



**Shasta-Trinity NF
Motorized Travel Management FEIS and ROD
Frequently Asked Questions (FAQs)**

Process

Q1. Why is the Shasta-Trinity NF (National Forest) Motorized Travel Management (MTM) Record of Decision (ROD) significant?

The MTM Record of Decision documents are the Shasta-Trinity NF Forest Supervisor's decision on the Forest's Motorized Travel Management Environmental Impact Statement (EIS) and it provides motorized travel management direction across the entire Forest. This decision amends our Forest Land and Resource Management Plan. The Travel Management Rule (36 CFR 212, Subpart B) provides the framework for each National Forest to designate those roads and trails open to motor vehicle use and prohibit cross-country travel.

Q2. What is the Shasta-Trinity NF (National Forest) Motorized Travel Management (MTM) decision?

The Record of Decision (ROD) selects Modified Alternative 2 (EIS Alternative 2, with modifications). The decision accomplishes the following:

- prohibits motorized travel off designated National Forest Transportation System (NFTS) roads and trails except as authorized in special use permits or contracts;
- limits parking off NFTS roads to one vehicle length (including trailer) from the road, which restricts driving off road to dispersed camping sites;
- adds 32.1 miles of formerly unauthorized routes to the NFTS while leaving open and intact approximately 4,000 miles of existing NFTS roads open to all vehicle classes and 70 miles of motorized trails.
- authorizes Motorized Mixed Use (MMU) on 21.31 miles of roads. MMU means Off-Highway Vehicles (OHV) may travel on roads otherwise only authorized for highway-legal vehicles. These sections will be signed and connect approximately 35 different OHV routes that provide 128 miles of OHV riding opportunities. For the purposes of this decision, OHV refers to off-highway vehicles that are not highway-legal;
- designates open areas below the high-water mark at Shasta Lake and Trinity Lake to provide access to the water's edge for water-based recreation. Vehicles are restricted to highway-legal vehicles with a 15 mph speed limit in order to protect cultural and natural resources.
- prohibits any motorized vehicle activity, licensed or unlicensed, below the high-water mark at Iron Canyon Reservoir due to safety concerns regarding sudden and unexpected changes in water level.

Q3. What is meant by Off-Highway Vehicle or OHV?

For the purposes of this decision, OHV refers to motorized vehicles that do not have license plates and are not highway-legal. While some licensed and highway-legal vehicles have off-road capability, they are in a different vehicle classification than the non-highway legal vehicles this document refers to as OHVs.

Q4. What does Maintenance Level (ML) mean?

Maintenance Levels (ML) refer both to the vehicle class authorized for a certain road and the quality of the road surface. For the purposes of this decision, ML2 and ML3 are pertinent. ML2 roads are open to all classes of vehicles, but are maintained for high-clearance vehicles. There is an expectation of a very rough ride and normal passenger cars are not advised. ML3 roads are open only for licensed highway-legal vehicles and maintained for travel by prudent drivers in standard passenger cars. User comfort and convenience are low priorities.

Q5. What are the main components of the decision?

1. **Cross Country Travel:** motor vehicle travel off NFTS routes by the public is prohibited except as allowed by permit or other authorization. Parking is allowed within one vehicle length off of NFTS routes unless otherwise prohibited.
2. **Additions to the NFTS:** 32.1 miles of formerly unauthorized routes are added to the NFTS, including 14 miles of motorized trails.
3. **Changes to the existing NFTS:** 21.31 miles of Maintenance Level 3 (ML3) roads are being designated for Motorized Mixed Use to connect Maintenance Level 2 (ML2) roads and open loop opportunities for Off-Highway Vehicle (OHV) riders. These sections connect approximately 35 different ML2 routes that provide 128 miles of OHV riding opportunities. Unless specifically designated for Motorized Mixed Use, ML3 roads are authorized only for highway-legal vehicles while ML2 roads are authorized for all classes of vehicles, including OHVs. No other vehicle class changes will occur on NFTS roads as a result of this decision, although some ML3 roads are being considered for re-designation to ML2 roads in the future.

Lake Bottom Use: Adds open areas below the high-water marks of Shasta Lake (28,403 acres) and Trinity Lake (15,644 acres), with only highway-legal vehicles allowed, a maximum speed limit of 15 MPH, and seasonal restrictions and cultural resource protection measures applied where needed. All motor vehicle travel will be prohibited below the high water mark on Iron Canyon Reservoir.

4. **Forest Plan Amendments:** Includes one amendment to the management direction contained in the Forest Plan: amend a Forest-wide Standard and Guideline for Restricted Motor Vehicle Management to prohibit motor vehicle travel off NFTS routes and allow parking within one vehicle length off of NFTS routes.

Q6. Does this decision effectively implement Subpart B of the Travel Management regulations?

Yes. The Forest Supervisor's decision is carefully designed to implement the provisions of Subpart B of the Travel Management regulations (36 CFR 212) and the Executive Orders those regulations are intended to implement. The Executive Orders direct Federal agencies to 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. The Travel Management regulations implement those orders by requiring designation of roads, trails, and areas for motor vehicle use and prohibiting motor vehicle use off the designated system. The decision fully implements this direction. Publication of a Motor Vehicle Use Map (MVUM) will complete the designation process by identifying the roads and trails designated for public motorized use. **The prohibition on motor vehicle use off designated roads and trails will take effect once the MVUM is published.**

Q7. How was the decision made?

In accordance with National Environmental Policy Act, an Environmental Impact Statement (EIS) was prepared that analyzed alternatives to Motorized Travel Management across the entire Shasta-Trinity NF. To do this we:

- Completed an inventory of existing motorized trails and routes on the Forest.
- Held a series of public meetings to discuss the Travel Management process and solicit input from the public regarding routes they would like to see added, abolished or kept intact. These meetings included members of the general public and representatives from various user groups.
- Met with the Boards of Supervisors from Shasta, Trinity and Siskiyou Counties.
- Reviewed public comments received and incorporated the comments into the DEIS proposed action.
- Released the proposed action and received another round of public comments, which were analyzed and incorporated into the DEIS alternatives.
- Considered and analyzed public comments on the DEIS and prepared a Final EIS and ROD.

The Forest Supervisor selected Alternative 2 (Proposed Action) as modified. In making this decision, she reviewed all of the public comments received in response to the DEIS. Central themes in the public comments included:

- Providing for Motorized mixed use of Maintenance Level 3 routes.
- Providing additional routes that facilitate loop rides, dispersed motorized recreation and camping.
- Providing additional protection for cultural and natural resources.
- Preventing the spread of non-native invasive species by OHVs.
- Maintaining the roadless character of Inventories Roadless Areas.

Users

Q8. Who is affected by Travel Management?

Travel management decisions will affect anyone who uses a motor vehicle on the National Forests.

Exceptions do include: aircraft; watercraft; over-snow vehicles; Forest Service administrative use; combat or combat support vehicle for national defense purposes; law enforcement response to violations of law, including pursuit; use of any fire, military, emergency, or law enforcement vehicle for emergency purposes; motor vehicle use that is specifically authorized under a written authorization issued under federal law or

regulations; and use of a road or trail that is authorized by a legally documented right-of-way held by a state, county, or other local public road authority (36 CFR 261.13).

Q9. What are the decision's main benefits?

- Provides the best balance of addressing the significant issues raised by the public and as shown in EIS.
- Provides a range of motorized recreation opportunities through additions to the NFTS;
- Provides resource protection for botanical, soil, visual, water, wildlife and aquatic species;
- Brings some of the unauthorized routes into compliance with the Travel Management Rule as additions to the NFTS; only unauthorized routes that met current standards, or where resource impacts could be mitigated, were considered for addition to the NFTS;
- Utilizes a mixed use strategy on some higher maintenance level roads to allow all motorized use on some portions of the roads to access motorized recreation trails or provide loop opportunities.

Q10. What are the specific vehicle class changes in Modified Alternative 2?

The only significant vehicle class changes are the authorization of Motorized Mixed Use on 21.31 miles of existing ML3 roads and the authorization of highway-legal vehicles with a 15 mph speed limit below the high water marks on Shasta Lake and Trinity Lake.

Q11. How can I see what happens to a specific route?

Appendix A (Route Specific Data) and the maps show the vehicle class and season of use for all routes considered within any alternative, including Modified Alternative 2.

Q12. What does Modified Alternative 2 accomplish in the big picture?

Modified Alternative 2 results in a managed system of roads and trails available for public motorized use. The MTM decision offers better opportunities for quality, long-term recreational motor vehicle use and better economic opportunities for individuals and communities, than either the existing network of NFTS and unauthorized routes, or the other action alternatives analyzed in the EIS. The opportunity to access and enjoy the Shasta-Trinity NF for motorized recreation will remain, while critical natural and cultural resources will be sustained. Modified Alternative 2 balances the need to provide access to the Forest, while substantially reducing impacts from vehicle traffic to natural and cultural resources.

Q13. What is the purpose of this MTM decision?

The purpose of this travel management project is to implement provisions of the 2005 Travel Management Rule (36 CFR Part 212, Subpart B) designed to enhance management of National Forest System lands; sustain natural resource values through more effective management of motor vehicle use; and provide opportunities for motorized recreation experiences on National Forest System lands. Every National Forest is required to implement the Travel Management Rule by 2010.

Q14. What is the main, over-arching goal of this decision?

The decision implements the goal to have a motorized route system that is both manageable and sustainable. A “manageable” system is designed and located on the landscape such that routine maintenance - barring the impacts of unforeseen events such as wildfires or floods - allow the motorized system to be maintained

annually in a condition compliant with applicable laws, regulations and policies. A “sustainable” motorized system is an environmentally sound system that can be maintained in an acceptable condition throughout many consecutive years.

It is important to continue providing motor vehicle opportunities historically enjoyed on the Shasta-Trinity NF. It is also important to balance overall recreational access with resource protection. Modified Alternative 2 represents the best balance of recreational and environmental needs.

Q15. Is route designation a new policy on the Shasta-Trinity NF?

This is not a new policy on the Shasta-Trinity NF. This decision complies with provisions set forth in the 1991 Forest Land and Resource Management Plan (FLRMP). The FLRMP, as amended, prohibits cross country OHV use and user-created routes. The current decision results in a published map displaying designated routes, and makes this policy enforceable through Federal Regulation and by Forest Order.

Q16. Is this MTM decision part of a larger regional / national effort?

Yes. On November 9, 2005, the Forest Service published final travel management regulations (70 Federal Register 216, November 9, 2005; p. 68264-68291). Subpart B of the final Travel Management Rule (36 CFR 212), requires designation of roads and trails for motor vehicle use. To designate a road or trail for motorized use, it must first be added to the National Forest Transportation System (NFTS). Part 261 – Prohibitions, Subpart A (36 CFR 261.13) of the final rule, prohibits the use of motor vehicles off designated roads, trails and areas, as well as use of motor vehicles on roads and trails that is not consistent with the designations. All the National Forests, including the Shasta-Trinity, must complete Travel Management planning and any associated needed changes to their individual transportation systems by 2010.

Q17. Why was this MTM route designation decision necessary?

Prior to the MTM decision, wheeled motorized vehicle travel by the public was not prohibited off designated routes. As a result, motorized vehicle users have created numerous unauthorized routes. The number of such routes has continued to grow each year with unaddressed environmental impacts and safety concerns. Unmanaged Off-Highway Vehicle (OHV) use has resulted in unplanned roads and trails; soil erosion and compaction, watershed and habitat degradation; and impacts to cultural resource sites.

Q18. Why is the Forest Service completing route designation at this point in time?

It is recognized that OHVs are a great way to explore public lands, but their use on National Forests and grasslands has increased dramatically over the past 30 years. Revised management practices are needed now to respond to the demand and impacts associated with motorized use.

Q19. What has been the existing situation with unauthorized roads and trails on the Shasta-Trinity NF?

More than 5,000 miles of NFTS roads and trails are currently available for public motorized use on the Shasta-Trinity National Forest. In addition, about 1,250 miles of unauthorized routes have existed. These unauthorized routes vary from narrow single-track motorcycle trails, to wider routes passable by trucks and other full-size vehicles. Although many of these unauthorized routes were used by the public, none of them were part of the official NFTS. The EIS analyzed these existing unauthorized routes and the ROD added **32.1 miles** of them to the NFTS currently open to the public for motor vehicle use.

Q20. How will the MTM decision designate authorized motorized routes for travel?

In accordance with Subpart B of the Travel Management Rule (36 CFR 212.56) the Shasta-Trinity will publish a Motor Vehicle Use Map (MVUM) identifying all NFTS roads and trails designated for motor vehicle use. If unauthorized routes are not designated (by this decision), motor vehicle use on those routes will be prohibited. Once a road or trail is part of the system, it will be designated by vehicle class and season of use, and included in the MVUM. Publication of the MVUM completes the official route designation process. The prohibition on motor vehicle use off the designated system goes into effect and is enforceable when designated routes are identified on the MVUM.

Q21. How soon will the MTM decision be implemented?

If no appeals are filed within the 45-day time period, implementation of the decision may occur on, but not before, the 5th business day following the close of the appeal filing period [36 CFR 215.9(a)]. When appeals are filed, implementation may occur on, but not before, the 15th business day following the date of the last appeal disposition. In the event of multiple appeals, the implementation date is controlled by the date of the last appeal disposition [36 CFR 215.9(b)].

Q22. Does this decision shut down access to dispersed camping?

No. This proposal will allow dispersed camping, it does not address where you can camp. It may limit direct motorized access into campsites that required cross-country travel; however, you may park within one vehicle length (including trailer) of an NFTS route and walk-in camp.

Q23. How long is one vehicle length and what happens if I'm towing a long trailer?

This decision prohibits cross country travel and allows parking within one vehicle length of NFTS routes. This means that a vehicle towing a trailer would be allowed to park within one vehicle length (vehicle plus trailer) of the NFTS route as long as it is not causing damage to National Forest resources or otherwise prohibited (36 CFR 261.54).

Q24. How will I know if I am traveling on a designated authorized route?

Following this MTM decision, the Shasta-Trinity NF will publish a Motor Vehicle Use Map (MVUM) identifying all NFTS roads and trails designated for motor vehicle use. If unauthorized routes are not designated, motor vehicle use on these routes will be prohibited. Once a road or trail is part of the system, it will be designated by vehicle class and season of use open for motorized travel with the publication of the MVUM. Publication of the MVUM completes the designation process. The maps will be available at no cost to the public.

Q25. Will roads and trails that are not designated be on the MVUM?

No. Roads and trails that are not designated on the NFTS will not be on the MVUMs.

Q26. When will this new route designation decision be enforced?

The prohibition on motor vehicle use off the designated system goes into effect and is enforceable when designated routes are identified on the MVUM. The unauthorized roads and trails not included in this decision are not precluded from future consideration for either removal from the landscape and restoration to the natural condition or addition to the NFTS and inclusion on an MVUM.

Q27. Can new routes be added to the MVUM?

The MVUM will be revised and reissued as needed to accommodate future changes to the Forest's designated transportation system. Future decisions associated with changes to the NFTS and MVUM are dependent on available staff and resources and will require additional environmental analysis, public involvement and documentation.

Q28. How will this decision affect access for fuelwood gathering?

Fuel wood permits allow for travel off designated motorized routes for a distance of 100 feet to gather fuel wood. The decision prohibits motor vehicle travel off designated National Forest Transportation System (NFTS) roads and trails by the public except as allowed by permit or other authorization.

Q29. How can I retrieve big game if I can't drive off designated Forest System roads and trails?

Only non-motorized vehicles, i.e. hand-carts, bicycles, are allowed off of designated NFTS roads and trails. Walking in on foot or with pack animals to retrieve big game is allowed.

Q30. What if I am disabled and cannot walk to my favorite campsite?

Dispersed camping is available on a first come first served basis. If you plan your visit or stay on weekdays, or visit during the lower use periods of the season, you are more likely to find an open campsite you can drive to or one with a short walk. Ranger District information staff are also on hand to help you find an area that is more likely to have spaces available.

Q31. What does "motorized mixed use" mean or refer to?

Motorized mixed use refers to the designation of an NFTS road for use by both highway-legal and non-highway legal motor vehicles.

Q32. Why doesn't this proposal look at all roads for possible closure or decommissioning?

This proposal is based on implementing Subpart B of the Travel Management Rule (36 CFR 212) which requires designation of those roads and trails that are open to motor vehicle use. It considers prohibiting cross country travel, additions to the NFTS and changes to the existing NFTS in terms of vehicle class and season of use. Other activities, such as those suggested are outside the scope of this analysis.

Q33. Are you closing routes and if you aren't closing them, why can't I ride on them?

Upon implementation of the cross country travel prohibitions, motor vehicle travel off NFTS routes by the public will be prohibited. Only NFTS routes marked with a sign and shown as open on the MVUM will be open to public motorized use.

Resources

Q34. What mitigation measures were identified in the FEIS and ROD?

The decision includes implementation of the mitigation measures shown in Appendix D. These mitigations minimize, reduce or eliminate impacts on sensitive resources. Specific mitigations must be completed prior to designation of the route for public motorized use on the Motorized Vehicle Use Map (MVUM).

Based on their site specific review of each proposed route, resource specialists identified mitigation measures and other requirements to reduce some of the potential impacts caused by the various alternatives. The Forest Supervisor adopted all practicable means to avoid or minimize environmental harm in the design of this decision. She included all of the project design features and mitigation measures deemed necessary to avoid, minimize, or rectify impacts on resources affected by the implementation of this decision.

Q35. What is the affect on roadless areas, and designated Wilderness and Wild and Scenic areas?

No affect. Motorized vehicle use is already prohibited in these areas by acts of Congress.

Q36. What happens to the unauthorized roads and trails not included in this decision?

A total of **1,252** miles of unauthorized routes were analyzed in the EIS. The MTM decision adds **32.1** miles of those routes to the NFTS. The unauthorized roads and trails not included in this decision are not precluded from future consideration for either removal from the landscape and restoration to the natural condition or addition to the NFTS and inclusion on an MVUM. Future decisions associated with changes to the NFTS and MVUM are dependent on available staff and resources and may trigger the need for additional environmental analysis, public involvement and documentation. Those unauthorized routes and segments not designated in the EIS are inventoried, mapped and ready to be analyzed in the future as forest projects justify.

Q37. How can I appeal?

Appeals must be submitted to Regional Forester, USDA Forest Service, 1323 Club Drive, Vallejo, CA 94592, (707) 562-8737. Appeals may be submitted by FAX [(707) 562-9091] or by hand-delivery to the Regional Office, at the address shown above, during normal business hours (Monday-Friday 8:00am to 4:00pm). Electronic appeals, in acceptable [plain text (.txt), rich text (.rtf) or Word (.doc)] formats, may be submitted to appeals-pacificsouthwest-regional-office@fs.fed.us with Subject: Shasta-Trinity Motorized Travel Management.

Q38. Who should I contact for more information on this decision?

For additional information on this project, contact: Tom Kisanuki, Environmental Coordinator; Shasta-Trinity National Forest; 3644 Avtech Parkway; Redding, CA 96002; phone (530) 226-2420; or e-mail mtkisanuki@fs.fed.us