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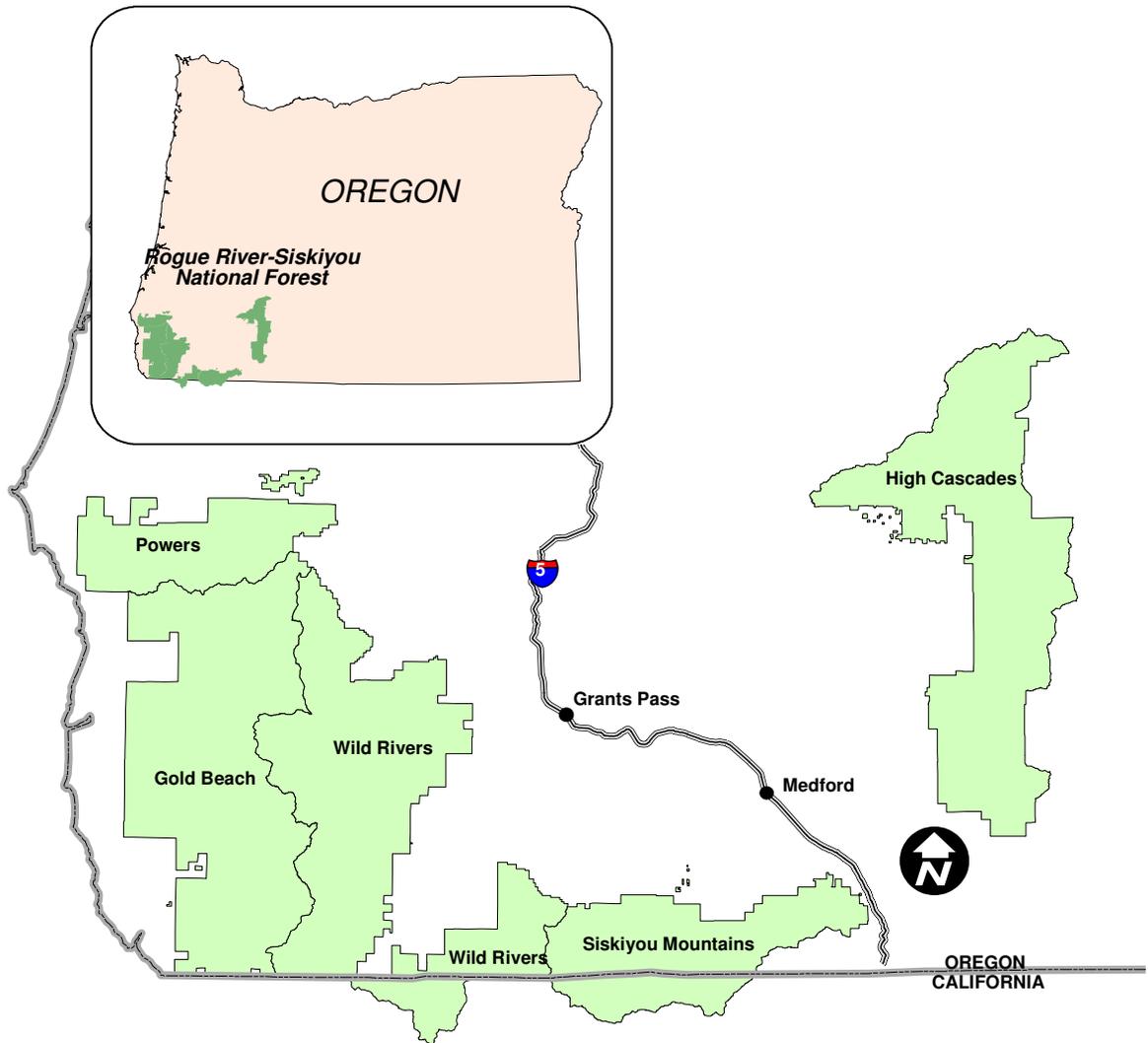


FINAL ENVIRONMENTAL IMPACT STATEMENT

Motorized Vehicle Use on the Rogue River-Siskiyou National Forest



Vicinity Map



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FINAL ENVIRONMENTAL IMPACT STATEMENT
MOTORIZED VEHICLE USE
ON THE ROGUE RIVER-SISKIYOU NATIONAL FOREST

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

November 2009

Lead Agency: USDA Forest Service
Rogue River-Siskiyou National Forest

Responsible Official: **Scott Conroy**
Forest Supervisor
Rogue River-Siskiyou National Forest

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Abstract:

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 identification of roads, trails, and areas for motor vehicle use on National Forests and National Grasslands.

Highlights of the Travel Management Rule: each National Forest or Ranger District will designate those roads, trails, and areas open to motorized vehicles; designation will include class of vehicle and, if appropriate, season of use for motor vehicle; once the designation process is complete, the rule will prohibit motor vehicle use off the designated system or use that is inconsistent with the designations; and decisions are to be made locally, with public input and in coordination with state, local, and tribal governments.

The Travel Management Rule provides better opportunities for sustainable motorized recreation and access to the National Forest System; better protection of natural and cultural resources; increases public safety, and reduces use conflicts. Former Forest Service Chief Dale Bosworth prioritized actions to keep America's forests and grasslands healthy by restoring and rehabilitating damaged areas. One of four main ways is to manage impacts of motorized recreation vehicles by restricting use to designated roads, trails, or areas. In conjunction with the release of the 2005 Travel Management Rule, Chief Bosworth committed to implementing this rule by the end of December 2009. **This project is part of that commitment.**

The *purpose* for this action is to enact the Travel Management Rule. Motorized use is popular and an important form of recreation for many individuals, families, and groups. A designated and managed system is *needed* to provide this use. Increased demand for motorized use, lack of designated areas and routes, and the inconsistent direction contained in the Forest Plans, has led to resource damage and social impacts, user conflicts, and safety concerns.

The Rogue River-Siskiyou National Forest (RRSNF) began the first steps of the 4-year designation process in spring of 2006 and is targeting completion in December of 2009. The Proposed Action is being carried forward in accordance with the Travel Management Rule (36 CFR Part 212 Subpart B). In accordance with the Rule and following a decision on this proposal, the Forest would publish a Motorized Vehicle Use Map (MVUM) identifying all Forest roads, trails and areas that are designated as open for motor vehicle use by the public across the approximately 1.8 million acres of National Forest System lands in southern Oregon. The MVUM shall specify the classes of vehicles and, if appropriate, the times of year for which use is authorized. The MVUM would be updated and published annually and/or when changes to the Forest's transportation system are made. Future decisions associated with changes to the MVUM may trigger the need for documentation of additional environmental analysis.

For the RRSNF, this project's analysis has focused on the change from the current situation. A tightly focused process was enacted, which includes a site-specific proposal that does not aim to solve all travel management issues at once. For example, this process does not analyze all existing system roads nor make recommendations on road decommissioning.

Travel analysis to identify the minimum road system is a separate process from this travel analysis for purposes of designation of roads, trails, and areas for motor vehicle use (FSM 7712). Neither the regulations under 36 CFR 212.5 or agency directives contain a time frame for determining the minimum road system. The agency however, views this as important work that needs to be addressed within the next decade.

For the RRSNF, this project and its environmental analysis is documented in an Environmental Impact Statement (EIS). The strategy for the context and scale for conducting NEPA includes **one Proposed Action at the scale of the entire Forest, including Forest-wide and specific Forest Plan Amendments**. The Rogue River-Siskiyou National Forest is guided by two separate Forest Plans. The Forest Supervisor is the Line Officer/Responsible Official for the forthcoming decision and the RRSNF has conducted analysis with one process and one interdisciplinary planning team for the entire Forest.

Specific analysis has focused on the areas represented by the four, forthcoming Motorized Vehicle Use Maps, e.g., High Cascades Ranger District, Siskiyou Mountains Ranger District, Wild Rivers Ranger District, and the Gold Beach and Powers Ranger Districts. Specific development of proposals, and evaluation and analysis has involved District Rangers and their respective resource staff and specialists.

The Significant Issues studied in the Draft EIS include: **Water Quality and Erosion**, (sediment delivery to streams), **Botanical Areas and Special Plant Habitats** (Botanical Areas, serpentine terrain, meadows, fens, and bogs); **Public Safety**, (use conflicts and safety); **Motorized Opportunities** (diversity of motorized recreation opportunities; and **Inventoried Roadless Areas** (roadless character). These Significant Issues serve as the basis for developing and comparing alternatives. While the EIS focuses on the Significant Issues, all issues identified through scoping are considered and documented in the various resource analyses.

Five alternatives are site-specifically analyzed in detail in the Draft EIS; Alternative 1, the No Action Alternative, represents the current condition (status-quo). Alternative 2 would designate the current condition of motorized uses with Plan Amendments to allow consistency with the Travel Management Rule and change currently inconsistent Forest Plan direction. Alternative 3, the Proposed Action, is based on the Forest's Travel Analysis process, and aims to strike a balance for various forms of motorized use; it would also include Plan Amendments for the Travel Management Rule and currently inconsistent Forest Plan direction. Alternative 4 addresses the Significant Issues through some reduction in motorized use over current conditions; it would also include Plan Amendments for the Travel Management Rule and currently inconsistent Forest Plan direction. Alternative 5 combines elements of Alternatives 3 and 4. Alternatives 2, 3, 4, and 5 are referred to as "Action Alternatives." Mitigation measures, monitoring requirements, and an implementation strategy for the Action Alternatives are also discussed.

NEPA requires that the EIS identify the agency's preferred alternative or alternatives, if more than one exists. The Forest Supervisor of the Rogue River-Siskiyou National Forest, as the Responsible Official, has identified **the Preferred Alternative to be Alternative 5**.

READER'S GUIDE

This Final Environmental Impact Statement (FEIS) contains information about proposed use and resulting environmental effects associated with **Motorized Vehicle Use on the Rogue River-Siskiyou National Forest**. The purpose for this action is to enact the 2005 Travel Management Rule. Motorized use is a popular use, and an important form of recreation for many individuals, families, and groups. A designated and managed system is needed to provide this use. Increased demand for motorized use, lack of designated areas/routes, and the inconsistent direction contained in the Forest Plans, has led to resource damage and social impacts, user conflicts, and safety concerns.

Understanding the structure of this FEIS document is important to an overall understanding of the information presented in an EIS. The following provides an overview of the components of this document.

Summary: The summary included in this Final EIS provides a concise overview of the analysis process, information, and consequence analyses presented in the complete text the document. The format for this Summary is adapted from "Eight NEPA Questions" (8 questions any EA or EIS should readily answer), developed by Owen L. Schmidt, Attorney, formerly with USDA, OGC Portland OR.

Table of Contents: A table of contents is presented at the beginning of the document. It includes specific page reference to the primary Chapters of the FEIS and to three levels into the outline structure of these Chapters. Lists of maps, tables, figures, and the contents of the appendices are also included in the Table of Contents.

Chapter I - Purpose and Need: Chapter I provides a background to the proposal and the Travel Management Rule, describes the Purpose and Need for the proposal, and the scope of analysis. It briefly describes the Proposed Action and identifies the decision framework. A summary of applicable management direction is also provided. The final sections describe Scoping and other public involvement activities, identification of issues, including Significant, Other, and Out of Scope Issues.

Chapter II - Alternatives: Chapter II includes a description of the alternative development process, describes alternatives considered in detail, including Alternative 1-No Action, which represents the current condition. The Action Alternatives are comprised of: Alternative 2, which would designate the current condition of motorized uses with Plan Amendments to allow consistency with the Travel Management Rule and currently inconsistent Forest Plan direction; Alternative 3, the Proposed Action, based on the Forest's Travel Analysis process, and aims to strike a balance for various forms of motorized use; it would also enact the Travel Management Rule with Plan Amendments; Alternative 4 addresses the significant resource issues identified in Chapter I through some reduction in motorized use over current conditions; and Alternative 5, which combines elements from Alternatives 3 and 4. Alternative 5 was developed as a result of the analysis in the DEIS and public comments.

Each alternative considered in detail is presented, including function and description, as well as District- and Forest-specific elements where appropriate. Mitigation measures, monitoring requirements, and an implementation strategy for the Action Alternatives are also discussed. The final section presents a comparison of alternatives, in a table format, of the components contained within alternatives, the alternative's response to the Significant Issues (i.e., environmental consequences), and the alternative's response to Other Issues.

Chapter III - Affected Environment and Environmental Consequences: Chapter III describes the current physical, biological, and human social, and economic conditions within the area of influence of the Alternatives Considered in Detail (organized by and referred to in terms of the various Significant and Other Issues, as described in Chapter I). Also described is attainment of Purpose and Need. This information provides the baseline for assessing and comparing the potential consequences of the Action Alternatives, and No Action.

Chapter IV - References: This chapter of the document provides a list of sources of information, literature and data used to prepare this Final EIS.

Chapter V - List of Preparers and Contributors: Chapter V provides a summary of the responsibilities for project leadership, and resource specialists with input into the preparation of this Final EIS and other agency personnel who provided data, review, and/or information.

Chapter VI - List of Agencies and Organizations to Whom Copies of the Statement Are Sent: Chapter VI contains the names of the agencies, organizations, and individuals who were provided copies of the Final EIS.

Glossary: Definitions of key or technical words used in the Final EIS are included in a section that follows Chapter VI.

Appendices: Five appendices are included with the Final EIS. They contain technical and support information that is important to understanding the process and analysis: **APPENDIX A** contains a response to substantive comments received during the DEIS comment period; **APPENDIX B** summarizes Forest Plan direction for motorized use and contains detail on proposed Forest Plan Amendments; **APPENDIX C** contains terrestrial wildlife species accounts, **APPENDIX D** summarizes watershed, hydrologic and soils characteristics, **APPENDIX E** contains a compilation of current Forest Orders, **APPENDIX F** contains a Port-Orford cedar risk key, and **APPENDIX G** contains a Forest Plan allocation map.

List of Frequently Used Acronyms and Abbreviations: follow, as part of this Reader's Guide.

Frequently Used Acronyms and Abbreviations

4WD	Four wheel drive	NMFS	National Marine Fisheries Service
ACS	Aquatic Conservation Strategy	NOA	Naturally occurring asbestos
ACSO	Aquatic Conservation Strategy Objectives	NOAA	National Oceanic & Atmospheric Administration
AMA	Adaptive Management Area	NOI	Notice of Intent
ANSI	American National Standard Institute	NRCS	Natural Resource Conservation Service
AQMA	Air Quality Management Area	NRF	Nesting, Roosting, Foraging (owl habitat)
ATV	All-terrain vehicle	NSO	Northern Spotted Owl
BE	Biological Evaluation	NWFP	Northwest Forest Plan
BLM	Bureau of Land Management	OAR	Oregon Administrative Rules
BMPs	Best Management Practices	ODA	Oregon Department of Agriculture
ca	Circa	ODEQ	Oregon Department of Environmental Quality
CA	California	ODFW	Oregon Department of Fish and Wildlife
CAA	Clean Air Act	ONHP	Oregon Natural Heritage program
CEQ	Council on Environmental Quality	OHV	Off-highway vehicle
CFR	Code of Federal Regulations	ORV	Off-road vehicle
CH	Critical Habitat	OR	Oregon
CHU	Critical Habitat Unit	ORS	Oregon Revised Statutes
CVC	California Vehicle Code	OSHA	Occupational Safety and Health
CWA	Clean Water Act	PETS	Proposed, Endangered, Threatened, Sensitive
DBH	Diameter at breast height	PCNST	Pacific Crest National Scenic Trail
DD	Detrimental disturbance	PL	Public Law
DEIS	Draft Environmental Impact Statement	PL	<i>Phytophthora lateralis</i>
DEQ	Department of Environmental Quality	PM	particulate matter
EFH	Essential Fish Habitat	PNW	Pacific Northwest
EO	Executive Order	POC	Port-Orford-cedar
EIS	Environmental Impact Statement	ppm	Parts per million
EPA	Environmental Protection Agency	R.	Range
ESA	Endangered Species Act	R6	Forest Service Region Six
ESU	Evolutionary Significant Unit	RARE	Roadless Area Review and Evaluation
F	Fahrenheit (temperature)	RD	Ranger District
FEIS	Final Environmental Impact Statement	RMO	Road Management Objectives
FPO	Forest Protection Officer	RNA	Research Natural Area
FR	Federal Register	ROD	Record of Decision
FS	Forest Service	RRNF	Rogue River National Forest
FSH	Forest Service Handbook	RRSNF	Rogue River-Siskiyou National Forest
FSM	Forest Service Manual	RS	Revised Statute
FWS	Fish and Wildlife Service	S.	South
GIS	Geographic Information Systems	S&G	Standard and Guideline
IDT	Interdisciplinary Team	SAE	Society of Automotive Engineers
IRA	Inventoried Roadless Area	SHPO	State Historic Preservation Office
LEI	Law Enforcement and Investigation	SNF	Siskiyou National Forest
LEO	Law Enforcement Officer	SOD	Sudden oak death
LRMP	Land and Resource Management Plan	SRI	Soil Resource Inventory
LSR	Late-Successional Reserve	SW	Southwest
LSRA	Late-Successional Reserve Assessment	T.	Township
MA	Management Area	TES	Threatened, Endangered, Sensitive
MBTA	Migratory Bird Treaty Act	TMO	Trail Management Objectives
MIS	Management Indicator Species	TMDL	Total Maximum Daily Load
ML	Maintenance Level	TSP	Total Suspended Particulates
MS	Management Strategy	TSRC	Total soil resource commitment
MVUM	Motor Vehicle Use Map	US	United States
NAAQS	National Ambient Air Quality Standards	USC	United States Code
MIH	May impact individuals or habitat	USDA	United States Department of Agriculture
NEPA	National Environmental Policy Act	USDI	United States Department of Interior
NHPA	National Historic Preservation Act	USFS	United States Forest Service
NF	National Forest	USFWS	United States Fish and Wildlife Service
NFMA	National Forest Management Act	VQO	Visual Quality Objective
NFS	National Forest System	W.M.	Willamette Meridian
NFSL	National Forest System Lands	WO	Washington Office (Forest Service)
NFTS	National Forest Transportation System	WQL	Water Quality Limited
NIHL	Noise induced hearing loss	WQMP	Water Quality Management Plan
NLAA	Not Likely to Adversely Affect		

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SUMMARY

FINAL ENVIRONMENTAL IMPACT STATEMENT

MOTORIZED VEHICLE USE ON THE ROGUE RIVER-SISKIYOU NATIONAL FOREST

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

November 2009

This *Summary* is intended as a brief overview of the site-specific analysis documented in a Final Environmental Impact Statement (FEIS). The purpose of the FEIS is to analyze and disclose the environmental effects associated with a Proposed Action and alternatives that would enact the Travel Management Rule (36 CFR Part 212 Subpart B), provide a designated and managed system, enact changes to reduce existing resource damage from motorized use, and reduce social impacts, user conflicts and safety concerns. This Summary does not present the depth of analysis contained within the complete text of the FEIS; please consult the complete text for further detailed information¹.

INTRODUCTION

Recreation is an important value and use of the Forest. Motorized and non-motorized recreation visitors share an interest in enjoying outdoor recreation in a natural environment. On November 9, 2005, the *Final Rule for Travel Management; Designated Routes and Areas for Motor Vehicle Use* (hereafter referred to as Travel Management Rule) was published in the Federal Register, affecting 36 Code of Federal Regulations (CFR) Parts 212, 251, 261, and 295. The Rule revises several regulations to require designation of roads, trails, and areas for motor vehicle use on National Forests and National Grasslands, and became effective in December 2005.

Highlights of the Travel Management Rule include: each National Forest or Ranger District will designate those roads, trails, and areas open to motorized vehicles; designation will include class of vehicle and, if appropriate, season of use for motor vehicle; once the designation process is complete, the rule will prohibit motor vehicle use off the designated system or use that is inconsistent with the designations; and decisions are to be made locally, with public input and in coordination with state, local, and tribal governments. The Travel Management Rule provides better opportunities for sustainable motorized recreation and access to the National Forest System; better protection of natural and cultural resources; increases public safety, and reduces use conflicts.

The Proposed Action is being carried forward in accordance with the Travel Management Rule (36 CFR Part 212 Subpart B). In accordance with the rule and following a decision on this proposal, the Forest would publish a Motorized Vehicle Use Map (MVUM) identifying all Forest roads, trails and areas that are designated open for motor vehicle use by the public across the approximately 1.8 million acres of National Forest System lands in southern Oregon.

¹ The format for this Summary is adapted from "Eight NEPA Questions" (8 questions any EA or EIS should readily answer), developed by Owen L. Schmidt, Attorney formerly with USDA, OGC Portland OR.

The MVUM shall specify the classes of vehicles and, if appropriate, the times of year for which use is authorized. It would also identify areas where parking for dispersed camping and day use would be allowed. The MVUM would be updated and published annually and/or when changes to the Forest's transportation system are made. Future decisions associated with changes to the MVUM may trigger the need for documentation of additional environmental analysis.

The need to move quickly to complete the designation process was recognized early and broad spectrums of interest groups support this goal. In order to expedite and avoid process gridlock, route and area identification was guided by the following considerations: For the RRSNF, this project's analysis has focused on the change from the current situation. A tightly focused process was enacted, which includes a site-specific proposal that does not aim to solve all travel management issues at once. For example, this process does not analyze all existing system roads nor make recommendations on road decommissioning. Travel analysis to identify the minimum road system is a separate process from this travel analysis for purposes of designation of roads, trails, and areas for motor vehicle use (FSM 7712). Neither the regulations under 36 CFR 212.5 or agency directives contain a time frame for determining the minimum road system. The agency however, views this as important work that needs to be addressed within the next decade.

For the RRSNF, this project and its environmental analysis is documented in an Environmental Impact Statement (EIS). The strategy for the context and scale for conducting NEPA includes one Proposed Action at the scale of entire respective Forest, including Forest-wide and site-specific Forest Plan Amendments. The Forest Supervisor is the Line Officer/Responsible Official for the forthcoming decision(s), the RRSNF has conducted analysis with one process and one interdisciplinary team planning effort for the entire forest. Much of the analysis was done from the Forest perspective and utilized forest-level people on the Interdisciplinary Team.

WHY IS THE ACTION BEING PROPOSED?

Former Forest Service Chief Dale Bosworth prioritized actions to keep America's forests and grasslands healthy by restoring and rehabilitating damaged areas. One of four main ways is to manage impacts of motorized recreation vehicles by restricting use to designated roads, trails, or areas. In conjunction with the release of the 2005 Travel Management Rule; Chief Bosworth committed to implementing this rule by the end of December 2009. This project is part of that commitment.

The *purpose* for action is to enact the Travel Management Rule. Motorized use is popular and an important form of recreation for many individuals, families, and groups. A designated and managed system is *needed* to provide this use. Increased demand for motorized use, lack of designated areas/routes, and the inconsistent direction contained in the Forest Plans, has led to resource damage and social impacts, user conflicts, and safety concerns.

WHAT WOULD IT MEAN TO NOT MEET THE NEED?

To not meet the need is defined by the No Action Alternative. As required by NEPA, a No Action Alternative is included and analyzed in this Final EIS as a baseline against which the Action Alternatives can be compared. Under this alternative the agency would take no affirmative action (no change from current management or direction). This means continued cross-country travel, continued use of unauthorized routes, and no change to the current NFS of roads, trails and areas.

The No Action Alternative is not a proposal to add all of the unauthorized routes to the NFS. It is 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 NFS of roads, trails and areas).

It is important to approach the No Action Alternative in this manner because it establishes an important benchmark for the assessment of impacts resulting from the existing condition, and largely forms the justification for the need for action since unacceptable environmental impacts are likely to continue or get worse. The No Action Alternative provides a benchmark for contrasting resource impacts and use conflicts with the Action Alternatives.

Under the No Action Alternative, the existing condition, as updated through September 2009, would continue. These existing routes on the Forest would primarily be used for public wheeled motor vehicle use. Cross-country travel and route proliferation would still occur in isolated areas on the Forest since it is not currently prohibited. Areas for dispersed activities would continue to be used by public wheeled motor vehicles primarily for the purpose of dispersed camping and parking. No changes would be made to the current National Forest transportation system and no cross-country travel prohibition would be put into place. The following table provides a Forest-wide summary of current conditions for roads, trails and areas:

Table S-1. Alternative 1 (No Action - Current Condition) Summary

Roads and Trails	Current Condition
Total NFS Roads	5,311 miles
NFS Roads "open" to the public	4,537 miles
Open roads that allow mixed use	3,208 miles
Open roads that prohibit mixed use	1,329 miles
Total NFS Trails	1,199 miles
NFS Trails that allow motorized use	255 miles
Total area open to cross country travel	274,670 acres

Under this alternative, the Travel Management Rule would not be implemented, and no MVUM would be produced. The No Action Alternative is not designed to meet the Purpose and Need for action. It would not enact site-specific Plan Amendments for the Boundary Trail and therefore does not provide consistent direction via the Forest Plans. Wheeled motor vehicle travel by the public would not be limited to designated routes. Unauthorized routes would continue to have no status or authorization as NFS roads or trails. Existing closures and orders would continue.

The complete FEIS document includes a map packet containing four large maps. These maps display current conditions and proposed changes by alternative for roads and trails that **allow** motorized vehicle use on the five Ranger Districts on the Rogue River-Siskiyou National Forest (Powers, Gold Beach, Wild Rivers, Siskiyou Mountains, and High Cascades).

WHAT ACTION IS PROPOSED?

The Forest Service has a Proposed Action when the agency agrees to move forward with the proposal to authorize, recommend, or implement an action (CFR 1508.23). The following is a summary of the Proposed Action. The Proposed Action (Alternative 3) is discussed in detail in FEIS Chapter II. The Proposed Action would function to enact the Travel Management Rule (36 CFR Part 212 Subpart B), and provide a designated and managed system.

It would also enact changes to reduce existing resource damage from motorized use, and reduce social impacts, user conflicts and safety concerns. Other functions of the Proposed Action are to establish a framework that the Forest used to initiate the NEPA process, facilitate meaningful public comment, and serve as a basis for identification of the issues.

The Proposed Action (**Alternative 3**) is based on the Forest's Travel Analysis process and focuses on the change from the current condition. It aims to strike a balance for various forms of motorized use by identification of sustainable motorized use opportunities with minimal adverse resource impacts, and enacting the Travel Management Rule. Based on the stated Purpose and Need for action and as a result of the recent Travel Analysis process, under the Proposed Action (Alternative 3), the Forest proposes to:

- Formally designate approximately 3,490 miles of road where mixed use would 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.
- Construct two motorized trails to provide loop route opportunities (approximately 2 miles).
- Convert approximately 12 miles of NFS roads to motorized trails.
- Designate two areas where off-road motorized use is allowed. This includes continued use of the Woodruff area near Prospect and the development of an additional area near Willow Lake. Both areas are located on the High Cascades Ranger District.
- Prohibit public motorized use on approximately 7 miles of roads and 31 miles of trail currently open in order to minimize or reduce resource damage.
- Enact Forest Plan Amendments to make the plans consistent with the Travel Management Rule. Two separate Forest Plans guide the Rogue River-Siskiyou National Forest.
- Prohibit cross-country motorized travel.

Under the Proposed Action, many of roads, trails and areas that are currently part of the Forest Transportation System and are open to wheeled motorized vehicle travel would remain designated for such use. The Proposed Action was designed to take into account past patterns of OHV use on the Forest as well as other public motor vehicle use.

Where possible, routes creating connections between popular use areas were included so that OHV and highway-licensed motor vehicles could ride from one area to another. These routes provide all-purpose access for destination travel, driving for pleasure, hunting, fishing, and other recreational activities, such as, travel to dispersed camping locations, specific features or destinations, or unique motorized recreation experiences, while directing OHV use onto routes where there is available mileage and connections to other routes open to OHVs.

Under the Proposed Action, approximately 4,530 miles of road and 238 miles of trail would be open to motorized use. Table S-2 below summarizes and compares the Proposed Action to the current condition.

In the complete FEIS, maps displaying specific aspects of Alternative 3 are presented.

Table S-2. Alternative 3 (Proposed Action) Summary

Roads and Trails	Current Condition	Proposed Action	Change
Total NFS Roads	5,311 miles		
NFS Roads "open" to the public	4,537miles	4,530 miles	-7 miles
Open roads that allow mixed use	3,484 miles	3,490 miles	+6 miles
Open roads that prohibit mixed use	1,105 miles	1,099 miles	-6 miles
Total NFS Trails	1,199 miles	1,213 miles	+14 miles
NFS Trails that allow motorized use	255 miles	238 miles	-17 miles
New trail construction		2 miles	
Convert ML1 road to trail		12 miles	
Total area open to cross country travel	274,670 acres	2 OHV "Play" Areas	

ARE THERE OTHER ALTERNATIVES THAT WOULD MEET THE NEED?

Alternative 2 would designate the current condition with Plan Amendments to change area use by land allocation to be consistent with the Travel Management Rule, and enact site-specific route Plan Amendments to make current use consistent with the Forest Plans. This alternative would implement actions consistent with the Travel Management Rule with no change to the current system of NFS roads, trails and areas. This alternative is similar to the No Action Alternative since it represents no change with respect to the existing NFS facilities or "baseline" transportation system. It is designed to assess the consequences of implementing the Travel Management Rule with no changes to the current system of roads, trails, and areas.

Under this alternative, the agency would take no affirmative action (no change from current management or direction). This means there would be continued cross-country travel. The continued use of unauthorized routes would not be allowed, and there would be no changes to the current NFS of roads, trails and areas. Alternative 2 would maintain the 'status quo' and 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 previous decisions associated with the NFS of roads, trails and areas). This alternative is also designed to be responsive to Scoping comments received in the fall of 2008 in which many people expressed concern about the possible loss of motorized opportunities.

Under Alternative 2, the existing condition, as reflected in the Forest route inventory and updated through September 2009, would continue. These existing routes on the Forest would primarily be used for public wheeled motor vehicle use. Cross-country travel would still occur in isolated areas on the Forest since it is not currently prohibited. Areas for dispersed activities would continue to be used by public wheeled motor vehicles primarily for the purpose of dispersed camping and parking. No changes would be made to the current National Forest Transportation System and no cross-country travel prohibition would be put into place.

Alternative 4 addresses the Significant resource issues through some reduction in motorized use over current conditions and proposes a reduction in motorized use over current conditions and Alternative 3. It would also enact the Travel Management Rule with Plan Amendments to allow consistency with the Travel Management Rule and currently inconsistent Forest Plan direction.

This alternative is designed to be responsive to Scoping comments received in fall of 2008. Many people were concerned about possible effects to Botanical Areas, serpentine soils (and associated meadows, fens, and bogs), water quality, and spread of invasive non-native species. Based on the stated Purpose and Need for action and as a result of the recent Travel Analysis process, Alternative 4 proposes to:

- Formally designate approximately 3,452 miles of road where mixed use would 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.
- Prohibit motorized public access on approximately 43 miles of roads currently open in order to minimize or reduce resource damage.
- Prohibit motorized use on approximately 114 miles of trails currently open in order to minimize or reduce resource damage and user conflicts.
- Prohibit cross-country motorized travel.

Under Alternative 4, approximately 4,494 miles of road and 141 miles of trail would be open to motorized use. Table S-3 below summarizes Alternative 4 and compares it to the current condition.

Table S-3. Alternative 4 Summary

Roads and Trails	Current Condition	Alternative 4	Change
Total NFS Roads	5,311 miles		
NFS Roads "open" to the public	4,537miles	4,494 miles	-43 miles
Open roads that allow mixed use	3,208 miles	3,452 miles	-32 miles
Open roads that prohibit mixed use	1,329 miles	1,137 miles	+32 miles
Total NFS Trails	1,199 miles	1,199 miles	0 miles
NFS Trails that allow motorized use	255 miles	141 miles	-114 miles
New trail construction		0 miles	
Convert ML1 road to trail		0 miles	
Total area open to cross country travel	274,670 acres	Woodruff "Play" Area	

In the complete FEIS, maps displaying specific aspects of Alternative 4 are presented.

Alternative 5 is an additional alternative developed as a result of analysis documented in the Draft EIS and public comments to the Draft EIS. Alternative 5 combines elements of the Proposed Action (Alternative 3) and Alternative 4. This alternative addresses the Significant resource issues through some reduction in motorized use over current conditions and proposes a slight reduction in motorized use over current conditions and Alternative 3. It would also enact the Travel Management Rule with Plan Amendments to allow consistency with the Travel Management Rule and currently inconsistent Forest Plan direction.

Based on the stated Purpose and Need for action and as a result of the recent Travel Analysis process, Alternative 5 proposes to:

- Formally designate approximately 3,467 miles of road where mixed use would 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.
- Prohibit motorized public access on approximately 7 miles of roads currently open in order to minimize or reduce resource damage.
- Prohibit motorized use on approximately 37 miles of trails currently open in order to minimize or reduce resource damage and user conflicts.
- Prohibit cross-country motorized travel.

Under Alternative 5, approximately 4,530 miles of road and 230 miles of trail would be open to motorized use. Table S-4 below summarizes Alternative 5 and compares it to the current condition.

Table S-4. Alternative 5 Summary

Roads and Trails	Current Condition	Alternative 5	Change
Total NFS Roads	5,311 miles		
NFS Roads "open" to the public	4,537miles	4,530 miles	-7 miles
Open roads that allow mixed use	3,208 miles	3,167 miles	-32 miles
Open roads that prohibit mixed use	1,329 miles	1,361 miles	+32 miles
Total NFS Trails	1,199 miles	1,217 miles	+23 miles
NFS Trails that allow motorized use	255 miles	230 miles	-25 miles
New trail construction		1.5 miles	
Convert ML1 road to trail		10 miles	
Total area open to cross country travel	274,670 acres	Woodruff "Play" Area	

In the complete FEIS, maps displaying specific aspects of Alternative 5 are presented.

WHAT ARE THE EFFECTS OF THE ALTERNATIVES?

This section summarizes environmental effects and consequences linked with implementing the Action Alternatives, or the No Action Alternative, considered and analyzed in detail. The following tables portray outcomes for each alternative in terms of the physical, biological, economic, and social direct, indirect and cumulative effects on the human environment, in regard to the Significant Issues, and Other Issues (see FEIS Chapter I).

Significant Issues as used in this environmental analysis are those that are used to evaluate alternatives, affect the design of component proposals, prescribe mitigation measures, and/or describe important and variable environmental effects. They are significant because of the extent of their geographic consequence, the duration of the effects, or the intensity of interest or resource conflict. Other Issues, as used in this analysis, differ from Significant Issues in that they often describe minor and/or non-variable consequences. The following tables briefly describe the consequences for each of the alternatives, in terms of Significant and Other Issues.

Table S-5. Comparison of Alternatives - Significant Issues

Significant Issues	Indicator	Alternative 1 (No Action)	Alternative 2	Alternative 3 (Proposed Action)	Alternative 4	Alternative 5
Water Quality and Erosion	Miles of open roads closed to public use	No change	No change	7 miles	43 miles	7 miles
	Miles of motorized trails closed to motorized use	No change	No change	31 miles	114 miles	37 miles
Botanical Areas and Special Plant Habitats	Acres of cross-country travel allowed	274,670 acres	274,670 acres	0 acres	0 acres	0 acres
	Miles of motorized trails closed to motorized use within Botanical Areas	No change	No change	4 miles	11 miles	6 miles
Public Safety	Change in traffic density on open roads and trails	No change	No change	Slight increase	Slight increase	Slight increase
	Miles of road where mixed use is allowed	3,208miles	3,208 miles	3,214 miles	3,167 miles	3,167 miles
Motorized Opportunities	Change in miles of roads and trails open to the public	No change	No change	-24 miles	-157 miles	-32 miles
	Miles of open roads	4,537 miles	4,537 miles	4,530 miles	4,494 miles	4,530 miles
	Miles of motorized trails	255 miles	255 miles	238 miles	141 miles	230 miles
Roadless Character within Inventoried Roadless Areas	Miles of motorized trails within IRAs	98 miles	98 miles	76 miles	0 miles	76 miles
	Acres of cross-country travel allowed within IRAs	30,170 acres	30,170 acres	0 acres	0 acres	0 acres

Table S-6. Comparison of Alternatives - Other Issues

Other Issues	Indicator	Alternative 1 (No Action)	Alternative 2	Alternative 3 (Proposed Action)	Alternative 4	Alternative 5
Soils – Site Productivity	Areas where cross-country travel would be allowed.	No change to the current condition. Cross-country travel would be allowed on 274,670 acres	No change to the current condition. Cross-country travel would be allowed on 274,670 acres	Would prohibit cross-country travel		
Aquatic Conservation Strategy	Consistency with ACS Objectives	N/A	All of the Action Alternatives would be consistent with the 9 Aquatic Conservation Strategy objectives at the site scale and all watershed scales			
Air Quality – Vehicle Emissions	Change in the current level of vehicle emissions	No change	No change to the current level of emissions	Alternatives 3, 4, or 5 would result in a measurable change in vehicle emissions		
Air Quality – Dust and Asbestos	Change in the current level of dust and asbestos	No change	No change to the current level of dust and asbestos	No measurable change to the current level of dust and asbestos		
Fire Risk	Change in the risk of human-caused fires	No change	No change to the current level of risk	Slightly reduces risk by eliminating cross-country travel		
Listed Plants	Effect to listed plant species	No change	May impact individuals, but not likely to adversely affect species or critical habitat	Though actions may impact individuals, but not likely to adversely affect species or critical habitat, elimination of cross country travel reduces effect over Alternative 2		
Invasive Non-native Plants	Potential change in spread of invasive non-native plants	No change	No change	Would reduce the potential for spread by limiting motorized use on some trails and roads	Would reduce the potential more than Alternative 3 for spread by limiting motorized use on more trails and roads	Would reduce the potential for spread by limiting motorized use on some trails and roads similar to Alternative 3

Other Issues	Indicator	Alternative 1 (No Action)	Alternative 2	Alternative 3 (Proposed Action)	Alternative 4	Alternative 5
Invasive Pathogens	Compliance with current direction	All currently unprotected, uninfected Port-Orford-cedar watersheds would be gated or closed. All alternatives would comply with State and Federal laws regarding <i>Phytophthora ramorum</i>				
Terrestrial Wildlife Listed Species	Determination for listed species	N/A	Effects to the northern spotted owl and marbled murrelet due to disturbance could occur under and would result in a "may effect, not likely to adversely affect (NLAA)" determination			
Management Indicator Species	Harassment to big game (deer and elk) within winter range areas	No change	No change to the current condition	Harassment potential would be decreased due to the reduced potential for noise and human activities through the elimination of cross country travel and the reduction in the amount of roads open to the public		
	Effects to other MIS species	No change	No change to the current condition	None of the alternatives would result in substantial direct or indirect adverse effects to other MIS species		
Other Rare or Uncommon Species	Effects to other rare or uncommon species	No change	No change to the current condition	Due to the potential of disturbance to from noise associated with passenger vehicle and OHV traffic, alternatives may impact but not adversely impact these species		
Fisheries and Aquatic Species	Determination for listed species	N/A	None of the alternatives would result in measurable direct or indirect effects to fisheries resources at the watershed or subwatershed scale			
Visuals	Attainment of visual quality objectives	No change	No change to the current condition	The reduction of roads and trails would not substantially change the attainment of visual quality objectives		
Sound Level	Change in use conflicts related to sound	No change	No change to the current condition	Slight decrease in potential use conflicts related to sound	Moderate decrease in potential use conflicts related to sound	Slight decrease in potential use conflicts related to sound
Mining Access	Affect to access for prospecting, locating, or developing mineral resources.	Selection of any alternative would not affect access that is reasonably incident to mining. However, alternatives that are more restrictive on vehicle travel would result in a higher degree of administration to determine if access is reasonably incident and necessary for the stage of mineral activity				

Other Issues	Indicator	Alternative 1 (No Action)	Alternative 2	Alternative 3 (Proposed Action)	Alternative 4	Alternative 5
Enforcement	Change in ability to enforce compliance with Federal law	No change	Amendment of the Forest Plan and publication of the Motor Vehicle Use Map would increase the ability to cite those who cause resource damage			
Cultural Resources	Increase in risk to heritage sites	No change	No change to the current condition	The reduction of cross-country travel would further limit access to existing and yet undiscovered sites		
Climate Change	All alternatives considered with this proposal were identified to have minor cause-effect relationships to greenhouse gas emissions or the carbon cycle, and were determined to be of such a minor scale at the global or even regional scale, that the direct effects would be meaningless to a reasoned choice among alternatives					

CAN ADVERSE EFFECTS BE MITIGATED?

Specific mitigation measures have been developed for the Action Alternatives analyzed in detail. These include appropriate measures as defined by NEPA Regulations at 40 CFR 1502.14(f) and 1508.20. Additional measures incorporated into the Action Alternatives emphasize applicable Best Management Practices (BMPs) and Forest-wide Standards and Guidelines. These mitigation measures would reduce, rectify, avoid, eliminate, and/or compensate the potential resource impacts as required by 40 CFR 1508.20. Mitigation measures common to all of the Action Alternatives are described in FEIS Chapter II.

WHAT FACTORS WILL BE USED IN MAKING THE DECISION BETWEEN ALTERNATIVES?

In addition to and concurrent with attainment of Purpose and Need, the response of the alternatives in relation to the identified Significant and Other Issues will be used as important decision factors (see above). No one element of Purpose and Need or Issues will be used to make the decision, rather, they will be reviewed together with an assessment of tradeoffs to make the final decision, documented in a forthcoming Record of Decision, following the Notice, Comment, and Appeal Procedures for National Forest System Projects and Activities (36 CFR 215).

For Forest Plan Amendments, the regulations require the decision-maker (the Rogue River-Siskiyou National Forest Supervisor) to determine whether the proposal would result in a significant change to the Forest Plans based on an analysis of the goals, desired conditions, objectives, guidelines and other contents of the Plan. If the amendment is determined not significant, then the Forest Supervisor may implement the amendment following appropriate public notification and satisfactory completion of (in this case concurrent) NEPA procedures.

WHAT MONITORING IS NECESSARY?

Monitoring is a required element of all Action Alternatives and would be carried out according to a detailed Monitoring Plan for authorized use and/or development activities. This Monitoring Plan would be developed specifically to the activities contained in the ROD, and be specific to the action(s) and area(s) where authorized actions would occur.

Project activities should be monitored during and after implementation of management actions to ensure that design features and mitigation measures are implemented as specified. Monitoring is also proposed to evaluate the effectiveness of planned activities, including standard practices and mitigation measures, in achieving desired outcomes.

WHICH ALTERNATIVE IS THE PREFERRED?

NEPA requires that the FEIS identify the agency's Preferred Alternative or alternatives, if more than one exists. The "agency's preferred alternative" is the alternative (or alternatives) which the agency believes would fulfill its statutory mission and responsibilities, giving consideration to economic, environmental, technical and other factors. The concept of the "agency's preferred alternative" is different from the "environmentally preferable alternative," (an element documented in a Record of Decision); although in some cases they may be both. A Preferred Alternative is identified so that agencies and the public can understand the agency's orientation.

The Forest Supervisor of the Rogue River-Siskiyou National Forest has identified **Alternative 5** as the Preferred Alternative. This alternative would enact the Travel Management Rule (36 CFR Part 212 Subpart B), and provide a designated and managed system, enact changes to reduce existing resource damage from motorized use, and reduce social impacts, user conflicts and safety concerns, and is the preferred course of action.

FINAL ENVIRONMENTAL IMPACT STATEMENT

MOTORIZED VEHICLE USE ON THE ROGUE RIVER-SISKIYOU NATIONAL FOREST

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