Appendix G
Summary of the Travel Analysis Process

The Travel Analysis Process provides Forest Service Line Officers with critical information to ensure that existing and developed road and motorized trail systems:
- provide for user safety and convenience
- respond to public needs and desires
- provide sustainable access
- are affordable within current and future expected budgets
- are efficiently managed
- have minimal negative ecological effects on the land
- are administered in an environmentally responsible manner
- balance with available funding for needed management actions
- are consistent with land management objectives.

A forest scale Roads Analysis Process (RAP) of the primary transportation routes was completed for the Payette National Forest in 2005; however, it only analyzed passenger car forest roads (maintenance level 3-5), and did not include high clearance vehicle and closed roads (maintenance level 1 & 2 roads), unauthorized roads, or motorized trails. Refer to Chapter 2 section, Road Maintenance Levels for a complete description of the roads.

The TAP will not change or modify any existing travel system decisions. However, the Line Officer (Payette National Forest Supervisor) may choose to reconsider previous decisions and perhaps at some future date revise previous travel system decisions because of a finding in the TAP, through the NEPA process.

The TAP is intended to identify opportunities for the national forest transportation system to meet current or future management objectives, and to provide information that allows integration of ecological, social, and economic concerns into future decisions. The process is intended to complement, rather than replace or preempt other planning and decision processes, such as the NEPA process.

The TAP uses the six-step process identified in *FS-643, Roads Analysis: Informing Decisions about Managing the National Forest Transportation System (1999).* The Analysis is tailored to local situations and landscape/site conditions as identified by forest staffs and coupled with public input.

The steps are designed to be sequential, with the understanding that the process may require feedback among steps over time as an analysis matures. The process provides a set of possible issues and analysis questions for which the answers can provide recommendations about the management of motorized roads and trails, and the

management of motorized areas. TAP is not subject to NEPA as it only makes recommendations and not decisions. Further analysis would be necessary to make decisions. The steps in the process are:
- Step 1. Setting up the Analysis
- Step 2. Describing the Situation
- Step 3. Identify Issues
- Step 4. Assessing Benefits, Problems and Risks
- Step 5. Describing Opportunities and Setting Priorities
- Step 6. Reporting

The product of this analysis is a report that documents the information and analysis used to identify opportunities, set priorities, and make recommendations for future motorized use of roads, trails, and areas. Included in the report is a map displaying the existing direction for the road system in the analysis area (Maps 1 and 2), and recommendations for each route, or segment of route.

The report documents the procedure used for the Payette National Forest Analysis Area and presents findings from the analysis. This report is a "living" document, reflecting the conditions of the analysis area at the time of writing. Thus, the document will be updated as the need arises and conditions warrant.

Recommendations from this report, which are based on Interdisciplinary Team (IDT) discussion, specialist expertise, and public input, include:
- Identifying roads and trails that may provide a current or future benefit;
- Identifying road/trail associated environmental and public safety risks;
- Identifying site-specific priorities and opportunities for road improvements, closures and decommissioning
- Identifying areas of special sensitivity or any unique resource values; and
- Providing other specific information that may be needed to support project-level decisions.

[1] Existing direction in this case is the road system that is reflects in the Forest Service's INFRA database which correspond to road segments in the Corporate GIS database.