on the Forest are administratively available for permitted activities and for official resource management. Individuals or groups with special permits will be allowed to conduct their business according to conditions outlined in their permits. If a permit does not stipulate exemptions to the Forest's travel regulations, the general travel regulations will apply.

Title 36 CFR §228, Subpart A, Locatable Minerals, outlines rules and procedures through which the use of the surface of NFS lands in connection with operations is authorized by the mining laws (30 U.S.C. 2 1-54). Implementation of the Travel Management Rule will not affect access that is reasonably incidental to mining.

Except in Wilderness and other congressionally designated special areas, the following are exempt from prohibitions associated with my decision:

- Limited administrative use by the Forest Service
- Use of any fire, military, or law enforcement vehicle for emergency purposes
- Authorized use of any combat or combat support vehicle for national defense purposes
- Law enforcement response to violations of law, including pursuit (Note: emergency access and law enforcement pursuit does not necessarily require permission from the Forest Supervisor).
- Use and occupancy of National Forest System lands and resources pursuant to a written authorization issued under Federal law or regulations.
- Use of a wheelchair or mobility devise that is solely for use by a mobility-impaired person.
- Over-snow vehicles (e.g. snowmobile) when adequate snow cover exists, as allowed by Forest Order.

Parking a motor vehicle on the side of the road, when it is safe to do so without causing damage to NFS resources or facilities, is allowed under my decision, unless prohibited by State law, a traffic sign, or an order (36 CFR 261.54). NFS roads include all trailheads, parking lots, terminal facilities[5], and turnouts associated with NFS roads. The "side of the road" is defined as that area within one vehicle length, not to exceed 20 feet, from the edge of the road surface. Parking on the side of the road shall not cause damage to soils or the land, water or streams, and no vegetation (live or dead) may be cut.

It is well recognized that National Forests have historically provided camping opportunities outside of developed campgrounds. This type of dispersed motorized use has historically occurred adjacent to open roads, adjacent to bodies of water, and at the termini of roads and trails. Under my decision, motor vehicle travel will not be allowed off of any designated motor vehicle route, except up to 300 feet off either side of a designated route to access a dispersed camp site where motorized access can be accomplished without disturbance to live vegetation or previously undisturbed soils or otherwise upon an existing motorized route. Specific areas where motorized off-road travel for the purpose of dispersed camping will be allowed will be displayed on the forthcoming MVUM (not included with this ROD). The intent is to continue the use of established motorized routes to traditional dispersed campsites where no resource damage is occurring. The use of 36 CFR 261, Subpart A-General Prohibitions, continue to apply to motor vehicles causing resource damage.

Under my decision, off-road motorized travel for dispersed camping will be prohibited within Botanical Areas, Research Natural Areas, or other areas deemed to have high resource values. Current closures will remain in effect for specific areas (i.e., Big Butte Springs Watershed, Ashland Watershed). In addition, off-road motorized travel for dispersed camping will be prohibited within ¼ mile (1,320 feet) of any potable water source or developed campgrounds.

Access by established motorized routes to designated gravel bars located along the lower Rogue, Illinois, Chetco, and Elk Rivers will be permitted. The Rogue River gravel bars include: Smith Orchard, Foster, Miller/Dunkelberger, Quosatana, Lobster Creek, and Hawkins. The one Illinois River gravel bar is located in the vicinity Oak Flat Campground. The Chetco River gravel bars include: Miller, Nook, Redwood, and South Fork (upper and lower). All of these gravel bars are located on the Gold Beach Ranger District.

The general prohibitions and forest order closure authority at 36 CFR 261 continues to apply in concert with the 2005 Travel Management Rule. At no time may any motorized vehicle transportation use take place that would cause disturbance to live vegetation or previously undisturbed soils that result in unacceptable resource damage. Additional site-specific closures and seasonal restrictions (such as emergency fire closures or where unexpected resource damage is occurring) may be implemented on a case-by-case basis for management, wildlife, and resource protection through authorized travel orders.

Off-road motorized travel for game retrieval is prohibited, except within 300 feet from centerline of open roads.

New additional text, specific to each respective Forest Plan for the Rogue River-Siskiyou National Forest, will amend current management direction for motorized vehicle use. Amendments to the Rogue River and Siskiyou Land and Resource Management Plans will provide consistency with the 2005 Travel Management Rule. All roads and trails and areas will be closed to motorized use unless designated as open.

Since motorized use includes OHV use, this decision will remove the 1989 and 1990 Off-road Vehicle Management Plans, contained as appendices to the respective Forest Plans, to be replaced with the Motorized Vehicle Use Map (MVUM).

[5] Terminal facilities are defined as a transfer point between the Forest transportation system and forest resources served by the system, or between different transportation modes, including parking facilities, boat ramps, trailheads, log landings, and airfields.

Some existing Forest Orders that have established permanent or temporary public motorized use restrictions would become redundant after the implementation of the Travel Management Rule. All of these orders prohibit cross-country travel in some specific area. Those Forest Orders that are redundant to the Rule and establish overlapping cross-country closures, or closures that inadvertently blocked motorized access for dispersed camping will be rescinded or modified to eliminate redundant regulation in concert with implementing this decision.

Forest employees will monitor compliance with the MVUM pursuant to 36 CFR § 212.57. User-created motorized routes that develop after this decision are considered unauthorized and will be closed. They may be removed by the Forest Service upon discovery. Revisions to designated motorized access may be necessary in areas where the public does not comply with this travel plan decision (36 CFR § 212.54).

District Specific Management Direction of Modified Alternative 5

Powers Ranger District Elements

Motorized use will be prohibited on the 1-mile Big Tree Trail (#1150) south of Powers near the South Fork Coquille River.

Prohibit motorized use on riparian dispersed camps along the Elk River.

Gold Beach Ranger District Elements

An amendment to the Siskiyou Land and Resource Management Plan to make motorized use of portions of the Illinois River Trail (#1161), and the Silver Peak Hobson Horn Trail (#1166) consistent with Standards and Guidelines for the allocations through which it passes (Backcountry Recreation). See Final **ROD Attachment A** for actual changes to the wording of the Forest Plan Standards and Guidelines.

Motorized mixed use will be prohibited on approximately 12.6 miles of road where it is currently authorized on portions of Roads 1376010, 1376011, 1376012, 1376013, 1376014, 1376015, 1376019, 1376902, 1376906, and 1376908.

Motorized use will be prohibited on approximately 16.9 miles of trail on the Game Lake Trail (#1169), and the Lawson Creek Trail (#1173), the Nancy Creek Trail (#1181) and a portion (3.2 miles) of the Illinois River Trail (#1161).

Seasonally restrict motorized use on the 5.0 miles portion of the Illinois trail (#1161) open to class III use to coincide with Oregon State hunting seasons for deer, elk and bear. Seasonally restrict motorized use on 4.1 miles of the Silver Peak-Hobson Horn trail (#1166) to class III use to coincide with Oregon State hunting seasons for deer, elk and bear.

Authorize conversion of approximately 1.7 miles of road currently designated as Maintenance Level 1 to motorized trails (portions of roads 3313117 and 3313110). These roads are located in the Quosatana Creek drainage. This trail would be for all three vehicle classes.

Motorized use will be prohibited on approximately 0.8 miles of trail (#1164) in the Woodruff Meadow area.

Motorized use will be prohibited on a portion (approximately 2.5 miles) of the Pine Grove trail (#1170).

Designate approximately 500 feet (0.1 mile) of paved road for motorized mixed use on a portion of Road 2308 (Burnt Ridge Road). Approximately 500 feet of paved road will be designated for motorized mixed use on a portion of Road 2308 (Burnt Ridge Road).

Wild Rivers Ranger District Elements

Motorized use will be prohibited on the southern section of the Boundary Trail (5.5 miles of #1207), which is accessed by routes 1206, 1214, 903, 904 or through the Red Buttes Wilderness Area. In addition, the Windy Gap trail will prohibit motorized use.

Motorized use will be prohibited on 24.8 miles of road (the McGrew trail) to general public use. A special use permit system for large group events is already in place (with specific restrictions for resource protection) and will continue. Prohibit motorized use on specific McGrew trail spurs (see Modification 1, above).

Motorized use will be prohibited on approximately 10.2 miles of road where it is currently authorized on portions of Roads 4400445, 4400459, 4400460, and 4400480.

Motorized mixed use will be prohibited on approximately 11.9 miles of road where it is currently authorized on portions of Roads 4201029, 4201881, 4300011, 4300910, and 4300920.

Motorized use will be prohibited on approximately 6.4 miles of road to public use including portions of Roads 4300011, 4300910, 4300920, 4300925, 4201016, and 4103011.

Authorize conversion of approximately 0.3 miles of Road 2509640, currently designated as a Maintenance Level 1 road, to a motorized trail.

Motorized use will be prohibited on approximately 0.6 miles of Road 2600050.

Motorized use will be prohibited on approximately 1.9 miles of trail that currently allows motorized use on the Silver Lake Trail (#1184) and on approximately 11.1 miles of trail that currently allows motorized use on portions (or entirely) of the following trails: Taylor Creek (#1142), Big Pine Spur (1142A), Onion Way (#1181), Secret Way (#1182), Secret Way Spur (1182A), and Swede Creek (#1135).

Motorized use will be prohibited on approximately 4.1 miles of trail that currently allows motorized use on portions (or entirely) of the following trails: Mt. Elijah(#1206), Bigelow Lake (#1214), Bolan Lake (#1245), and Kings Saddle (#1245A).

Motorized use will be prohibited on 13.1 miles of the eastern portions of the Silver Peak-Hobson Horn trail (#1166).

Siskiyou Mountains Ranger District Elements

An amendment to the Rogue River Land and Resource Management Plan to make motorized use of the northern portion of the Boundary Trail (#1207), O'Brien Creek Trail (#900), Sturgis Fork Trail (#903) consistent with Standards and Guidelines for the allocations through which it passes. See Final **ROD Attachment A** for actual changes to the wording of the Forest Plan Standards and Guidelines.

Motorized use will be prohibited on approximately 3.8 miles of the Horse Camp Trail (#958) that currently allows motorized use.

Motorized use will be prohibited on approximately 0.4 miles of the Mule Mountain Trail system (#859).

High Cascades Ranger District Elements

There will be no changes on the High Cascades Ranger District.

Mitigation Measures and Monitoring Strategy

Required Mitigation Measures

The Forest Service is required by the Council on Environmental Quality (CEQ) Regulations for implementing the procedural provisions of NEPA to identify relevant, reasonable mitigation measures that could improve the project. Mitigation, as defined in the CEQ Regulations (40 CFR 1508.20) includes: (1) Avoiding the impact altogether by not taking a certain action or parts of an action, (2) Minimizing impacts by limiting the degree or magnitude of the action and its implementation, (3) Rectifying or eliminating the impact over time by preservation and maintenance operations during the life of the action, (4) Compensating for the impact by replacing or providing substitute resources or environments, and (5) Rectifying the impact by repairing, rehabilitating or restoring the affected environment.

Appropriate mitigation measures identified and analyzed in the FSEIS have been brought forward into this decision. Refer to the Final ROD Attachment B for the complete list of mitigation measures required at implementation.

Monitoring

In accordance with NEPA implementing regulations, practical means to avoid or minimize environmental harm from the alternative selected have been adopted (CFR 1505.2). Required Mitigation Measures identified in **Final ROD Attachment B** are specific to my decision to implement actions identified in this Record of Decision. Standards and Guidelines and mitigation measures identified in the Rogue River and Siskiyou National Forest Land and Resource Management Plans, as amended by the Northwest Forest Plan are also incorporated by reference as required measures.

Authorized use of designated roads and trails will continue to be monitored. Current monitoring includes surveys of road and trail conditions by road engineers and recreation specialists on a regular basis. As part of my decision, a Monitoring Plan will be developed and will include an evaluation of consistency with the Rogue River and Siskiyou National Forest Land and Resource Management Plans and compliance with these travel management decisions, including any required mitigation measures. This Monitoring Plan is contained as Final **ROD Attachment C**.

The national BMP monitoring protocols will be used to supplement existing national forest BMP monitoring programs. Each national forest will complete a small number of national BMP monitoring evaluations each year for each of the national core BMPs implemented on the unit. This information will be aggregated over time to provide national- and regional-scale evaluations of BMP performance. Identified deficiencies in either BMP implementation or effectiveness will be used to adjust land and resource management activities and the BMPs to improve water quality protection. The national monitoring protocols for BMPs, in particular, for roads and trails are incorporated herein by reference.

Monitoring may also help to identify potential effects on the following, with the objective of minimizing: (1) damage to soil, watershed, vegetation, and other forest resources; (2) harassment of wildlife and significant disruption of wildlife habitats; (3) conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands; and (4) conflicts among different classes of motor vehicle uses of National Forest System lands or neighboring Federal lands (36 CFR 212.55).

DECISION RATIONALE

I have selected Alternative 5 with modifications because it provides the greatest attainment of the project's purpose and need while still being sensitive to other resource concerns within the project area. Route by route there are a wide range of and often numerous reasons for allowing or restricting motorized use on the route. Often it is a combination of several issues that led me to the decision to close or leave open a route to motorized use. I also considered the Rogue River-Siskiyou National Forest's Forest Plan standards and guidelines for the project area, and took into account competing interests and values of the public.

Response to Purpose and Need

As stated above, I selected the Preferred Alternative because, as discussed below, it achieves the stated Purpose and Need to a high degree, while minimizing adverse environmental effects. Mitigation Measures will provide a strong combination of physical, biological, social, and environmental benefits while reducing adverse resource effects to a level I consider acceptable. Below is an explanation how the selected Alternative 5 with modifications best meets the project's Purpose and Need.

Implement Subpart B of the Travel Management Rule

My decision will lead to the publication of a MVUM which will implement the Travel Management Rule. This will be accomplished via Forest-wide Plan Amendments that allow the MVUM to be the basis of allowable motorized use for roads, trails and areas, and to authorize the issuance of citations for use not in accordance with the MVUM. However, all existing routes will be administratively available for permitted activities and for official resource management.

Eliminate General Cross-country Travel

Current Land and Resource Management Plans provide direction for portions of the Forest that are open to cross-country motorized vehicle use. Implementation of Subpart B of the Travel Management Rule requires an overall forest-wide amendment to the applicable Forest Plans to provide direction as associated with the 2005 Travel Management Rule.

Under my decision, all roads, trails, and cross-country motorized use will be closed unless designated open to specific uses. Since motorized use includes OHV use, my decision includes the deletion of the 1989 and 1990 Off-road Vehicle Management Plans, contained as appendices to the respective Forest Plans, to be replaced with the Motorized Vehicle Use Map. Details of these amendments are contained in Final ROD Attachment A.

Improve Public Safety

My decision is designed to implement Forest Service Regional policy will improve public safety. It is expected that the Forest will continue to maintain a program of inspecting the transportation system on a regular basis and identifying safety issues needing correction. It is also expected that the Forest will continue to fund and maintain any transportation system in order to correct safety issues in a reasonable amount of time. By reducing the routes open to the public, we will be increasing the frequency of maintenance on the authorized system. This will help reduce the potential environmental effects, as well as increasing travel-way safety.

Under my decision, it is expected that public safety in general would increase due to Oregon's new OHV safety laws that are being phased in at the current time. These new laws require youth supervision and safety education for all riders. See FSEIS Chapter II; subsection C, 1 for a more detailed discussion of the new requirements. In addition, mitigation planned for those "high risk" roads in conjunction with prohibiting mixed use on roads where mitigation will not be effective would also increase safety.

Identification of motorized routes will not change the Forest's public safety priority. Three factors influence the safety of the road and trail system: 1) the condition of the facilities, 2) the mixture of uses on a particular facility (mixed use) and 3) user behavior. Safety is enhanced if Forest roads and trails are routinely maintained and unexpected damage or unsafe conditions are identified and corrected in a reasonable amount of time.

Amend National Forest Plans

Forest-wide Plan Amendments to the Rogue River and Siskiyou National Forest Plans under my decision will allow the MVUM to be the basis to display the allowable motorized use for roads, trails and areas, and to authorize the issuance of citations for use not in accordance with the MVUM.

My decision will also implement specific Plan Amendments as necessary, to provide for clear and consistent direction in the Forest Plans. These site-specific amendments are associated with the Lower Illinois and Silver Peak Hobson Horn Trails, and with the Boundary Trail and associated connecting trails, along the ridge associated with the former boundary of the Rogue River and Siskiyou National Forests.

Preserve a Diversity of Motorized Recreation Opportunities

My decision provides for a managed system of motorized use and preserves a diversity of motorized recreation opportunities. My decision provides for a more succinct and easily understood system for motorized use than does no action. Generally, Modified Alternative 5 provides a slightly reduced system compared with Alternative 3, but provides more motorized opportunities than Alternative 4. While reduced, the system of routes authorized preserves unique opportunities for motorized recreation, such as special use permit for large groups on the McGrew Trail portions of the Illinois River Trail and Boundary Trail, as well as maintaining the existing High Cascades OHV system. The majority of NFS roads being closed to the general public are short spur routes off from the McGrew Trail and spur routes in or adjacent to Eight Dollar Botanical Area that were not considered different in motorized recreation opportunity as open routes in their respective areas.

Establish Provisions for Motorized Access for Dispersed Camping

Consistent with Subpart B of the Travel Management Rule, my decision provides identification of roads that would allow motorized access up to 300 feet from centerline off of the road surface for the purpose of dispersed camping. These provisions are detailed in Final ROD Attachment B. Activities that are generally prohibited and activities that are generally allowed are detailed.

My decision incorporates additional provisions for motorized access to dispersed camping within Riparian Reserve areas. This ensures added protection to minimize potential resource damage and provides continued attainment of Aquatic Conservation Strategy Objectives. This includes an additional prohibition to require a 30-foot setback for motorized vehicles engaged in dispersed camping at any *existing* site near a stream course, wetland, or water body.

Response to Significant Issues

NEPA requires Federal agencies to focus analysis and documentation on the significant issues related to a proposed action. The Interdisciplinary Team, with my involvement and approval, identified the following as the Significant Issues associated with the Proposed Action and analysis presented in the FSEIS (pages I-16). These Significant Issues have served as the basis for developing and comparing alternatives.

Water Quality and Erosion (FSEIS page III-9)

Under Modified Alternative 5, there will be no new ground-disturbing activities and there will be no creation of new impervious areas. On the watershed scale, there would be no changes from the proposed actions. However, at the 6th field subwatershed scale, the risk for cumulative effects would be reduced in some areas as a result of limiting public access by closure of 18 miles of roads and 43 miles of trails to motorized use. In particular, the removal of motorized use in the Eight Dollar Mountain area near the Illinois River, including its small tributaries, has the greatest potential to reduce sedimentation effecting water quality. The conversion of 2 miles of roads to motorized trails will not have effects due to distances to perennial streams.

The elimination of cross-country travel in Modified Alternative 5, also will improve subwatershed conditions in those areas where cross-country travel is currently occurring and thus further reducing the risk for adverse cumulative effects. Therefore, overall there is a potential for minor improvements to water quality at the site scale due to these project actions.

Botanical Areas and Special Plant Habitats (FSEIS page III-23)

Modified Alternative 5 is expected to maintain or reduce effects from motorized use. In particular, closures in the Bigelow Lakes area includes the Bigelow Lakes Trail (#1214) and Mt. Elijah Trail (#1206); the Bolan Lake Botanical area includes the Bolan Lake Trail (#1245 and Kings Saddle Trail (#1245a); in the Eight Dollar Mountain area includes Forest roads 4103011 and 4201016. Implementation of plan amendments where no evidence of off-trail effects to botanical resources has occurred for the Cook and Green Trail and the Boundary Trail will make motorized uses consistent with Travel Rule designations. In total, this will include a reduction of 11 miles of routes open for public wheeled motor vehicle use in or adjacent to botanical and special plant habitats, and the prohibition of cross-country travel will further reduce potential effects to botanical resources.

Public Safety (FSEIS page III-26)

Activities described under Alternative 5 will not increase threats to public safety because the Rogue River-Siskiyou National Forest will follow Oregon and California State law and engineering analysis of mixed use. Though the volume of traffic may increase slightly in the foreseeable future, the change in composition of the traffic and the distribution of these vehicles is not expected to be noticeable. The majority of roads on the Rogue River-Siskiyou National Forest are designed for low speeds and have low levels of traffic use.

Although safety of National Forest users is always a concern, motorized vehicle use designation will not eliminate all hazards, either on roads, trails, or within areas. Route designation by itself will not affect public safety. Road and trail hazards are addressed through regular maintenance, not by designation. It is not uncommon for hazards to exist outside of the motor vehicle travel-way. Therefore, a safe experience for all users (motorized and non-motorized) cannot be guaranteed.

Motorized Opportunities (FSEIS page III-30)

As the number of users on National Forests and differing types of use continue to increase, there is a potential that user conflicts will also increase. However, motorized roads and trails will be administratively defined and published on a motor vehicle use map (MVUM) under Modified Alternative 5. Recreationists will be able to better plan recreational pursuits based on an individual's unique expectations and desires. As a result, the frequency of user conflicts between non-motorized and motorized recreation users will likely decrease in the short and long terms. The system will provide motorized access and recreation driving opportunities to most areas of the Forest. Off-highway vehicle recreationists will be provided a unique diversity of riding options across all districts. In particular, the special use permits for large groups on the McGrew Trail portions of the Illinois River and Boundary Trails, as well as the High Cascades OHV system will continue to offer motorized opportunities.

Roadless Character within Inventoried Roadless Areas (FSEIS page III-43)

All Inventoried Roadless Areas (IRAs), identified in Appendix C of the Land and Resource Management Plans (LRMP), are managed according to the direction provided in the LRMP for their assigned land allocations. Some allocations permit motorized use within an IRA while others limit or prohibit motorized opportunities. Modified Alternative 5 will reduce the amount of motorized use and the overall undeveloped nature of IRAs will improve.

There is no new road or trail construction within IRAs under Modified Alternative 5. Since there will be no additional construction or allowance for increased use, there will be no additive impact that might contribute to adverse cumulative effects on roadless character.

Current user preferences, conflicts between motorized and non-motorized users and enforcement considerations have been thoughtfully integrated into the selected Alternative 5, as modified. This will result in a travel plan that is simpler to understand and more consistent with adjoining lands than what exists currently. Relative to the current motorized travel plan, Alternative 5 with modifications, makes a substantial number of important improvements for enforceability, provides a better balance of motorized and non-motorized recreational opportunities and recognized the value of the Forest to recreationalists by making seasonal closures and allocating segments of routes for motorized or non-motorized uses. For example, the North Kalmiopsis, the South Kalmiopsis, and Kangaroo are specific IRAs where I considered user-conflicts, along with semi-primitive values, such as solitude and natural appearing landscapes. As a consequence, I have closed the McGrew Trail (4402) to the general public and spur roads associated with the 4200, 4300 and 4400 road systems, and closed portions of the Illinois River Trail (#1161), the Hobson Horn Trail (#1166) and Boundary Trail (#1207). I also provided for limited motorized access of other portions of these trails (#1161, #1166, and #1207) to provide for unique hunting access and motorized recreation. See final ROD pages 10-14 for specific management direction.

Other Issues

Beyond the above listed five Significant Issues, eighteen other issues are also analyzed in the FSEIS. All issues are based upon public and agency comments received during the scoping process or are related to satisfying Federal, State, and local requirements and standards, and were also taken into account in my decision.

The FSEIS documents discussion of additional issues and effects that were identified during the scoping process but were not found to be significant issues key to designing alternatives. In evaluating alternatives, these issues were found to have either variable effects or effects that were similar or common to all alternatives, or could be equally mitigated under all alternatives. Because of this, these issues will not be further discussed in this decision document (reference FSEIS, Chapter III, section E).

Implementation

In accordance with the Travel Management Rule, the Forest will publish a MVUM identifying all Forest roads, trails and areas that are designated open for motor vehicle use by the public. The MVUM will specify the classes of vehicles and, if appropriate, the times of year for which use is authorized. The MVUM will be updated and published annually and/or when changes to the Forest's transportation system are made.

Routes may be authorized under this decision, but may not appear on the MVUM until suitable or qualified for that use. From time to time, it is anticipated that some routes may become impassable due to unforeseen events such as weather, vegetation conditions or other factors[6]. Users should be aware that route conditions may vary and use appropriate caution. If the current condition is found to be causing resource damage, these routes may be temporarily closed and removed from the MVUM while the appropriate maintenance work is analyzed and completed. Designations may be revised as needed to

[6] In some cases, authorized routes may not currently have appropriate rights-of-way; these routes would not appear on the MVUM until necessary rights-of-way are secured.

meet changing conditions (36 CFR 212.54). Revisions to designations, including revisions to vehicle class and time of year, will be made in accordance with FSM 7712, 7715, and 7716. When a designated route is temporarily closed for more than 1 year, the MVUM would be updated to reflect the closure. When the route is reopened, the MVUM would be updated to reflect the reopening. No additional travel or environmental analysis would be required to support these temporary changes, which do not affect the underlying designation.

Authority

Codes of Federal Regulation 36 CFR 212 and 261 have given the Forest Service the authority to manage OHV use and provide specific regulations for the agency based on the minimization criteria found in Executive Orders 11644 and 11989. In compliance with these authorities and Forest Plan direction, the Forest Supervisor of the Rogue River-Siskiyou National Forest has determined that there is a need to improve management and enforcement of the motorized travel plan on the Rogue River-Siskiyou National Forest. In addition, the agency maintains other discretionary authorities such as the ability to issue emergency closure orders that allow enforcement or modification of the motorized travel plan or that regulate use and occupancy of National Forest System lands.

The Rogue River-Siskiyou National Forest's goal related to OHV management is to manage the use of OHVs in partnership with other federal and state land management agencies, local governments and communities, user groups, and interest groups to protect public lands and resources while providing opportunities for the safe use and enjoyment of OHVs on designated roads and trails.

All routes not designated will be considered unauthorized routes and motorized use of those routes will be illegal. Motorized cross-country travel will be prohibited except as specified for the purposes of dispersed camping, emergency fire suppression, search and rescue, law enforcement, military operations, Forest Service administrative use, including uses authorized by permit such as firewood gathering, and other uses.

This decision does not include travel management for State lands, Bureau of Land Management (BLM) lands, or adjacent private lands or private inholdings. Moreover, this decision can neither validate nor deny RS 2477 assertions made by a county. Only a federal court of competent jurisdiction has such authority to make such a finding, in response to a filing made with the court pursuant to the Quiet Title Act of 1972.

There are a number of roads across the National Forest currently under the jurisdiction of State and County governments. Nothing in our decision can or will change the jurisdiction of these roads, and travel on them will continue to be at the discretion of the State and local governments.

The Forest Service does not always have legal access across adjoining private lands. In some cases there is no legal public access across privately owned isolated tracts within the Rogue River-Siskiyou National Forest boundary. Because of this, and in an attempt to be a good neighbor to the private landowners, some limitations have been imposed on routes designated as open for motorized use in cases where roads or trails cross private lands.

The Forest will also continue to work with adjoining private landowners to secure legal access to public lands, based on the willingness of the private landowners to cooperate. There are no access agreements ready for a decision or connected to this motorized vehicle use decision. As access agreements develop, they will be disclosed and analyzed as appropriate. Once access has been secured across private lands, the type of use allowed on specific roads and trails may be re-assessed.

Finally, this decision does not preclude future travel management proposals. Route construction, reconstruction, or re-designation may be necessary in the future. Those needs may be addressed, as appropriate, under a separate decision making process (36 CFR 212.54).

ALTERNATIVES CONSIDERED

In addition to my decision (the Preferred Alternative), three other Action Alternatives and a No Action Alternative were analyzed in the FSEIS. Pursuant to the provisions of Section 102 (2) of the National Environmental Policy Act (NEPA) of 1969 (42 USC 4332 (2)), the Forest Service analyzed these alternatives as options for meeting the purpose and need.

The **No Action Alternative** was a proposal to 'do nothing' and maintain the 'status quo'. The 'status quo' would be the combination of all previous decisions by the Forest (allowing cross country travel, the creation of temporary roads associated with permits or other authorizations; and any previous decisions associated with the system of roads, trails and areas). This alternative does not meet the purpose and need because it would not enact the Travel Management Rule, close general cross country travel, improve public safety, restrict travel to designated routes, address environmental concerns or address conflicting Forest Plan direction. Therefore, I did not select this alternative because it failed to meet all the stated objectives of the purpose and need; however, it was useful in analyzing baseline effects of project actions.

Alternative 2, which represents the current situation associated with motorized use, was determined to be sufficient in representing the highest degree of motorized-use allowed. The Forest Service did not identify a reason to consider alternatives that would further relax control of motorized use in general. I did not select this alternative because it failed to consider and address resource concerns, user conflicts, and safety issues. As such, while being compliant with the Travel Management Rule, this alternative does not meet other stated objectives in the purpose and need statement. In particular, this alternative fails to improve public safety or address environmental concerns on existing routes. Therefore, I did not select this alternative because it failed to meet two important objectives of the project's purpose and need.

An initial proposal was developed based on results from analysis of the Forest's transportation system. Forest and Ranger District staff identified changes they believed should be made based on information available regarding the potential effects of travel, as well as higher-level direction, public reports of problems, and knowledge of the Forest road and trail system. This led to the development of **Alternative 3-Proposed Action**, which the Forest Service used to initiate the NEPA process, facilitate meaningful public comment, and serve as a basis for identification of the issues. I did not select this alternative because through further public input and internal analysis, it was determined that certain proposed and existing routes, as described in the FSEIS chapter II, were causing unreasonable resource damage. I used input from the original DEIS released in 2009 to further refine the project actions into Alternative 5, the preferred alternative. While Alternative 3 was vital for understanding the resource issues, user conflicts, safety concerns and issues surrounding plan amendments, it was not selected. This is because Alternative 3 did not strike an appropriate balance between motorized opportunities and environmental concerns. Resource impacts and user conflicts due to trail construction, ML 1 conversions, and an additional play area were not appropriate tradeoffs considering the resource values at risk.

Alternative 4 is more restrictive on motorized use in exchange for putting more management emphasis on other resource values such as roadless character and botanical resources. Based on individual values, a case can be made for alternatives that would get more and more restrictive on human use (including non-motorized uses). This alternative was developed with increasing restrictions on motorized use while still remaining within a reasonable range of motorized use to address the stated Purpose and Need. I found that Alternative 4 restricted certain existing motorized opportunities while not providing added benefits to other resource values described above. I found that the FSEIS Chapter III effects analysis of both "significant" and "other issues" did not reveal compelling impacts associated with all of these routes to a point necessitating their closure. Therefore, I did not select this alternative because it failed to maximize attainment of the purpose and need of this project. However, 16 components, as described in the *Modifications* section were important considerations analyzed and brought forward in this final ROD.

ENVIRONMENTALLY PREFERRED ALTERNATIVE

It is required by law that one or more environmentally preferable alternatives be disclosed. The environmentally preferred alternative is not necessarily the alternative that will be implemented and it does not have to meet the underlying Purpose and Need for the project. It does however, have to cause the least damage to the physical and biological environment and best protects, preserves and enhances historical, cultural, and natural resources (Section 101 NEPA; 40 CFR 1505.2(b)).

Of the Action Alternatives considered, I have determined Alternative 4 has the least impact in terms of causing or allowing damage to the physical and biological environments; therefore it is the environmentally preferred alternative. I believe that authorizing action for this project is clearly better than taking no action (doing nothing). My decision (Modified Alternative 5) provides a responsible combination of physical, biological, social, and environmental benefits with acceptable resource effects, while attaining the stated Purpose and Need to a high degree.

PUBLIC INVOLVEMENT

In August 2008, the formal process under NEPA was initiated. A scoping letter and Notice of Intent to prepare an Environmental Impact Statement was mailed to all interested publics having been involved in the initial sensing process. The letter described the Proposed Action and Purpose and Need for the Project. In addition, Scoping Letters were sent to other agencies such as Oregon Department of Fish and Wildlife, Oregon Department of Forestry, Oregon Parks and Recreation, Medford Water Commission, US. Fish and Wildlife Service, US Geological Survey, Environmental Protection Agency, National Park Service, NOAA Fisheries, Bureau of Land Management, and various city and county government entities in southwest Oregon and northwest California. The planning team received 187 letters and over 11,000 form letters that were generated via an electronic site established to facilitate an electronic response (that contained a pre-determined viewpoint).

Government-to-Government consultation letters were mailed on August 18, 2008 to Confederated Tribes of Siletz Indians, Confederated Tribes of the Grand Ronde Community, the Klamath Tribes, Cow Creek Band of Umpqua Tribe of Indians, Smith River Rancheria, Coquille Tribal Council, and to the Quartz Valley Indian Tribe.

A 45-day DEIS public comment period for Motorized Vehicle Use on the Rogue River-Siskiyou National Forest formally began on March 28, 2009 with publication of a Notice of Availability in the Federal Register Vol. 74, No. 58 (FR page 13432). The 45-day comment period closed on May 11, 2009.

A total of 11,359 comments to the Draft EIS were received by the Forest at the close of the comment period. Approximately 1,200 additional comments were received after May 11, 2009. All comments received by the close of the comment period were reviewed and were considered as part of the comment analysis process. Comments received following the close of the comment period (through June 5, 2009) were reviewed for substantive content and were entered in the database (and responded to as appropriate).

A Final Environmental Impact Statement (FEIS) for Motorized Vehicle Use on the Rogue River-Siskiyou National Forest (RRSNF) was dated November, 2009. That FEIS included a Response to Comments (Appendix A) addressing substantive comment received on the March 2009 Draft EIS. A Record of Decision (ROD) based on that FEIS was signed on December 3, 2009. Shortly thereafter, issues were raised through the appeal process that ultimately resulted in the withdrawal of the December decision and the beginning of a Supplemental Environmental Impact Statement, process, designed to address issues raised during the appeal process requiring additional analysis, clarification, or modification.

For the Draft Supplemental EIS there was no “Scoping”. Under 40 CFR 1502.9(c)(4), there was no formal Scoping period required for this action. Appropriate procedures under NEPA required a Notice of Intent (NOI) to prepare a Supplemental EIS; the Notice of Intent to prepare an Environmental Impact Statement was published in the Federal Register on August 2, 2010 (FR page 45089-45090).

A 45-day DSEIS public comment period for Motorized Vehicle Use on the Rogue River-Siskiyou National Forest formally began on October 7, 2011, the first day following publication of a Notice of Availability in the Federal Register Vol. 76, No. 195 (FR page 62406). The 45-day comment period began on October 8, 2011 and closed on November 21, 2011.

A total of 453 comments to the DSEIS were received by the Forest at the close of the comment period. All comments received within a few days of the close of the comment period were also reviewed and were considered as part of the comment analysis process. All comments were read and coded based on content and intent, by a Forest Service planning team, with Forest oversight, review and concurrence.

A Response to Comments document was prepared in response to the 2011 DSEIS. It therefore is the second Response to Comments document that has been prepared for the Travel Management Process; the previous one having been prepared in 2009 for the Draft EIS. Both response documents are referenced as Appendix A to their respective Final EISs.

This project is compliant with to the new administrative review objection procedures which provided an opportunity for pre-decisional objections under 36 CFR 218 Subparts A and B. A notification was mailed to all interested parties of record in March 2014. These regulations provided an opportunity for individuals, organizations and tribal entities to file an objection to a draft decision and seek higher-level review of unresolved concerns before the decision is finalized and signed. On September 17, 2015, a legal notice was published in the *Medford Mail Tribune* announcing the objection filing period for the Motorized Vehicle Use on the Rogue River-Siskiyou National Forest FSEIS and draft ROD.

Given the history of this process, now spanning several years, there has been a substantial volume of public input to this process. Input has included Scoping in 2008, formal comments to the DEIS in 2009, appeals to the Record of Decision made in 2009, input received outside of any input or NEPA process, the formal input received during the comment period to the September 2011 DSEIS, and interactions gained from administrative objections to the draft decision and FSEIS in 2015.

CONSISTENCY WITH THE FOREST PLAN AND OTHER LAWS

Based on the information and evidence contained in the 2015 FSEIS and its Appendices, and as further documented within this Record of Decision**, I find that my decision is consistent with the Rogue River National Forest Land and Resource Management Plan and the Siskiyou National Forest Land and Resource Management Plan, as amended by the Northwest Forest Plan; other amendments and other laws, regulations and agreements applicable to the management of National Forest System lands and resources**.

This action has been analyzed and designed under laws, regulations and agreements applicable to the management of National Forest System lands and resources, including: 16 USC 1604 (g)(3), 36 CFR 219.14, 36 CFR 219.27 (b). I find this decision to be consistent with the National Environmental Policy Act of 1969 (NEPA), the Council on Environmental Quality regulations for implementing NEPA, 40 CFR 1500-1508, July 1, 1986, the Multiple-use Sustained Yield Act of 1960, and the National Forest Management Act of 1976. I also find this decision is in compliance with the Endangered Species Act 1973 as amended, and the Historic Preservation Act.

Forest Plan Consistency (NFMA)

Significance Determination: Forest Plan Amendments

Modified Alternative 5 includes Forest Plan Amendments to both the 1990 Rogue River and 1989 Siskiyou National Forest Land and Resource Management Plans. The detail of these amendments is described in **2016 Final ROD Attachment A**, incorporated by reference.

Plan amendments included in this ROD and analyzed in the FSEIS are in compliance with plan amendments initiated before May 9, 2012, as described at 36 CFR 219.17(b)(3). As the Responsible Official, I have decided to complete and approve the plan amendments included in Attachment A in conformance with the provisions of a prior planning regulation. Specifically, the provisions of 36 CFR part 219, published at 36 CFR parts 200 to 299, revised as of July 1, 2010, allows for the use of the 1982 planning rule process.

As such, an assessment of a proposed amendment's significance in the context of the larger Rogue River and Siskiyou Forest Plans has been accomplished (FSEIS pages III-175 through III-184). Note that the definition of significance for amending a Forest Plan at 36 CFR 219.10(f) (47 Fed. Reg. 43073 (1982)) and superseded FSH 1922.5 is not the same as the definition of significance as defined by NEPA. Under NEPA, significance is generally determined by whether a proposal is considered to be a major federal action significantly affecting the quality of the human environment, or whether the relative severity of the environmental impacts would be significant based on their context and intensity. Superseded Forest Service Manual 1926 (implementing the 1982 Plan Rule) provides criteria for evaluation of significance. Content from this direction is summarized on FSEIS page III-174.

For the Rogue River-Siskiyou National Forest, there are two types of changes proposed as Forest Plan Amendments, overall **Forest-wide amendments** to the Forest Plans to enact the Travel Management Rule, and **route -specific amendments** in the form of changes to specific management direction and/or to Standards and Guidelines. Both types of amendments are needed under Modified Alternative 5 to allow my decision to be consistent with land management plan direction.

The result of this analysis, considering all required factors, supports my determination of non-significant change (amendment) to the Rogue River National Forest and Siskiyou National Forest Land and Resource Management Plans. These amendments, either individually or collectively, would not constitute an amendment that would be significant.

This determination is based on the findings that these amendments will not change multiple use goals and objectives for long-term management nor will they directly affect Standards and Guidelines or levels of goods and services (FSEIS pages III-174 to IV-184).

Pursuant to 40 CFR 1502.20, the National Forest Management Act requires a specific determination of consistency with the Rogue River and Siskiyou National Forest Land and Resource Management Plans and their Standards and Guidelines. My decision (Modified Alternative 5) has been developed to be in full compliance with NFMA. Overall, while there will be varying levels of impacts, with appropriate mitigation, **I find that my decision will be in compliance with all applicable management direction**.

Rogue River National Forest and Siskiyou National Forest Plans

Pursuant to 40 CFR 1502.20, the Final SEIS is tiered to the FEIS for the Rogue River National Forest Land and Resource Management Plan (USDA Forest Service 1990) as amended by the Northwest Forest Plan (USDA Forest Service and USDI Bureau of Land Management 1994), and the Siskiyou National Forest Land and Resource Management Plan (USDA Forest Service 1989) as amended by the Northwest Forest Plan (USDA Forest Service and USDI Bureau of Land Management 1994).

Northwest Forest Plan - Aquatic Conservation Strategy

According to the Northwest Forest Plan Standards and Guidelines, the Aquatic Conservation Strategy (ACS) was developed to improve and maintain the ecological health of watersheds and aquatic ecosystems contained within them on public lands. Riparian Reserves are established as a component of the Aquatic Conservation Strategy, designed under the Northwest Forest Plan primarily to restore and maintain the health of aquatic systems and their dependent species. Riparian Reserves also help to maintain riparian structures and functions and conserve habitat for organisms dependent on the transition zone between riparian and upland areas.

The analysis of the existing conditions relative to Riparian Reserve Standards and Guidelines (1994 NWFP ROD, pages C-31 through C-39) and the nine ACS Objectives is presented for each alternative considered in detail in FSEIS pages III-60 through III-64. These findings are supported by professional judgement and scientific literature used by agency resource specialists analyzing project actions related to all nine ACS Objectives. In particular, the Hydrology, Fisheries, Soils, and Wildlife sections of chapter III of the FSEIS all analyze project actions as they relate to the nine ACS Objectives and form the basis of the findings. Watershed analyses have been completed for all areas of the Rogue River-Siskiyou National Forest and are listed in FSEIS Appendix D. These documents describe existing watershed condition, the level of deviation from known historical conditions, as well as the human and natural disturbance mechanisms operating within the watershed. Although these documents do not make land management decisions, they provide recommendations for management at the watershed scale that are designed to meet the goals and objectives of the Northwest Forest Plan. Information from the Forest's watershed analyses was used to provide current CWE condition, road density data, stream temperature information, and site specific descriptions. Therefore, the watershed analysis form the basis for impacts described within the project area.

On the basis of the analysis referenced above, I conclude that my decision is compliant with all applicable Standards and Guidelines. Additionally, as an overall determination, the impacts associated with my decision (Modified Alternative 5) either directly, indirectly, individually or cumulatively, would not prevent attainment of Aquatic Conservation Strategy (ACS), and the nine ACS Objectives at any spatial scale.

Other Legal Requirements and Policies

In reviewing the FSEIS and actions involved in my decision (Modified Alternative 5), I have concluded that my decision is consistent with the following laws, requirements and current or proposed policies:

The Preservation of American Antiquities Act, June 1906: All surveyed and inventoried cultural resource sites associated with Motorized Vehicle Use on the Rogue River-Siskiyou National Forest will be protected from entry and excluded from any resource management activities. New sites discovered during operations will be protected by required Mitigation Measures (See Final ROD Attachment B).

The National Historic Preservation Act: The Oregon State Historic Preservation Officer (SHPO) has been consulted concerning activities associated with Motorized Vehicle Use on the Rogue River-Siskiyou National Forest. The Advisory Council on Historic Preservation (ACHP) will be consulted about measures to protect significant archaeological sites from adverse effects, should any be identified.

The National Environmental Policy Act (NEPA) of 1969: NEPA establishes the format and content requirements of environmental analysis and documentation, such as Motorized Vehicle Use on the Rogue River-Siskiyou National Forest. The entire process of preparing this environmental impact statement was undertaken to comply with NEPA.

The Endangered Species Act of 1973, as amended and The Magnuson-Stevens Fishery Conservation and Management Act of 1976, as amended: Biological Evaluations and Assessments have been prepared to document possible effects of activities on endangered and threatened species associated with Motorized Vehicle Use on the Rogue River-Siskiyou National Forest. Appropriate coordination, conferencing, and consultation with US Fish and Wildlife Service and NOAA Fisheries have been completed.

For the northern spotted owl, a determination of "**may effect**, **not likely to adversely effect (NLAA)"** was made for disturbance and the minor amount of clearing (it is estimated that several conifer trees less than 8 inches in diameter would be cut on the proposed Penn Sled trail). A determination of "**may effect**, **not likely to adversely effect (NLAA)"** was made for the marbled murrelet due to disturbance. A determination of **"no effect"** to critical habitat was made for both species. Correspondence from the USFWS (Letter of Concurrence # 13420-2010-I-0004) is part of the Project Record and available on request (FSEIS pages III-100 and III-108).

Alternative 5 has a "**no effect"** determination for coho salmon or coho critical habitat and will have no effect to Essential Fish Habitat for coho salmon and Chinook salmon. Due to these no effect determinations, formal consultation with NOAA Fisheries is not required (FSEIS page III-130).

Clean Air Act Amendments, 1977: My decision is compliant with National Ambient Air Quality standards through avoidance of practices that degrade air quality below health and visibility standards (FSEIS pages III-64 to III-65.)

The Clean Water Act, 1982: My decision will meet and conform to the Clean Water Act as amended in 1982. This act establishes a non-degradation policy for all federally proposed projects. My decision meets anti-degradation standards agreed to by the State of Oregon and the Forest Service, Region 6, in a 2002 Memorandum of Understanding. This will be accomplished through planning, application, and monitoring of Mitigation Measures including General Water Quality Best Management Practices (BMPs) USDA Forest Service, Pacific Northwest Region, 1988, and National Best Management Practices (BMPs) for Water Quality Management (April 2012), now used in concert with the General Water Quality Best Management Practices, Pacific Northwest Region.

Clean Air Act: Motorized vehicle use on the Forest can contribute to air pollution through particulate matter (fugitive dust from travel on unpaved surfaces) and emission of carbon monoxide. My decision will reduce fugitive dust sources through a reduction in the miles and/or areas open to motorized travel. The amount of carbon monoxide emitted from recreational motorized vehicle use or administrative motorized vehicle use in implementing my decision is not expected to increase impacts to air quality over the existing condition.

Executive Order 11988: My decision will result in a decrease of impacts within floodplain areas, primarily through the elimination of cross-country travel on the Forest, as well as reduction in motorized routes in proximity to these areas (FSEIS Page III-173).

Executive Order 11990: My decision will result in a decrease of impacts within wetland and riparian areas, primarily through the elimination of cross-country travel on the Forest, as well as reduction in motorized routes in proximity to these areas (FSEIS Page III-172).

Executive Order 12898: Outreach and scoping (public involvement) processes did not identify any potentially disproportionately high and adverse human-health or environmental effects to minority or low-income populations (FSEIS Page III-169).

Executive Order 11644: It is the purpose of this order to establish policies and provide for procedures that will ensure that the use of off-road vehicles on public lands will be controlled and directed so as to protect the resources of those lands, to promote the safety of all users of those lands, and to minimize conflicts among the various uses of those lands. My decision makes substantial improvements in reducing and minimizing resource impacts and use conflicts as required by this order.

Executive Order 13443: The FSEIS has been reviewed by and commented on by the local Oregon Department of Fish and Game, the Oregon Hunter's Association, as well as other non-governmental groups and comments by those groups have been incorporated as appropriate. My decision is consistent with the Order in that it continues to provide hunter access to Forest lands. The general closure of cross-country travel would reduce opportunities to retrieve game using OHVs. However, there are opportunities to maintain or increase motorized access in some areas, and also reduce direct and indirect effects to game species and their habitats, by restricting access in other areas and during critical breeding periods (FSEIS Page III-174).

Roadless Area Conservation Rule: On October 21, 2011, the Tenth Circuit Court of Appeals reversed Judge Brimmer's August 2008 decision that had invalidated the Roadless Rule and lifted a nationwide injunction. The Tenth Circuit's decision resolved the legal uncertainty that had resulted from the conflicting rulings by Judge Brimmer and the Ninth Circuit, making it clear that the 2001 Roadless Rule is legally adopted.

Travel Management on the Rogue River-Siskiyou NF is consistent with this ruling. This ruling essentially returns management direction to the 2001 Roadless Rule. The 2001 Roadless Rule does not prohibit motorized trails in IRAs, nor does it prohibit National Forest Transportation System roads in existence prior to January 12, 2001. (36 CFR § 294.14)

My decision complies with the 2001 Roadless Rule because continued use of existing roads and trails within IRAs is not road construction or reconstruction as defined by the rule. (36 CFR § 294.12) Further, the proposed designation of existing roadways for motorized public use is not new and has occurred on all routes for many decades prior to promulgation of the 2001 Roadless Rule. The Roadless Rule (36 CFR Part 294) clearly defines a road as a "motor vehicle travelway over 50 inches, unless designated and managed as a trail." Therefore, the roads being considered for continued authorization as open to motorized vehicles by the general public are consistent with the 2001 Roadless Rule.

State Forest Worker Safety Codes: The Oregon Occupational Safety and Health Code for Forest Activities (OAR 437, Division 6) regulations will be met when my decision is implemented. Appropriate provisions will be included in all contracts for addressing State Forest Worker Safety Codes.

IMPLEMENTATION DATE

As noted, the 36 CFR 218 objection review process has been completed. The objection reviewing officer has responded in writing to all pending objections (§ 218.11(b)(1)). All concerns and instructions identified by the reviewing officer in the objection response have been addressed in this final ROD. This final ROD has been signed and will become effective as soon as all interested or affected parties have been notified of the availability of this final ROD.

Authorization of my final decision is based on this Record of Decision, its attachments and the 2015 Final Supplemental Environmental Impact Statement. Implementation of this decision will allow the publication of a Motorized Vehicle Use Map, expected in 2016.

On-going monitoring conducted in association with management activities authorized by my decision provide opportunity for adapting management techniques as needed to better meet the intent of the selected alternative as planned and approved. In some cases this may involve minor modifications or corrections during implementation. Project monitoring could result in the need to propose changes to authorized project actions; these changes will be subject to the requirements of the NEPA and other laws concerning such changes. In determining whether and what kind of further NEPA action is required, the Responsible Official will consider the criteria in 40 CFR 1502.9(c) and FSH 1909.15, sec. 18, and in particular whether the proposed change is a substantial change to the decision as planned and already approved, and whether the change is relevant to environmental concerns.

AUTHORIZATION

Robert G. MacWhorter,
Forest Supervisor, Responsible Official
Rogue River-Siskiyou National Forest

05/27/16
Date

For Further Information concerning the specific actions authorized by my decision, you may contact:

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MOTORIZED VEHICLE USE ON THE ROGUE RIVER-SISKIYOU NATIONAL FOREST

FINAL RECORD OF DECISION

ATTACHMENT A - Forest Plan Amendments

Forest Plan Amendments are a required component of the 2014 Record of Decision and are identified and detailed within this attachment, and will be enacted for activities associated with Motorized Vehicle Use on the Rogue River-Siskiyou National Forest.

The FSEIS evaluated the effects of the proposed amendments as related to the objectives, guidelines and other contents of the Forest Plans of the Rogue River and Siskiyou National Forests as required by 36 CFR 219.10 (f). Based on this evaluation (see FSEIS Chapter III, section G), the Forest Supervisor determined that the proposed amendments do not significantly change the delivery of goods and services as described in the respective Forest Plans (FSM 1926.51). **These amendments are considered to be non-significant.**

For the Rogue River-Siskiyou National Forest, there are two types of Forest Plan Amendments, overall **Forest-wide amendments** to the Forest Plans to enact the Travel Management Rule, and **route -specific amendments** in the form of changes to specific management direction and/or to Standards and Guidelines.

FOREST-WIDE PLAN AMENDMENTS

Current Land and Resource Management Plans provide direction for portions of the respective Forest that are open to cross-country motor vehicle use. Implementation of the Travel Management Rule requires an amendment to the applicable Forest Plans. Under the Record of Decision, amendments to the Rogue River Land and Resource Management Plan and the Siskiyou Land and Resource Management Plan will provide consistency with the 2005 Travel Management Rule. Under the Rule, all roads, trails, and cross-country motorized use would be closed unless designated open to specific uses.

The following new additional text, specific to each respective Forest Plan for the Rogue River-Siskiyou National Forest, will amend travel management direction for motorized vehicle use.

Rogue River National Forest

Forest Management Direction/Forest Management Objectives: Recreation and Facilities – LRMP Chapter 4

On November 9, 2005, the Final Rule for Travel Management; Designated Routes and Areas for Motor Vehicle Use (Travel Management Rule) was published in the Federal Register. This affects 36 Code of Federal Regulations (CFR) Parts 212, 251, 261, and 295. These rules became effective in December 2005. The Rule revises several regulations to require designation of roads, trails, and areas for motor vehicle use on National Forests and National Grasslands.

In order to provide consistency, the 1990 Rogue River National Forest Land and Resource Management Plan is hereby amended to adopt and include direction with the 2005 Travel Management Rule and allowable uses associated with the *Record of Decision for Motorized Vehicle Use on the Rogue River-Siskiyou NF.* This decision is designed to enact the Travel Management Rule in compliance with 36 CFR 212.

Under this amendment, all roads and trails on the Rogue River National Forest will be closed to motorized use unless designated open to this use. This plan amendment also prohibits cross-country motorized use unless the area is designated for that use. Motorized use is designated per the Motorized Vehicle Use Map (MVUM) following national Forest Service standards that indicates which routes are designated open to the public by type of vehicle per route and season open for use. This map will be made available to the public free-of charge. There may be some changes as implementation occurs on the ground. Designation, use restrictions, and operating conditions may be revised in future decisions as needed to meet changing conditions or management strategies. This plan amendment, allows codification or the ability to issue citations for use violations not in accordance with the MVUM.

Because the Travel Analysis process was enacted to provide improved motorized use direction in compliance with current Forest Service policy and the 2005 Travel Management Rule, Forest Plan Appendix C, Off-Road Vehicle Management Plan, is removed, replaced with direction associated with the Travel Management Rule, this decision and the MVUM.

Rogue River National Forest

Forest Management Direction for RECREATION, LRMP 4-24 regarding Backcountry Non-motorized Areas (MS-3) and Research Natural Areas (MS-25) is inconsistent with the current condition and the Standards and Guidelines for MS 3 (LRMP 4-43), and for MS-25 (LRMP 4-292). The following Plan Amendment will remedy this inconsistency. Route-specific amendments are also being implemented to allow portions of the Boundary Trail and other trails on the Siskiyou Mountains Ranger District.

Current Wording	Proposed Replacement Wording
Management Areas in which ORV use is prohibited include Backcountry Non-motorized Areas (except over-snow seasonal use in some areas), Wilderness, Wild River, Restricted Watersheds, and Research Natural Areas. 4-24	Management Areas in which motorized vehicle use is prohibited include Wilderness, Wild River, Restricted Watersheds, and Research Natural Areas. Motorized vehicle use in Backcountry Non-motorized Areas and Research Natural Areas is generally prohibited (except for roads and trails designated for motorized use and over-snow seasonal use in some areas).

Siskiyou National Forest

Forest Management Objectives:
Resource Activities and Facilities – LRMP Chapter IV

On November 9, 2005, the Final Rule for Travel Management; Designated Routes and Areas for Motor Vehicle Use (Travel Management Rule) was published in the Federal Register. This affects 36 Code of Federal Regulations (CFR) Parts 212, 251, 261, and 295. These rules became effective in December 2005. The Rule revises several regulations to require designation of roads, trails, and areas for motor vehicle use on National Forests and National Grasslands.

In order to provide consistency, the 1989 Siskiyou National Forest Land and Resource Management Plan is herby amended to adopt and include direction with the 2005 Travel Management Rule and allowable uses associated with the *Record of Decision for Motorized Vehicle Use on the Rogue River-Siskiyou NF.* This decision is designed to enact the Travel Management Rule in compliance with 36 CFR 212.

Under this amendment, all roads and trails on the Siskiyou National Forest will be closed to motorized use unless designated open to this use. This plan amendment also prohibits cross-country motorized use unless the area is designated for that use. Motorized use is designated per the Motorized Vehicle Use Map (MVUM) following national Forest Service standards that indicates which routes are designated open to the public by type of vehicle per route and season open for use. This map will be made available to the public free-of charge. There may be some changes as implementation occurs on the ground. Designation, use restrictions, and operating conditions may be revised in future decisions as needed to meet changing conditions or management strategies. This plan amendment, allows codification or the ability to issue citations for use violations not in accordance with the MVUM.

Because the Travel Analysis process was enacted to provide improved motorized use direction in compliance with current Forest Service policy and the 2005 Travel Management Rule, Forest Plan Appendix E, Off-Road Vehicle Management Plan, is removed, replaced with direction associated with the Travel Management Rule, this decision and the MVUM.

Rogue River and Siskiyou National Forest

Since motorized use includes OHV use, **the Record of Decision includes the deletion of the 1989 Siskiyou National Forest Off-road Vehicle Management Plan, Appendix E, and the 1990 Rogue River National Forest Off-road Vehicle Management Plan, Appendix C.**

ROUTE-SPECIFIC PLAN AMENDMENTS

This section documents the specific management direction in the form of Standards and Guidelines that will be changed under the 2014 ROD as applicable.

It is presented in a table format, referencing the section of the respective Forest Plans that would be changed. “Current Wording” describes the Forest Plan text as it currently states and includes a page reference from the respective Forest Plan. “Proposed Replacement Wording” is for changes implemented under the ROD.

Rogue River LRMP Specific Plan Amendments for portions of the Boundary Trail and associated connector trails:

BACKCOUNTRY NON-MOTORIZED - MS-3

STANDARDS AND GUIDELINES

Current Wording	Proposed Replacement Wording
RECREATION #3. Motorized and mechanized vehicle use is generally prohibited in this management area except for approved mining operations. Seasonal motorized use (i.e., snowmobiling) may be permitted in certain portions of this management area. Page 4-43	**RECREATION** #3. Motorized and mechanized vehicle use is generally prohibited in this management area except for approved mining operations. Based on historical and ongoing use, portions of the Boundary Trail (#1207), O'Brien Trail (#900), and Sturgis Fork Trail (#903) (Siskiyou Mountains Ranger District) are specifically designated for OHV Class III motorized use. Seasonal motorized use (i.e., snowmobiling) may be permitted in certain portions of this management area.

BOTANICAL AREA - MS-12

STANDARDS AND GUIDELINES

Current Wording	Proposed Replacement Wording
RECREATION #6. Motorized vehicles will be allowed only on roads except in emergency situations. The exception is that snowmobile use may be allowed when snow depth is sufficient. Page 4-149	**RECREATION** #6. Motorized vehicles will be allowed only on roads except in emergency situations. Based on historical and ongoing use, portions of the Boundary Trail (#1207), O'Brien Trail (#900), Sturgis Fork Trail (#903), and Cook and Green Trail (#959) - Siskiyou Mountains Ranger District) are specifically designated for OHV Class III motorized use. Snowmobile use may be allowed when snow depth is sufficient.

Siskiyou LRMP Specific Plan Amendment for portions of the Lower Illinois and Silver Peak Hobson Horn Trails.

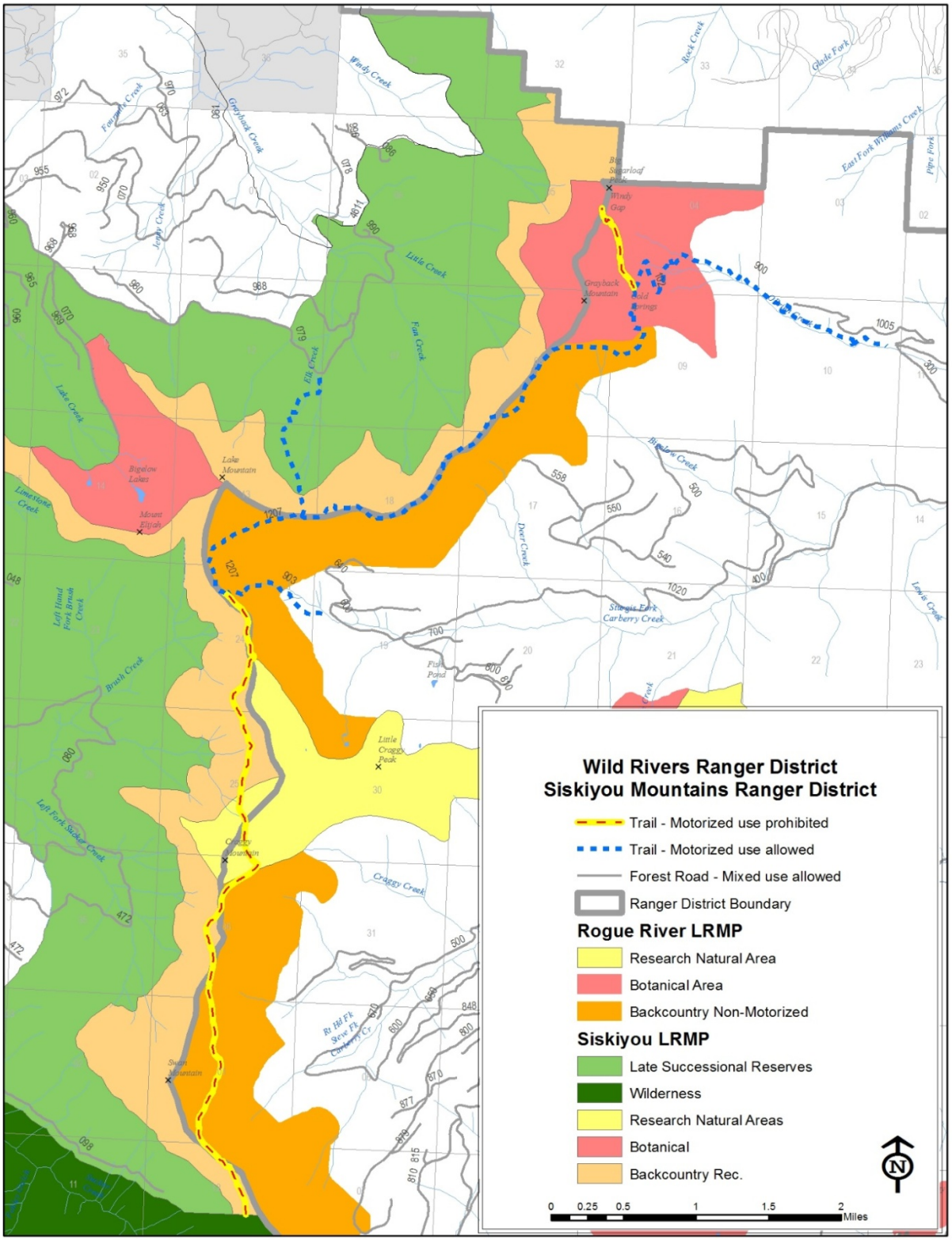
BACKCOUNTRY RECREATION - MA-6

STANDARDS AND GUIDELINES

Current Wording	Proposed Replacement Wording
RECREATION **MA6-1** (paragraph 2) In areas designated "Non-motorized Backcountry," the use of motorized equipment is prohibited except by: 1. Authorized Forest Service personnel, or their agents, in the performance of approved administrative or management duties, and 2. Mining operators, or their agents, within the provision of approved operating plans. Page IV-98	**RECREATION** **MA6-1** (paragraph 2) In areas designated "Non-motorized Backcountry," the use of motorized equipment is prohibited except: 1. By authorized Forest Service personnel, or their agents, in the performance of approved administrative or management duties; 2. By mining operators, or their agents, within the provision of approved operating plans; and 3. Based on historical and ongoing use, portions of the Lower Illinois #1161 and Silver Peak Hobson Horn # 1166 trails are authorized for motorized use.[7]

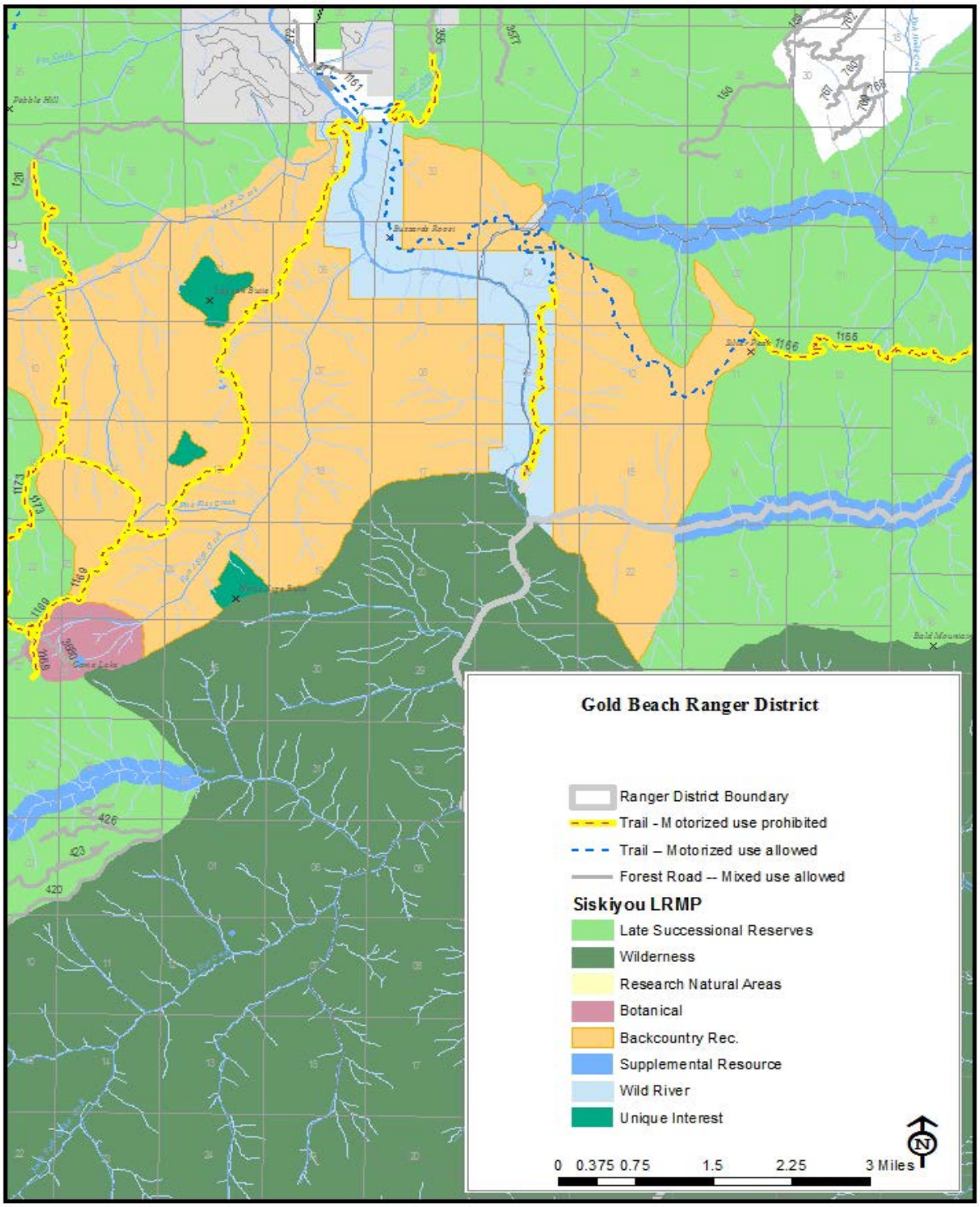
[7] These trails were specifically authorized within the Wild River Area of the Illinois Wild and Scenic River Management Plan, October 31, 1985. As stated in the 1989 SNF LRMP IV-77, objectives for Wild River are defined in the individual river management plans and are not affected by the Forest Plan. Motorized use of portions of the trails within the Non-motorized portions of Backcountry Recreation is authorized to make use of these trails consistent with management direction and Standards and Guidelines.

Map A-1. Boundary and Associated Trails and Land Allocations



Note: The area that is the subject of this plan amendment is a recommended Research Natural Area (RNA). Formal designation as an RNA must be approved by the Chief of the Forest Service following preparation of an Establishment Record. Siskiyou National Forest Land and Resource Management Plan, page IV-81)

Map A-2. Lawson, Game Lake, Lower Illinois, Silver Peak Hobson Horn Trails, and Unnamed Connector Trails and Land Allocations



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MOTORIZED VEHICLE USE ON THE ROGUE RIVER-SISKIYOU NATIONAL FOREST

FINAL RECORD OF DECISION

ATTACHMENT B - Required Mitigation Measures

Mitigation Measures are a required component of the 2014 Record of Decision and are identified and detailed within this attachment, and will be enacted for activities associated with Motorized Vehicle Use on the Rogue River-Siskiyou National Forest.

The Forest Service is required by the Council on Environmental Quality (CEQ) Regulations for implementing the procedural provisions of NEPA to identify all relevant, reasonable mitigation measures that could improve the project. Mitigation, as defined in the CEQ Regulations (40 CFR 1508.20) includes:

- Avoiding the impact altogether by not taking a certain action or parts of an action.
- Minimizing impacts by limiting the degree or magnitude of the action and its implementation.
- Rectifying or eliminating the impact over time by preservation and maintenance operations during the life of the action.
- Compensating for the impact by replacing or providing substitute resources or environments.
- Rectifying the impact by repairing, rehabilitating or restoring the affected environment.

Mitigation measures and standard operating procedures designed to avoid or minimize adverse effects (or implement positive impacts) for the Decision are identified by resource topic area.

Mitigation measures identified herein are specific to the implementation of actions under this Decision. Standards and Guidelines and mitigation measures identified in the Rogue River NF and the Siskiyou NF Land and Resource Management Plans, as amended by the Northwest Forest Plan, are also incorporated by reference as required measures.

The effectiveness and feasibility of the mitigation measures are assessed based upon the following rating systems identified in Table B-1. These ratings are applied to all mitigation measures, except the Standard Operating Procedures identified in the next section. Each measure identifies the code for effectiveness and feasibility at the end of the statement or paragraph. Ratings were determined by professional resource specialists based on current scientific research and/or professional experience or judgment.

Table B-1. Effectiveness and Feasibility of Mitigation Measures

EFFECTIVENESS (E)

E1	Unknown or experimental; logic or practice estimated to be less than 75%; little or no experience in applying this measure.
E2	Practice is moderately effective (75 to 90%). Often done in this situation; usually reduces impacts; logic indicates practice is highly effective but there is minimal literature or research.
E3	Practice is highly effective (greater than 90%). Almost always reduces impacts, almost always done in this situation; literature and research can be applied.

FEASIBILITY (F)

F1	Unknown or experimental; little or no experience in applying this measure; less than 75% certainty for implementation. May be technically difficult or very costly. May be legally or socially difficult.
F2	Technically probable; greater than 75% certainty for implementation as planned; costs moderate to high in comparison to other options. Legally or socially acceptable with reservations.
F3	Almost certain to be implemented as planned; technically easy; costs low in comparison to other options. Legally or socially expected.

1. Public Safety

- Roads and trails must meet minimum road or trail standards as defined by the Forest Service Handbook FSH section 7700 for roads, or the Forest Service Standard Specifications for Constructions of Trails (EM-7720-102). **(E3, F3)**

- A sign plan will be implemented to adequately sign trail and road intersections and mixed use roads. **(E3, F3)**

- For all roads where a mixed-use analysis determines that safety risks are high, mitigation measures that will reduce these risks to moderate or lower will be implemented before the road is open for mixed-use traffic. Some of the mitigation measures for a particular road recommended in the "Mixed Use Analysis Reports" may include:

  - Closing the road to mixed-use during commercial haul, road maintenance, and other activities that will significantly increase traffic volumes or involve heavy construction equipment. **(E3, F3)**
  - On the High Cascades District signing on roads that are part of the Prospect OHV trail system would include notification of this activity and would include a recommended 20 mph speed limit sign. **(E3, F3)**
  - Installation of "Open Range" signage. **(E3, F3)**

- Installation of signing to warn highway traffic about the presence of non-highway-legal vehicles, using a standard warning sign, (in a diamond shape, with reflective yellow background and black graphics and letters) with an all-terrain vehicle graphic (RL-170) and a yellow supplemental placard with the wording "SHARE THE ROAD" (W16-1) may be used. An additional placard with the wording "NEXT XX MILES" (W16-3a) or "BEYOND THIS POINT" (W16-3) may also be added. A rectangular yellow sign with black graphics and lettering showing a passenger car graphic and an appropriate non-highway-legal vehicle graphic and the wording "SHARE THE ROAD" (FW8-7) may also be used. See EM-7100-15. **(E3, F3)**

2. Hydrology and Riparian Reserves

- Incorporate all applicable Best Management Practices (BMPs, USDA Forest Service, 1988 and 2012[8]) as identified in FSEIS Appendix D to ensure water quality protection from routine activities related to National Forest System Roads and Trails. **(E3,F3)**

- Design new trails to avoid springs, seeps, and wetlands. **(E3, F3)**

- Design new trails to avoid stream channel crossings where possible. If stream channel crossings are necessary to maintain the connectivity of the trail network, design trails to cross the stream channels perpendicular to the drainage to minimize the potential for sediment delivery. **(E3, F2)**

3. Erosion and Sedimentation

- Stream crossing construction or reconstruction will not occur during the wet season (October 15 to June 15) when the potential for soil erosion and water quality degradation exists. This restriction could be waived by the Responsible Official under dry conditions and with a specific erosion control plan (e.g., rocking, waterbarring, seeding, mulching, barricading). **(E3, F3)**

- Minimize vegetation clearing to the maximum extent possible to maintain stream bank stability, while maintaining the safety of riders. **(E3, F3)**

4. Fish and Aquatic Species

- For any trail construction/reconstruction all State and Federal requirements for maintaining water quality will be met. Work requirements include the following: **(E3, F3)**

- Mechanized equipment will be inspected and cleaned before moving onto the project site in order to remove oil and grease, noxious weeds and excessive soil.
  - Hydraulic fluid and fuel lines on heavy mechanized equipment must be in proper working condition in order to avoid leakage into streams.
  - Waste diesel, oil, hydraulic fluid and other hazardous materials and contaminated soil will be removed from the site and disposed of in accordance with DEQ regulations. Areas that have been saturated with toxic materials will be excavated to a depth of 12 inches beyond the contaminated material or as required by DEQ.
  - Equipment refueling will be conducted within a confined area outside Riparian Reserves.
  - Use spill containment booms or other equipment as required by DEQ.
  - Equipment containing toxic fluids will not be stored in or near (within 300 ft.) of a stream channel.

[8] Reference is now made to new National Best Management Practices (BMPs) for Water Quality Management (April 2012). The purpose of the National BMP Program is to provide a standard set of core BMPs and a consistent means to track and document the use and effectiveness for BMPs on NFS lands. These are now used in concert with the General Water Quality Best Management Practices, Pacific Northwest Region, November 1988.

5. Terrestrial Wildlife

a. Spotted Owl Restrictions

- Work activities that produce loud noises above ambient levels will not occur within specified distances of any documented or generated owl site (Table B-2) during the critical early nesting period, March 1 and June 30, or until two weeks after the fledging period. This seasonal restriction may be waived if protocol surveys have determined the activity center is not occupied, owls are non-nesting, or owls failed in their nesting attempt. **(E3, F3)**

- The distances listed below may be shortened (with USFWS Level 1 Team concurrence) if substantial topographical breaks or blast blankets (or other devices) would muffle sound between the work location and nest sites. **(E3, F3)**

- The District Ranger or Forest Biologist has the option to extend the restricted season until September 30 during activities, based on site-specific knowledge (such as a late or 2nd nesting attempt). Design measures can be waived if site-specific biological evaluation by the biologist indicates seasonal protection is unwarranted. **(E3, F3)**

- Delay any project activities located within the nest patch until September 30 unless the biologist determines young are not present, or until two weeks after the fledging period. **(E3, F3)**

Table B-2. Spotted Owl Restriction Distances

Activity	Zone of Restricted Activity
Heavy Equipment (including non-blasting quarry operations)	105 feet (35 yards)
Chain saws	195 feet (60 yards)
Motorized vehicle use	195 feet (60 yards)
Impact pile driver, jackhammer, rock drill	195 feet (60 yards)
Small helicopter or plane	360 feet (120 yards)
Type 1 or Type 2 helicopter	0.25 miles*
Blasting; 2 pounds of explosive or less	360 feet (120 yards)
Blasting; more than 2 pounds of explosives	1 mile

* If less than 1,500 feet above ground level.

Above-ambient noises further than these Table B-2 distances from spotted owls are expected to have either negligible effects or no effect to spotted owls. The types of reactions spotted owls could have to noise that are considered to have a negligible impact includes flapping of wings, turning the head towards the noise, hiding, assuming a defensive stance, etc. (USFWS 2003).

b. Marbled Murrelet Restrictions

Table B-3. Murrelet Restriction Distances

Activity	Zone of Restricted Activity
Heavy Equipment (including non-blasting quarry operations)	300 feet (100 yards)
Chain saws	300 feet (100 yards)
Motorized vehicle use	300 feet (100 yards)
Impact pile driver, jackhammer, rock drill	300 feet (100 yards)
Small helicopter or plane	360 feet (120 yards)
Type 1 or Type 2 helicopter	0.25 miles*
Blasting; 2 pounds of explosive or less	360 feet (120 yards)
Blasting; more than 2 pounds of explosives	1 mile

* If less than 1,500 feet above ground level.

Table B-4. Disturbance Criteria for the Protection of Marbled Murrelet

Disturbance	For Survey Areas A and B work activities (such as tree felling, yarding, road and other construction activities, hauling on roads not generally used by the public, muffled blasting) which produce noises above ambient levels will not occur within specified distances (see Table II-11) of any occupied stand or unsurveyed suitable habitat between April 1 – August 5. For the period between August 6 – September 15, work activities will be confined to between 2 hours after sunrise to 2 hours before sunset.
Disturbance	Blasting (open air/unmuffled) – No blasting activities 1 April through 15 September within 1.0 mile of occupied stands or unsurveyed suitable habitat. This distance may be shortened if significant topographical breaks or blast blankets (or other devices) muffle sound traveling between the blast and nest sites or less than 2 lbs of explosives are used If so, then use described distance.
Disturbance	Recommended Delay project implementation until after September 15 where possible.
Disturbance	Recommended Between 1 April and 15 September, concentrate disturbance activities spatially and temporally as much as possible (e.g., get in and get out, in as small an area as possible; avoid spreading the impacts over time and space).

6. Invasive Non-native Species

a. Invasive Plants

In managing its transportation system, the Forest will adhere to Standards 1 through 23 incorporated into our Forest's Land and Resource Management Plans by the October 2005 Regional Forester's Record of Decision for Preventing and Managing Invasive Plants. **(E3, F3)**

- The Forest will follow the "required" practices outlined in *Best Management Practices For Noxious Weed Prevention and Management, Port-Orford-cedar Root Disease Prevention and Management, Sudden Oak Death Prevention and Management--Interim Direction for the ROR/SIS National Forests--February 15, 2002*. **(E3, F3)**

- Include approved FS noxious weed clauses in any contracts and/or special use permits issued by the Forest that implement provisions of the Travel Management Plan. **(E3, F2)**

- Develop site-specific prevention measures if noxious weed occurrences are discovered prior to, or during implementation of the Travel Management Plan, and project activities have potential to increase the abundance or extent of noxious weed occurrences, or increase the risk of off-site transport of propagules. **(E3, F3)**

- If conversion of Maintenance Level 1 Roads (e.g., Rd 4402494 Cedar Springs to Biscuit Hill) requires actual construction or ground disturbance beyond the first 100 meters, conduct a noxious weed survey concurrent with the botanical field reconnaissance already specified in a botanical mitigation measure. If noxious weeds are present, re-route or re-design trail, and/or treat weeds before ground-disturbing activities occur and develop site-specific mitigation to minimize or avoid spreading noxious weed seeds beyond their current extent in the soil seedbank. **(E3, F2)**

- New trail routes proposed (i.e., the 0.5 mile of new motorized connector trail to Woodruff meadow on Gold Beach Ranger District, located in T36S, R13W, section 9 and approximately 1.2 miles of the Penn Sled Trail on Siskiyou Mountains RD): Conduct a noxious weed survey concurrent with the botanical field reconnaissance specified for this location in a botanical mitigation measure (see subsection 7, below). If noxious weeds are present, re-route or re-design trail, and/or treat weeds before ground-disturbing activities occur and develop site-specific mitigation to minimize or avoid spreading noxious weed seeds beyond their current extent in the soil seedbank. **(E3, F2)**

b. Invasive Pathogens

- Comply with Federal and State regulations regarding *P. ramorum*, the pathogen that causes Sudden Oak Death (SOD). Soil from infested sites shall not be transported outside the currently designated quarantine area[9] unless subjected to approved and officially verified sterilization treatment. Movement of restricted or regulated plant materials to locations outside the quarantine area shall comply with current regulations. **(E3, F2)**

- Public Information: Increase public awareness of Port-Orford-cedar (POC) root disease (caused by *Phytophthora lateralis*) and the need to control it by using informational signs on or at trailheads, gates, and other closures, and holding coordination meetings with adjacent industrial and small woodland landowners. **(E3, F2)**

- Road Management Measures: Implement proactive disease-prevention measures: road design features include pavement over other surfacing, surfacing over no surfacing, removal of low water crossings, drainage structures to divert water to areas unfavorable to the pathogen, and waste disposal. **(E3, F2)**

- Wash boots, tools, vehicles, and equipment prior to entering in un-infested project areas, when leaving infested areas to enter in un-infested areas, and when leaving project areas to minimize the transportation of infested soil to un-infested areas. **(E3, F2)**

- Project areas should be compartmentalized by road system in areas with mixed ownership (Federal and private). A road system with infested areas and non-infested areas will be considered infested. Washing areas should be placed at optimum locations for minimizing spread, such as at entry/exit points of the road system with Federal control. Washing should take place as close as possible to infested sites. Wash water will be from un-infested water sources or treated with Clorox® bleach. Wash water should not drain into watercourses or into areas with uninfected POC. **(E3, F3)**

[9] A map of the latest SOD Quarantine Area (as of December 2013) is contained in Chapter III, Section E, 8 of the FSEIS.

Note: Roadside sanitation is not included as a mitigation measure because vegetation altering practices may require reinitiation of formal consultation with the Fish and Wildlife Service pursuant to the programmatic consultation completed on February 17, 2004, to implement the Record of Decision for Management of Port-Orford-cedar in Southwest Oregon, Siskiyou National Forest 2004. The management practices listed above are within the reasonable range of cost-effective mitigation measures available to reduce *Phytophthora lateralis* spread.

7. Protection of Special Status Plant Species

- If conversion of Maintenance Level 1 Road 4402494 (Cedar Springs to Biscuit Hill) requires construction or ground disturbance beyond the first 100 meters, conduct botanical field reconnaissance in the spring or early summer for *Arabis macdonaldiana*, FS Sensitive plants, and Survey and Manage (S&M) Category A and C species along the proposed route before project is implemented. If *Arabis macdonaldiana* is found, re-route or re-design to avoid individuals. If FS Sensitive plants or S&M species are found, re-route or re-design if needed to maintain viability of local population, but no need to avoid every individual. **(E3,F3)**

- New authorized trail routes (i.e., the 0.5 mile of new motorized connector trail to Woodruff meadow on Gold Beach Ranger District, located in T36S, R13W, sec 9 and approximately 1.2 miles of the Penn Sled Trail on Siskiyou Mountains RD): Conduct botanical field reconnaissance during appropriate season to determine if the FS vascular plant *Trillium angustifolium*, other FS sensitive species, or Survey and Manage Category A and C species are in this immediate vicinity. Complete the survey before construction begins, with re-routing or re-design if needed to maintain the viability of local population of the Trillium, other FS sensitive species, or S&M species found. **(E3,F3)**

8. Soils - Site Productivity

- New trail routes will require a field soil review during layout and design to verify soils and to re-route or re-design trail to avoid excessive soil impacts if needed. **(E3, F3)**

- Seasonal closures of motorized trails and roads will be enacted where driving during wet weather would cause or is causing excessive damage and erosion of road surfaces. **(E3, F3)**

9. Naturally Occurring Asbestos

Measures can be taken to reduce exposure to Naturally Occurring Asbestos (NOA). In general, the longer a person is exposed to asbestos and the greater the intensity of the exposure, the greater the chances for a health problem.

In particular, measures to reduce exposure require user education and users practicing these measures. However, the Forest Service cannot regulate but only recommend use of these strategies. As part of the overall educational effort, the Rogue River-Siskiyou NF will provide an NOA informational web page and NOA visitor pamphlet/brochure available at ranger stations. Specifically, National Forest visitors wishing to reduce their potential exposure to NOA should consult the NOA map provided on the web page or at ranger stations identifying known areas of ultramafic and serpentine rock more likely to contain NOA.

The Forest will use this web page to provide general public information concerning NOA, associated health risks, additional web links for related information, and strategies to reduce exposure. Any new information on risks to human health will be incorporated into the educational materials.

Current strategies to reduce risk of exposure include the following, and have been developed based on guidance from various federal and state agencies including the U.S. Environmental Protection Agency (2008) and U.S. Department of Health and Human Services, Agency for Toxic Substances and Disease Registry (2005):

(E3, F3)

- Be aware of windy conditions and avoid dusty conditions to reduce exposure.
- Limit dust generating activities, such as riding off road vehicles, riding bicycles, running or hiking, riding horses or moving livestock, etc.
- Avoid handling or disturbing loose asbestos-containing rock types.
- Drive slowly over unpaved roads, with windows and vents closed, to minimize dust generation (California Air Resources Board recommends that vehicle speeds not exceed 15 miles per hour on unpaved roads where asbestos is present).
- Avoid or minimize the tracking of dust into vehicles.
- Do not use compressed air for cleaning your vehicles after your visit. Use a wet rag to clean the interior.
- When there are proposed changes to routes that would increase disturbance on areas overlying potential NOA geology and soils, such as creation of new trails or changing administratively closed roads to motorized trails, then site-specific analysis would include testing the ground surface material will be done to determine if the ground surface poses a health risk due to presence of asbestiform fibers. This testing will be completed prior to the change being implemented and reflected on the MVUM. Results of testing would be incorporated into NOA forest information available to the public. This applies to the ML1 road to motorized trail conversion of Road 2509640 on the Wild Rivers Ranger District proposed with this decision, as well as any future proposals.

10. Parking

Parking a motor vehicle on the side of the road, when it is safe to do so without causing damage to NFS resources or facilities, is allowed under all of the Action Alternatives, unless prohibited by State law, a traffic sign, or an order (36 CFR 261.54). NFS roads include all trailheads, parking lots, terminal facilities[10], and turnouts associated with NFS roads.

The "side of the road" is defined as that area within one vehicle length, not to exceed 20 feet, from the edge of the road surface. Parking on the side of the road shall not cause damage to soils or the land, water or streams, and no vegetation (live or dead) may be cut.

11. Motorized Access for Dispersed Camping

It is well recognized that National Forests have historically provided camping opportunities outside of developed campgrounds. This type of dispersed motorized use has historically occurred adjacent to open roads, adjacent to bodies of water, and at the termini of roads and trails. Under all Action Alternatives,

[10] Terminal facilities are defined as a transfer point between the Forest transportation system and forest resources served by the system, or between different transportation modes, including parking facilities, boat ramps, trailheads, log landings, and airfields.

motor vehicle travel would not be allowed off of any designated motor vehicle route, except to access an existing[11] dispersed campsite not to exceed 300 feet[12] from centerline either side of the designated route.

Use of established motorized routes to existing dispersed campsites would be required. Additional site-specific closures and seasonal restrictions (such as emergency fire closures or where unexpected resource damage is occurring) may be implemented on a case-by-case basis for management, wildlife, and resource protection through authorized forest orders.

Each Action Alternative provides identification of roads that would allow motorized access off of the road surface for the purpose of dispersed camping. The following aspects are common to all Action Alternatives.

a. Activities Generally Prohibited

- Dispersed motorized camping within Botanical Areas, Research Natural Areas, and all Municipal Watersheds.
- Areas currently closed by a Forest Order (for example, Big Butte Springs Watershed, Ashland Watershed, etc.).
- Dispersed camping or parking within ¼ mile (1,320 feet) of any potable water source or developed campgrounds.
- The use of a motorized vehicle that causes disturbance to live or dead vegetation or previously undisturbed soils resulting in resource damage while accessing a dispersed campsite.
- Establishment of new motorized routes to access dispersed campsites.
- Crossing of any streams, wetlands, or water bodies unless on a designated route.
- Motorized vehicles accessing dispersed sites within 30 feet of any streams, wetlands, or water bodies.
- Off-road motorized travel for game retrieval.

b. Activities Generally Allowed

- Access to designated gravel bars located along the lower Rogue, Illinois, Chetco, and Elk Rivers.
- The Rogue River gravel bars include: Smith Orchard, Foster, Miller/Dunkelberger, Quosatana, Lobster Creek, and Hawkins located on the Gold Beach Ranger District.
- The one Illinois River gravel bar is located in the vicinity of Oak Flat Campground located on the Gold Beach Ranger District.
- The Chetco River gravel bars include: Miller, Nook, Redwood, and South Fork (upper and lower). All of these gravel bars are located on the Gold Beach Ranger District.
- The Elk River gravel bars are unnamed and include five bars located between the river and Road 5325 on the Powers Ranger District.

[11] An "existing dispersed campsite" is an area obviously used by campers that usually contains a primitive fire ring and minimal ground vegetation as the result of motor or foot traffic.

[12] Region 6 Guidelines to implement the Travel Management Rule (36 CFR 212 subpart B (2005)) limited dispersed camping sites to not more than 300 feet either side of a designated route. (September 6, 2006; Revised April 20, 2009)

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MOTORIZED VEHICLE USE ON THE
ROGUE RIVER-SISKIYOU NATIONAL FOREST

FINAL RECORD OF DECISION

ATTACHMENT C - Monitoring Plan

INTRODUCTION

The Rogue River-Siskiyou National Forest completed motorized vehicle use travel management planning in 2014. The Record of Decision (ROD) committed to development of a monitoring plan. Version 1.1 of this monitoring plan is intended to be used Forest-wide, and to fulfill the commitment made under the ROD.

Monitoring Framework

Monitoring and evaluation are separate, sequential activities that provide information to determine whether programs and projects are meeting Forest Plan direction. Monitoring collects information, on a sample basis, from sources specified in the Forest Plan.

When designing and conducting monitoring, a full spectrum of techniques and methods should be used to evaluate the results obtained from monitoring. Evaluation techniques include, but are not limited to:

- Site-specific observations by on-site resource specialists.
- Field assistance trips by other technical specialists.
- On-going accomplishment reporting processes.
- Formal management reviews on a scheduled basis.
- Discussions with other agencies and various public users.
- Interdisciplinary team reviews of monitoring results.
- Involvement with existing research activities.
- Review and analysis of records documenting monitoring results.

Authorized use of designated roads and trails will continue to be monitored. Current monitoring includes surveys of road and trail conditions by road engineers and recreation specialists on a regular basis. Ongoing monitoring would identify any roads or trails presenting a potential sediment source. Mitigation of impacts due to road alignment, slope instability, or poor drainage would occur through the Forest's standard road maintenance schedule. Monitoring includes an evaluation of consistency with the Rogue River and Siskiyou National Forest Land and Resource Management Plans, compliance with travel management decisions, and Required Mitigation Measures.

Authorized actions will be monitored during and following implementation to ensure authorized actions and Required Mitigation Measures are implemented as specified under the decision. This aspect of monitoring is referred to as **implementation** monitoring. The progress and findings of implementation monitoring will be documented as it occurs. Monitoring will be required on a sampling of authorized actions for certain elements to evaluate the **effectiveness** in achieving the specifically desired outcomes and conditions.

Objective

The objective of this monitoring plan is to provide decision-makers with the information necessary to determine if there is a need to change motorized travel management in the future, consistent with Forest Plans and Forest Service Manual and Handbook guidance (see last page). Changes to the system of designated motorized routes may include adding or removing authorized designations, or changing designated vehicle classes or seasons of use. Revisions to designations are governed by 36 CFR 212.54. In most cases, these changes (including connected actions and cumulative effects) can be addressed on a site-specific basis and may not trigger reconsideration of decisions governing the entire system of designated roads and motorized trails on an administrative unit or a ranger district.

Scope

The 2005 Travel Management Rule states that "the responsible official shall monitor the effects of motor vehicle use. . . .consistent with the applicable land management plan" (36 CFR 212.57). Two separate Forest Plans guide the Rogue River-Siskiyou National Forest. Land management direction is contained in the Land and Resource Management Plans (LRMPs) for the Rogue River National Forest (1990) and the Siskiyou National Forest (1989). Forest Plan guidance related to monitoring motorized travel management is displayed in Table C-1 and C-2.

Table C-1. Forest Plan Monitoring Guidance from 1990 Rogue River Forest Plan

Resource Area/Source	Action or Effect Monitored	Unit of Measure	Threshold of Concern
Recreation RRNF LRMP Chapter 5 Implementation Table 5-2, page 5-8	Off-Road Vehicle Use	Acres	Damage outside of established standards. Conflicts with other established uses.

Table C-2. Forest Plan Monitoring Guidance from 1989 Siskiyou Forest Plan

Resource Element/Source	Issue	Monitoring Question	Threshold of Concern
Recreation (Undeveloped) SNF LRMP Appendix D Monitoring and Evaluation (Plan) Page D-7	Effect of management direction on recreation opportunities in Backcountry Recreation	Is resource degradation occurring as the result of sanctioned off-road vehicle (ORV) use?	Visible degradation to soil, water, or vegetation resources on trails or in other areas open for ORV use.

The guidance in this monitoring plan is tiered to and incorporates the applicable Forest Plan monitoring requirements. This guidance is considered the minimum monitoring necessary for compliance with the Forest Plans. The monitoring elements and corresponding information contained herein incorporate the Forest Plan monitoring elements and provide important additional monitoring, as specified below.

State agencies and adjacent federal lands responsible for managing adjacent Oregon and California OHV programs or other lands with motorized use are important partners in monitoring efforts. These agencies have similar goals, objectives and messages making it vital to work closely with these colleagues as the Forest implements changes in management of motorized vehicle use.

IMPLEMENTATION MONITORING

Implementation monitoring asks the question, did we implement the project as outlined in the Record of Decision, including consistency with land allocations guiding the implementation of authorized motorized vehicle use and Required Mitigation Measures?

The monitoring elements in this plan are intended to be consistent with the Forest Plan, the 2005 Travel Management Rule, and the applicable elements of the Purpose and Need identified previously for travel planning on the Forest (i.e., implement Subpart B of the Travel Management Rule, eliminate general cross-country travel, improve public safety, preserve a diversity of unique motorized recreation opportunities, and establish provisions to allow motorized access for dispersed camping.

Monitoring may also help to identify potential effects on the following, with the objective of minimizing: (1) damage to soil, watershed, vegetation, and other forest resources; (2) harassment of wildlife and significant disruption of wildlife habitats; (3) conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands; and (4) conflicts among different classes of motor vehicle uses of National Forest System lands or neighboring Federal lands (36 CFR 212.55).

Methodology

Monitoring of soils, aquatics and hydrology resources will occur on routes authorized under this decision. In areas that have the greatest potential for impacts to aquatic species, monitoring of fine-grained sediments would be implemented using Stream Condition Inventory protocols. Sites monitored may vary from year to year.

Condition Surveys are performed on all Maintenance Level 3, 4, and 5 roads every 5 years, with approximately 20 percent completed each year. Condition Surveys are performed on Maintenance Level 1 & 2 roads based on a random sample generated by the Washington Office. It is a relatively small sample. In addition to the formal condition surveys, road conditions are continually monitored as they are driven for other purposes. As problems are identified, they are addressed as resources allow. There will be no additional monitoring resulting from travel management; however, changes to the current baseline conditions will be monitored based on the guidelines listed above.

Field Patrol Monitoring

Field patrols should document (text, GPS location, and photos) the following information:

- Missing or damaged route markers — report and/or replace immediately.
- Routinely used dispersed vehicle camping sites, size and extent of bare soil areas created by motorized vehicle access to dispersed camping, development and location of access routes for dispersed vehicle camping sites, sites or access routes that arc more than 300 feet from a designated route, and resource impacts expected to last longer than one season of use (for example, tree damage, rutting, or noxious weed establishment).
- Any observed or reported conflicts between uses, including conflicts between types of motorized uses (i.e., licensed and unlicensed vehicles, ATVs and full-size trucks, etc.) and conflicts between motorized and non-motorized uses.
- Any (cross-country tracks, etc.) motorized use that does not comply with MVUM.
- The location arid nature of any non-routine route maintenance needs, with particular attention on those that may contribute to adverse resource impacts. Examples may include route-generated erosion that appears to be contributing to stream sediment, conditions that cause drivers to go off the route and drive through a population of weeds, or culverts that are plugged and threaten to damage routes.

Third-Party Monitoring
The Forest hopes to utilize the public or organizations (i.e., third-parties) to assist with monitoring efforts. Third-party monitoring should record monitoring results with text, photos, and GPS location whenever possible.

Those tasks most suitable for third-party monitoring may include:

- Evaluating dispersed vehicle camping and the extent of any impacts associated with this activity.
- Identification of sites with motorized use that does not comply with the MVUM and monitoring recurrence of this use.
- The location and nature of any non-routine route maintenance needs, with particular attention on those that may contribute to natural or cultural resource impacts. Examples may include route-generated erosion that appears to be contributing to stream sediment, conditions that cause drivers to go off the route and drive through a population of weeds, or culverts that are plugged and threaten to washout routes.
- Documenting season of use effectiveness, as well as potential alternative season of use dates.
- Documentation of invasive weed or invasive pathogen establishment or spread.

Implementation Monitoring Questions

MVUM Availability
The Motorized Vehicle Use Map (MVUM) is the tool used to enforce travel management decisions; web and hardcopy access to MVUM is required in the 2005 Travel Management Rule and is critical to implementation.

Has the MVUM been produced according to agency policy?

Does the public have appropriate access to the MVUM?

Motorized Use Compliance
This is, in large part, the elements identified in the Forest Plans. The elements have been expanded, but still address the Forest Plan's travel management monitoring requirements.

Is motorized vehicle use consistent with MVUM?

What is the level of unauthorized motorized vehicle use?

Is there off-road vehicle use with damage occurring?

What updates need to be made to the MVUM to correct errors?

What updates need to be made to the MVUM to reflect changing conditions?

What is the level of compliance, as measured by the number of citations for violations?

EFFECTIVENESS MONITORING

Effectiveness monitoring will determine if project decisions were effective in achieving the stated goals and objectives based on comparison of pre (baseline) and post project conditions. Effectiveness monitoring asks, "Were the result of the project as we had planned?"

Effectiveness monitoring is closely tied to baseline monitoring. Baseline data will be collected prior to project implementation to characterize the existing conditions (baseline monitoring) specifically for comparison to post project conditions and will provide a basis for effectiveness monitoring.

Safety

Identification of motorized routes would not change the Forest's public safety priority. Three factors influence the safety of the road and trail system: 1) the condition of the facilities, 2) the mixture of uses on a particular facility (mixed use), and 3) user behavior. Safety is enhanced if Forest roads and trails are routinely maintained and unexpected damage or unsafe conditions are identified and corrected. It is expected that the Forest will continue to fund and maintain the transportation system in order to correct safety issues in a reasonable amount of time.

The travel management decision will implement Forest Service Regional policy which is designed to improve public safety. It is expected that the Forest will continue to maintain a program of inspecting the transportation system on a regular basis and identifying safety issues needing correction. Mitigation planned for those "high risk" roads in conjunction with prohibiting mixed use on roads where mitigation would not be effective, also increase public safety.

Is mixed motorized use on routes designated with this use safe and/or appropriate?

Are mixed motorized use routes being maintained to ensure public safety?

Motorized Access for Dispersed Camping

Consistent with Subpart B of the Travel Management Rule, the decision provides identification of roads that would allow motorized access off of the road surface for the purpose of dispersed camping. These provisions are detailed in FSEIS Chapter II, section F, 3; and in the 2014 ROD. Activities that are generally prohibited and activities that are generally allowed are detailed.

The decision has incorporated additional provisions for motorized access to dispersed camping within Riparian Reserve areas, to ensure attainment of Aquatic Conservation Strategy Objectives. This includes an additional prohibition to require a 30-foot setback for motorized vehicles engaged in dispersed camping at any *existing* site near a stream course, wetland, or water body (FSEIS Chapter II, section F, 3; and in the 2014 ROD). The following evaluation monitoring questions related to motorized access for dispersed camping:

Are provisions to allow motorized access for dispersed camping appropriate and effective?

Is resource damage occurring in Riparian Reserves due to motorized access for dispersed camping?

Enforcement

The **enforcement strategy** (part of the "**three E strategy)** will implement crime prevention measures that are designed to reduce specific criminal activity, deter potential and repeat offenders, maximize enforcement actions and visibility, and increase prosecutorial successes. All enforcement actions should result in a better understanding of regulations pertaining to the management of NFS lands. Forest Service Law Enforcement and Investigations (LEI) personnel will work to identify and implement some or all of the following specific tactics:

- Schedule officers to work during the identified problem periods, including holidays and weekends.
- Utilize high profile "saturation patrols" and stationary surveillance posts in identified problem areas.
- Utilize the most effective and efficient means of patrol, including foot, horseback, all-terrain vehicle, watercraft, and aircraft.
- Enlist the aid of volunteers.
- Initiate an awards program.
- Supplement patrols with cooperating law enforcement agencies in areas of concern.
- Use technical investigative equipment (cameras, monitors, sensors) to assist officers with detecting and monitoring violations at known or suspected violation sites.
- Conduct planned and approved compliance checkpoints.
- Follow-up on complaints to document violations, damages, and identify suspect vehicles or persons.
- Require cooperating law enforcement agencies to assist with reporting and/or enforcing violations within their authority.
- Patrol with other cooperating law enforcement agency officers.
- Conduct unpredictable patrol schedules.
- Conduct special enforcement actions (unmarked vehicle deployment, surveillance, traffic check-points).
- Utilize the Law Enforcement and Investigations Management Attainment Reporting System (LEIMARS) and State motor vehicle data, to identify repeat offenders for enhanced prosecution.
- Pursue court-ordered restitution or civil collections for resource and property damages.

Measuring the success of the Travel Management Rule from a law enforcement perspective would be done using the LEIMARS database. An analysis of the data may alert a Forest to a particular problem area for violations, such as a group campsite area that may be surrounded by flat meadow areas inviting riders to potentially violate the regulation. A successful program would see a positive change regarding the following evaluation monitoring questions:

Is there a reduction in the number of off-route travel violations?

Is there a reduction in the number of resource damage violations?

Naturally Occurring Asbestos

Measures can be taken to reduce exposure to Naturally Occurring Asbestos (NOA). In general, the longer a person is exposed to asbestos and the greater the intensity of the exposure, the greater the chances for a health problem. In particular, measures to reduce exposure require user education and users practicing these measures. However, the Forest Service cannot regulate but only recommend use of these strategies. Mitigation measures are designed to increase user awareness, education, and information of NOA on the forest and steps users can take to reduce their exposure. These Mitigation Measures are detailed in Final ROD Attachment B (section 9), and in the FSEIS, Chapter II, section K, 9. Effectiveness monitoring would be conducted whenever changes to the MVUM are proposed that have the potential to increase the exposure of users to naturally occurring asbestos. Following are evaluation monitoring questions for NOA:

Do proposed changes to the MVUM have the potential to increase the exposure of forest users to naturally occurring asbestos?

When changes to the MVUM are implemented that have the potential to increase the exposure of users to naturally occurring asbestos, have mitigation measures to inform and educate users of this change been effectively implemented?

Approach

Whenever a newly designated route or change in motorized vehicle class use is proposed for inclusion on a revised MVUM, that would have the potential to increase the exposure of users to naturally occurring asbestos (NOA), baseline monitoring data would be collected on the route using appropriate NOA soil sampling protocols. Samples would be lab tested to determine an estimate of presence of NOA on the route. Sampling and testing would be planned and implemented in cooperation between the Soil Scientist, Engineering, Geology, and Recreation staff. Baseline data would be used to inform the decision-making process for changes to the MVUM where potential to increase exposure of users to NOA exist. (For example, creating a new route, or changing a non-motorized route to a motorized route, through potential NOA geology and soils).

When changes to the MVUM are implemented that have the potential to increase the exposure of users to naturally occurring asbestos (NOA), effectiveness monitoring would be done to determine if mitigation measures to inform and educate users are adequately being implemented. This would include a review of maps, brochures, and other public information, to make sure they are up-to-date with the new information, and are readily available to forest users. Effectiveness monitoring would be conducted in cooperation between Engineering and Recreation staff, in consultation with Soils and/or Geology staff.

From FSM 7700

7717.1 **— Monitoring of Motor Vehicle Use**

1. The responsible official shall monitor the effects of motor vehicle use on an administrative unit on a regular basis (36 CFR 212.57).

2. Use applicable criteria established in 36 CFR 212.55 as a basis for identifying effects to monitor.

3. Evaluate consistency with the applicable land management plan and compliance with travel management decisions, including any required mitigation measures.

4. When monitoring of motor vehicle use in an area shows that a system of routes has become well-established, consider replacing the area designation with a system of designated routes.

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ATTACHMENT D - Modified Alternative 5 Map

Please see the separate map included with this Final Record of Decision document.