
**DECISION NOTICE
AND FINDING OF NO SIGNIFICANT IMPACT
TRAVEL MANAGEMENT RULE IMPLEMENTATION
U.S. FOREST SERVICE
WILLAMETTE NATIONAL FOREST
MARION, LINN, LANE, AND DOUGLAS COUNTIES, OREGON**

October 14, 2009

Responsible Official: Kim Titus Willamette National Forest 3106 Pierce Parkway Eugene, OR 97477

For Information Contact: Ryan Brown Willamette National Forest 46375 Highway 58 Westfir, OR 97492 (541) 782-5211 rbrown@fs.fed.us

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PROJECT BACKGROUND, AREA AND NEEDS

The 2005 Travel Management Rule (the Rule) requires each Forest to designate a travel system to be open to motor vehicle use by vehicle class and time of year to reduce and prevent adverse resource impacts caused by unmanaged motorized use. The Rule requires the Willamette National Forest to publish a Motor Vehicle Use Map (MVUM) displaying a designated system of routes, including travel restrictions and exceptions. Following the publication of this map, motor vehicle use occurring outside of the designated system (motorized cross-country travel) will be prohibited.

Implementation of the Rule is to be applied throughout the boundaries of the Willamette National Forest. The Willamette National Forest Land and Resource Management Plan (Forest Plan, 1990) allows motorized cross-country travel on approximately 64% of the land base (1,075,710 acres). Steep terrain, dense vegetation, and distance from system roads restrict actual off-road travel to approximately 1% of the Forest acres (18,000 acres). The Forest Plan must be amended to prohibit cross-country travel on the entire Forest to fully implement the Rule.

Separate planning processes are currently in place on the Willamette National Forest to determine which roads and trails are appropriate for motorized travel based on resource and social concerns. For this reason, the decision to open or close specific routes will not be determined through this process, and the results of these other planning processes will be integrated into future iterations of the MVUM, which can be updated yearly.

One consideration taken into account is the need to provide continued motorized access to dispersed camping opportunities that are not located on system roads. In appropriate areas, motorized access to dispersed camping represents a valid exception under the Rule to the prohibition on travel off of the designated system.

The Travel Management Rule Implementation Environmental Assessment analyzes the Proposed Action and the No Action alternatives for their function to meet the Purpose and Need for this project. Documents are available for review in the project record, kept on permanent file at the Middle Fork Ranger Station, Willamette National Forest, 46375 Highway 58, Westfir, OR 97492, (541) 782-2283.

The decision to be made is whether to implement actions designed to address the purpose and need for the Project by selecting the Proposed Action (Alternative 2) or to postpone these actions by selecting the No Action Alternative (Alternative 1).

DECISION

Based upon my review of the Travel Management Rule Implementation Environmental Assessment (EA), related documents, and public input, I have decided to implement all of the actions recommended in the Proposed Action (Alternative 2, EA Chapter 2).

The Proposed Action would non-significantly amend the Forest Plan to prohibit motorized travel off of a designated system of travel routes in all Management Areas. The Proposed Action will

also include a programmatic exception to provide for continued motorized access to existing dispersed campsites in appropriate Forest Plan Management Areas. Within designated access zones, travel off of the designated system of roads and trails displayed on the MVUM will be allowed only on existing routes to existing campsites for the purpose of accessing dispersed camping opportunities.

These actions will result in a change in motorized travel management from “open unless posted closed” to “closed unless designated as open,” and will result in the following regulatory and management actions.

- Public access will be retained on roads and trails currently managed as open to use by motor vehicles. Public access will not be allowed on Operational Maintenance Level 1 roads or roads with existing closures.
- With the amendment to the Forest Plan, motorized travel off of the designated system of roads and trails will be eliminated from 1,075,710 acres of the Willamette National Forest, resulting in a total of 1,675,493 acres (100% of Forest acres) closed to motorized travel off of the designated system of routes. (Table 1, EA page 17)
- Access zones will be designated as needed by managers to allow continued public access to dispersed camping opportunities in all Management Areas except Wilderness (1), Research Natural Areas (4), Wild Rivers (6a), Semi-primitive Non-motorized Recreation (10d, 10e, 10f), and Developed Recreation (12a, 12b).
- The Motor Vehicle Use Map will be used as an enforcement and public education tool, and will display motor vehicle uses allowed by type of vehicle and time of year.

DECISION RATIONALE

I have selected Alternative 2 because it best meets the purpose and need to provide a motor vehicle transportation system consistent with the management direction of the Forest Plan that fulfills the requirements of the Rule and provides opportunities for motorized access to dispersed camping opportunities. Implementation of the proposed action will allow the Willamette National Forest to comply with the 2005 Travel Management Rule by providing consistency between the Rule and the Forest Plan.

In making this selection, I have reviewed information in the administrative record, including but not limited to the Environmental Assessment for this project; Willamette National Forest Plan (1990), as amended by the Northwest Forest Plan (1994); public and other agency comments; and applicable laws, regulations, and executive orders.

This alternative would effectively meet the Purpose and Need stated in Chapter 1 of the EA because it:

- Meets national direction to implement the Travel Management Rule of 2005
- Reduces impacts to Forest resources through the elimination of cross-country motorized travel
- Continues to provide a variety of recreation opportunities for motorized and non-motorized visitors.

- Continues to allow permitted uses requiring off-system motorized travel through the list of exceptions.
- Provides consistency between the Willamette National Forest Plan and the Travel Management Rule through a non-significant amendment to the Forest Plan.
- Provides continued motorized access to dispersed camping opportunities through the use of designated zones for dispersed camping and by allowing camping on hardened surfaces adjacent to system roads (EA, pages 21-22).

I am fully aware that the selected alternative will have some adverse effects to the activities of visitors using motor vehicles (EA, pages 32-37). The Proposed Action may inadvertently prevent motorized access to approximately 5-10% of campsites located on the Forest and will prohibit access to Operational Maintenance Level 1 roads, some of which may be in active use by the public. Motorized cross-country use will be prohibited on approximately 100% of the land base. I have determined, however, that the negative effects of these restrictions are limited and that these prohibitions will have beneficial effects.

With the exception of a non-significant Forest Plan Amendment (discussed on pages 7-8 of this Decision Notice), I have determined that the selected alternative is consistent with the Willamette National Forest Land and Resource Plan (1990), as amended by the Northwest Forest Plan (1994). This finding is based on an Environmental Analysis prepared in accordance to Forest Plan Management Areas and Standards and Guidelines, cited throughout the EA and documents in the Analysis File and the 1982 planning rule.

Before selecting the Alternative 2 (Proposed Action), I considered Alternative 1 (No Action) and reviewed several other alternatives that were considered but eliminated from detailed study in Chapter 2 of the project EA.

Alternative 1: No Action

Under the No Action alternative, the Forest Service would not amend the Forest Plan to prohibit wheeled motorized travel off of the designated system of roads and trails. The Forest Plan would be in conflict with the implementation of the 2005 Travel Management Rule and would allow unmanaged motor vehicle use to continue on the Willamette National Forest. Motorized access to dispersed campsites would remain unmanaged. The effects of the No Action alternative would not meet the Purpose and Need for the project, as the Travel Management Rule of 2005 would be ineffectual in implementation.

Alternatives considered but eliminated from detailed study

Within riparian areas, restrict motorized travel to dispersed sites to designated system of roads and trails. This alternative was suggested in public comments submitted to the Forest in response to the Proposed Action. This alternative was not analyzed in detail because it does not fully meet the Purpose and Need, which is to continue to provide motorized access to existing dispersed camping opportunities. This alternative would eliminate motorized access to approximately 80-90% of dispersed camping sites on the Willamette National Forest. The Proposed Action meets the Purpose and Need of continuing to provide motorized access to

existing dispersed campsites in a manner which restricts new disturbance by limiting travel off of designated routes to existing routes with an established history of passenger vehicle use.

The Forest has and will continue to complete site specific environmental analysis and may implement actions to close access routes and reduce, refine or close dispersed sites where unacceptable resource impacts are occurring. Adoption and implementation of the Respect the River Program, focused on efforts to mitigate resource impacts and educate visitors, has been effective and successful on a project-level basis. Local support of site-specific decisions has resulted in a high rate of user compliance and satisfaction with on-the-ground modifications of motorized access to traditional primitive campsites. The Forest is planning to implement the Respect the River program in more locations in the future, through partnerships and with public support.

Using road density standards, create a minimum transportation system that is streamlined, non-redundant and efficient. This alternative was considered to address public comments submitted to the Forest in response to the Proposed Action. This alternative was not fully developed because it would require site-specific changes to the transportation system based on resource considerations. The Travel Management Environmental Assessment is programmatic in scope, and does not analyze site-specific changes. Travel analysis required to identify a minimum transportation system will be approached as a separate process on the Forest. For full discussion on the different approaches see page 6 of Appendix A. For this analysis, the Proposed Action takes a programmatic approach to restrict motor vehicle travel to a designated system of roads and trails, thereby prohibiting travel off of designated routes in all land management areas. Site-specific planning processes to implement decisions to manage resource and social impacts will continue under separate NEPA analyses in the near term, following guidance from the Roads Analysis and Watershed Action Plans. The Forest will continue to use the Roads Analysis to guide future recommendations on the decommissioning and/or storage of roads.

Designate a travel system that retains natural quiet in important landscapes, watersheds and soundscapes. This alternative was considered to address public comments submitted to the Forest in response to the Proposed Action. The project Purpose and Need does not include designating a travel system for quiet and solitude. The Willamette National Forest Land and Resource Management Plan addressed the need for non-motorized recreation opportunities through land management allocations and associated standards and guidelines.

Opportunities currently available for people seeking natural quiet in the Willamette National Forest include congressionally designated Wilderness (23% of forest acres, and 580 miles of trail) and Semiprimitive Non-motorized Forest Plan Management Area (4% of forest acres). Approximately 95% of total trail miles on the Forest are managed exclusively for non-motorized use and will remain that way through the implementation of the Proposed Action. Additional opportunities for natural quiet would be created by the prohibition on cross-country motorized use on all Forest acres and the opportunity to enforce the closure of Operational Maintenance Level 1 roads.

Create a transportation system that minimizes impacts to the values of Inventoried Roadless Areas. Public comments received during pre-scoping and formal scoping of the Proposed Action

indicated an issue with motorized use within and adjacent to Inventoried Roadless Areas. The Proposed Action restricts motorized use to a designated system of roads and trails within and adjacent to Inventoried Roadless Areas. Within Inventoried Roadless Areas, motorized access to dispersed campsites will be provided only through the use of existing system roads. The prohibition on cross-country travel will further enhance the values and features which characterize Inventoried Roadless Areas. Developing an alternative to close existing roads to motorized use within Inventoried Roadless Areas is outside the scope of this analysis. Decisions to close roads and trails to motorized use will be made under separate, site specific NEPA analysis.

My decision is based on a review of the record that shows a thorough review of relevant scientific information, a consideration of responsible opposing views, and the acknowledgment of incomplete or unavailable information, scientific uncertainty, and risk.

PUBLIC INVOLVEMENT

In addition to the scoping of the Proposed Action in March of 2009, the public was given the opportunity to provide input into the process of developing the Proposed Action in September of 2007 and August of 2008. A summary of these efforts is listed in Chapter 4 of the EA.

Consultation with Klamath Tribes, Confederated Tribes of the Grand Ronde, Confederated Tribes of the Siletz Indians, and Confederated Tribes of Warm Springs regarding Travel Management began in February of 2008. On March 6, 2009 a draft of the Travel Management Proposed Action was sent to the tribes for input. In addition, meetings to explain the proposal were held with tribal representatives in 2008 and 2009. No additional comments were received from the tribes in response to the consultation letter.

For all other interested parties, a scoping letter was sent out to the Travel Management mailing list (over 450 addresses) on March 16, 2009. Eighty-five responses were received in response to this scoping letter. Presentations were also made to two local groups that expressed interest in the Travel Management Proposed Action: Capitol Chapter (4/16/09) and the Emerald Chapter (5/11/09) of the Oregon Hunter's Association. The proposal has been listed in the Schedule of Proposed Actions (SOPA) since October 1, 2007. The Willamette National Forest published the SOPA quarterly on the web and sends the document to over 50 individuals, groups and industry representatives.

Several issues brought up by the public were addressed in the EA (Chapters 2 and 3) and used to develop several alternatives considered but eliminated from detailed analysis. Please see Appendix B, Table 1 in the EA (Non-significant Issues Addressed in Travel Management EA) for more information regarding how non-significant issues generated during the scoping period are addressed in this EA. The following represents a summary of the issues raised by the public during the scoping of the proposed action:

- Adequacy of trail system to provide for motorized recreation demand
- Potential for resource impacts in dispersed camping designated access zones, especially in sensitive areas

- Adequacy of access to motorized dispersed camping opportunities
- Compatibility of Proposed Action with the 1866 Mineral Estate Trust Grant Act and RS 2477
- Adequate protection of natural quiet, sufficient opportunities for non-motorized recreation, and further reduction of user conflicts
- Compatibility of the Proposed Action with Executive Orders 11644 and 11989
- Compatibility of Proposed Action with National Historic Preservation Act requirements to consider visual and auditory effects to cultural resources
- Designation of routes for motorized use that overlap historical linear features
- Costs associated with the implementation of each alternative
- Systematic designation of a minimum transportation system for motor vehicles and OHVs to protect all natural and cultural resources
- Disturbance of important habitat associated with OHV trail designation and the need to coordinate with Oregon Department of Fish and Wildlife
- Motorized access for game retrieval on Maintenance Level 1 roads and cross-country
- Public access on Operational Maintenance Level 1 roads
- Motorized access for people with disabilities

A legal notice advertising the release of the Environmental Assessment for public comment was published on August 24th, 2009 in the Eugene Register Guard. Postcards were mailed to all recipients on the mailing list for this project, announcing the beginning of the 30 day public comment period and directing interested parties to the website to access the EA and submit comments. Paper copies of the EA were available upon request from the Willamette National Forest and were mailed to each requestor. Comments on the Environmental Assessment were due on September 23rd, 2009. Nineteen comments were received. Comments on the Environmental Assessment and Forest Service responses are summarized in Appendix A of this document.

FINDING OF NON-SIGNIFICANT AMENDMENT

The implementation of the Proposed Action requires a non-significant amendment of the Forest Plan as per 36 CFR 219.10(f). This decision amends the Willamette National Forest Plan following the 1982 planning rule procedures.

The Secretary of Agriculture's implementing regulation indicates the determination of significance is to be "based on an analysis of the objectives, guidelines, and other contents of the forest plan" (36 CFR 219.10(f)). The Forest Service has issued guidance for Plan amendments when using planning regulations in effect before November 9, 2000. This guidance, in Forest Service Land Management Planning Manual (FSM) 1926.51, lists four changes to the forest plan that may not be significant:

1. Actions that do not significantly alter the multiple use goals and objectives for long-term land and resource management;
 - This amendment will not change any Forest Land and Resource Management goals or objectives.

2. Adjustments of management area boundaries or management prescriptions resulting from further on-site analysis when the adjustments do not cause significant changes in the multiple-use goals and objectives for long-term land and resource management;
 - Management area boundaries will not be adjusted.
3. Minor changes in standards and guidelines; and
 - This amendment adds a Forest-wide Standard and Guideline and changes or adds language to five Management Area Standard and Guidelines (Table 2 EA, pages 17-20). The proposed changes regarding cross-country motorized use are minor, when the natural limitations of terrain and vegetation are taken into effect.
4. Opportunities for additional projects or activities that will contribute to achievement of the management prescriptions.
 - No additional management practices are included in this Forest Plan amendment. This amendment does not eliminate any future opportunities to achieve management prescriptions.

Finding: On the basis of the information and analysis contained in the EA and all other information available as summarized above, it is my determination that adoption of management direction reflected in my decision does not result in a significant amendment to the Forest Plan. The changes made in this decision will not significantly alter the relationship between levels of multiple use goods and services originally projected in the Willamette National Forest Land and Resource Management Plan, nor will they affect land and resources throughout a large portion of the planning area.

FINDING OF NO SIGNIFICANT IMPACT (FONSI)

After considering the environmental effects described in the Travel Management Rule Implementation Environmental Assessment, I have determined that the activities will not constitute a major Federal action and will not have a significant effect on the quality of the human environment. Therefore, an environmental impact statement will not be prepared. I base my finding on the following context and intensity of impacts (40 CFR 1508.27):

Context

This action is a regulatory activity rather than project-level, ground-disturbing activity. The activities have been viewed and approved in a Regional context through the Willamette National Forest Land and Resource Management Plan (USDA 1990), as amended by the Final Supplemental Environmental Impact Statement on Management of Habitat for Late-Successional and Old-Growth Forest Related Species within the Range of the Northern Spotted Owl (USDA, USDI 1994). This action only affects the regulatory administration of the Willamette National Forest and the Forest is a very small portion of the Region.

Intensity

1. Impacts that may be both beneficial and adverse. A significant effect may exist even if the Federal agency believes that on balance the effect will be beneficial.
 - Some minor adverse effects are expected by limiting motorized travel to a designated system of roads and trails. The Proposed Action may inadvertently prevent

- motorized access to approximately 5-10% of campsites located on the Forest and will prohibit access to Operational Maintenance Level 1 roads, some of which may be in active use by the public. Motorized cross-country use will be prohibited on an additional 64% of the land base (EA, pages 32-37).
- Beneficial effects are expected to provide a safe and efficient forest transportation system that minimizes impacts to natural resources and serves public needs and management objectives. I have considered the benefits from implementing the project actions and find that the overall beneficial effects outweigh any adverse effects. Further, I find that when considered alone, the adverse effects associated with the project are not significant (EA, Chapter 3).
2. The degree to which the proposed actions affect public health or safety.
 - No significant adverse effects to public health or safety have been identified (EA, pages 59-60).
 3. Unique characteristics of the geographic area, such as proximity to historic or cultural resources, park lands, prime farmlands, wetlands, wild and scenic rivers or ecologically critical areas.
 - This action is a regulatory activity rather than project-level, ground-disturbing activity. This project designates existing roads and trails for dispersed camping for motorized use and amends the Forest Plan to prohibit cross country motorized use. Therefore, the characteristics of the geographic area do not make it uniquely sensitive to the effects of project actions (EA, pages 56-60).
 4. The degree to which the effects on the quality of the human environment are likely to be highly controversial.
 - The effects on the quality of the human environment are not likely to be highly controversial because there is no known scientific controversy over the impacts of the project.
 5. The degree to which the possible effects on the human environment are highly uncertain or involve unique or unknown risks.
 - The project's environmental effects are not uncertain or unknown. The planned action is to designate existing roads and trails for motorized use and amend the Forest Plan to prohibit cross country motorized use (EA, Chapters 2 and 3). This action is a regulatory activity rather than project-level, ground-disturbing activity.
 6. The degree to which the action may establish a precedent for future actions with significant effects or represents a decision in principle about a future consideration.
 - Actions that will be implemented by the project do not set a precedent for future actions, because project actions are not significant, and are expected to reduce existing adverse effects, and because the planned action is to designate existing roads and trails for motorized use and amends the Forest Plan to prohibit cross country motorized use. This action is a regulatory activity rather than project-level, ground-disturbing activity (EA, Chapters 2 and 3).

7. Whether the action is related to other actions with individually insignificant but cumulatively significant impacts. Significance exists if it is reasonable to anticipate a cumulatively significant impact on the environment. Significance cannot be avoided by terming an action temporary or by breaking it down into small component parts.
 - The Travel Management Rule Implementation Environmental Assessment has disclosed direct, indirect, and cumulative effects to water, aquatic and terrestrial species, and other components of the human environment. There are no significant direct, indirect, or cumulative effects anticipated from implementing project actions. Project actions are expected to reduce adverse impacts associated with resource damage in Management Areas currently open to cross country motorized use, as well as resource damage associated with motorized use associated with dispersed campsites. The analysis of cumulative effects considered past, present and reasonably foreseeable future actions on National Forest lands (EA, Chapter 3).
8. The degree to which the action may adversely affect districts, sites, highways, structures, or objects listed in or eligible for listing in the National Register of Historic Places or may cause loss or destruction of significant scientific, cultural, or historic resources.
 - Based on the pre-project survey and record search of the project area, actions associated with the project will have “no effect” (as defined in 36 CFR 800.5 [b]) on any listed or eligible heritage (cultural) resources. (EA, pages 52-55).
9. The degree to which the action may adversely affect an endangered or threatened species or its habitat that has been determined to be critical under the Endangered Species Act of 1973.
 - Based on specialists’ reports and biological evaluations prepared for the project, there will be no effects on endangered or threatened species or their critical habitats (EA, Chapter 3).
10. Whether the action threatens a violation of Federal, State, or local law or requirements imposed for the protection of the environment.
 - Actions implemented by the Project will not violate Federal, State, and local laws, or requirements designed for the protection of the environment. The Project is consistent with the Willamette National Forest Land and Resource Management Plan, as amended by the Final Supplemental Environmental Impact Statement on Management of Habitat for Late-Successional and Old-Growth Forest Related Species within the Range of the Northern Spotted Owl (USDA, USDI 1994).

Other Disclosures

The Project will have no significant adverse effects on wetlands, floodplains, farm land, range land, park land, wilderness, wild and scenic rivers, minority groups, civil rights, women, or consumers; Indian social, economic, subsistence rights, and sacred sites; and heritage resources (EA, pages 56-60).

FINDINGS REQUIRED BY OTHER LAWS AND REGULATIONS

Based on the analysis in the Travel Management Rule Implementation Environmental Assessment, and except for the non-significant amendment to the Willamette National Forest Plan, I find the selected alternative consistent with the Willamette National Forest Land and Resource Management Plan (USDA 1990), as amended by the Northwest Forest Plan (USDA, USDI 1994). The project is designed to meet or exceed the objectives of the Aquatic Conservation Strategy as set forth in the Northwest Forest Plan (EA, pages 48-52). The selected alternative is consistent with the National Forest Management Act (NFMA) 1976.

Executive Orders 11644 and 11989 (1972) require the Forest Service to provide a variety of recreation opportunities for the visiting public and to protect resources from damage occurring from motorized use. The prohibition of motorized travel off of the designated system of roads and trails is highly consistent with the intent of these orders.

ADMINISTRATIVE REVIEW (APPEAL) OPPORTUNITIES

This decision is subject to appeal pursuant to the provisions of the optional appeal procedures available during the planning rule transition period as described at Title 36 Code of Federal Regulations (CFR), Part 219, Section 219.35(b) (published in the Federal Register at 65 FR 67514 (November 9, 2000); see also 36 CFR 219 Interpretive Rule published at 66 FR 1864 (January 10, 2001)) and found at http://www.fs.fed.us/appeals/appeals_related.php#app_work.

A written notice of appeal must be filed with the Regional Forester, Appeal Deciding Officer, within 45 days of the date the legal notice of this decision appears in the Eugene Register-Guard newspaper.

Appeals may be sent to:

Appeals Deciding Officer, USDA Forest Service, 333 SW First Avenue Portland, OR 97204

Appeals may be hand-delivered to the above address during regular business hours, 8:00 AM to 4:30 PM Monday through Friday, excluding holidays; or sent by fax to 503-808-2255; or by email.

E-mail appeals must be submitted to: appeals-pacificnorthwest-regional-office@fs.fed.us and must be in one of the following three formats: Microsoft Word, rich text format (rtf) or Adobe Portable Document Format (pdf). Electronic appeals must be submitted only to the e-mail address shown above as part of the actual email message, or as an attachment in Microsoft Word, rich text format or Adobe portable document format only. E-mails in other formats or containing viruses will be rejected. Note in the subject line the name of the project and that it is an appeal.

A copy of the appeal must simultaneously be sent to the Forest Supervisor, deciding officer, at the following address:

Willamette National Forest, 3106 Pierce Parkway, Suite D Springfield, OR 97477

Any notice of appeal must be fully consistent with the optional procedures in Section 9 and include at a minimum:

- A statement that the document is a Notice of Appeal filed pursuant to the optional appeal procedures available during the planning rule transition period.
- The name, address, and telephone number of the appellant.
- Identification of the decision to which the objection is being made.
- Identification of the document in which the decision is contained, by title and subject, date of the decision, and name and title of the Deciding Officer.
- Identification of the specific portion of the decision to which objection is made.
- The reasons for appeal, including issue of fact, law, regulation, or policy, and if applicable, specifically how the decision violates law, regulation, or policy.
- Identification of the specific change(s) in the decision the appellant seeks.

It is the responsibility of all individuals and organizations to ensure their appeals are received in a timely manner. For electronically mailed appeals, the sender should normally receive an automated electronic acknowledgement from the agency as confirmation of receipt. If the sender does not receive an automated acknowledgement of the receipt of the appeal, it is the sender's responsibility to ensure timely receipt by other means.

IMPLEMENTATION DATE

Implementation of this project may not proceed until five working days after the close of the 45 day appeal filing period. Implementation is expected to begin with the on-line publication of the Motor Vehicle Use Map on November 15th, 2009.

CONTACT

For additional information concerning this decision, contact: Ryan Brown (541) 782-5211, Willamette National Forest, 46375 Highway 58, Westfir, OR 97492

/s/ Melany Glossa

10/15/2009

for Kim Titus

Date

Acting Forest Supervisor

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