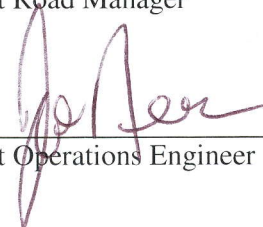


USDA Forest Service
Pacific Northwest Region
UMATILLA NATIONAL FOREST
Forest-wide Travel Analysis Process

~~Addendum~~ ^{Amendment} #1 to the Final Report
(September, 2015)

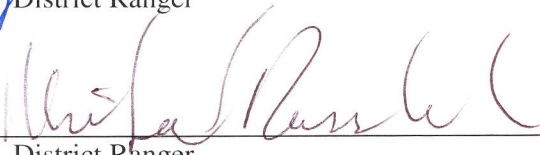
Adjustment of Value Ratings for Specific Road Segments
January 2017

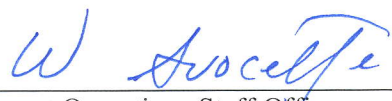
Prepared by:  Date: 1/3/17
Forest Road Manager

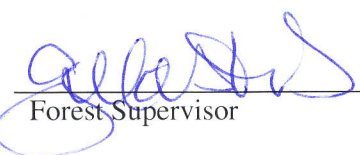
Reviewed by:  Date: 1/3/17
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District Ranger

Reviewed by:  Date: 1/9/17
^{Acting} District Ranger

Reviewed by:  Date: 2-24-17
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Recommended by:  Date: 3/13/17
Forest Operations Staff Officer

Approved by:  Date: 3/20/17
Forest Supervisor

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Introduction

The purpose of Amendment #1 to the Forest-wide Travel Analysis Process and Final Report (September, 2015) is to document adjustments to specific “Value” ratings for 18 road segments analyzed during the “Roads Analysis Process” in 2004. These adjustments result in shifting 16 of these 18 segments from the category of “Roads Likely Not Needed for Future Use” to the category of “Roads Likely Needed for Future Use”.

Background

The Forest-wide Travel Analysis Process was completed in three phases:

1. Road segments analyzed as part of decisions signed subsequent to the Motorized Access and Travel Management decisions of the early 1990’s.
2. 2004 Roads Analysis Process (RAP), which analyzed the “backbone” road system (all maintenance level 3, 4 and 5 road segments...plus all arterial and collector segments).
3. 2014 Transportation Analysis (TAP), which analyzed the road segments not included in phases 1 and 2.

During the 2004 RAP and the 2015 TAP (phases 2 and 3), road segments were analyzed and rated according to their value/benefit¹ and their risk to various resources. Based on their ratings, they were placed into one of four “Road Management Categories”:

1. Category 1 – High Benefit, Low Risk
2. Category 2 – High Benefit, High Risk
3. Category 3 – Low Benefit, High Risk (Likely Not Needed for Future Use)
4. Category 4 – Low Benefit, Low Risk

Roads in Categories 1 and 2 are “high benefit”. The benefits these roads provide outweigh the risks associated with them. These are the roads for which we prioritize funding...to maintain them and strive to successfully mitigate risks they pose.

Roads in categories 3 and 4 are “low benefit”. Those that are of “high risk” (Category 3) are likely not needed for future use, as the benefits they provide may not justify the costs and efforts of successfully mitigating the risks associated with them. Those that are of “low risk” (category 4) also may not be needed for future use, but since there is little risk associated with them, they may be more suitable for conversion to trails or placement into storage.

Issue

Subsequent to the September, 2015 Final Report, it was noted that several road segments included in Category 3 are part of the “backbone” road system and may require validation at some point. Those road segments were all included in the 2004 RAP.

Attempts were made to recover the original data generated during the 2004 RAP, so the ratings in question could be validated. The origin of the Resource Management Value ratings was successfully located, but the origin of the Recreation Use Value ratings was not.

¹ Note difference in terminology: The word “Value” was used in the 2004 RAP. The word “Benefit” was used in the 2014 TAP, and in the Transportation Analysis Report and Appendices.

Validation Process

It should be noted that the criteria used to evaluate Benefits/Values and Risks in 2004 (RAP) differ slightly than those used in 2015 (TAP). The same factors were essentially used, but were “blended” differently to provide what the team felt were more accurate results, considering the contextual difference in evaluating the “backbone” road system versus the remainder of the road system.

During the development of the Benefit and Risk criteria to be used for the 2015 TAP, it was decided that the same criteria used in 2004 for evaluating “Upland Forest Value” would be used, but would be termed “Resource Management Benefit”, as the team felt that the benefit of roads in facilitating vegetation management was really what was being evaluated. Thus, the 2004 “Upland Forest Value” is the same as the 2015 “Resource Management Benefit”.

The two factors used in 2004 for evaluating “Resource Management Value” were:

- 1) Road Length
- 2) Variety of Land and Resource Management Access Needs Provided by the Road

The team also felt it was best to couple the second factor above (variety of land and resource management access provided by the road) with the recreation use factor to more accurately evaluate roads for their benefit in providing administrative and recreation access. This resulted in the 2015 “Recreation and Administrative Facilities Benefit” ratings. The first factor above (road length) was dropped entirely.

Resource Management Value Ratings

The criteria were as follows:

2004 RAP Resource Management Values: This value was based on two factors: road length and the variety of land and resource management access needs provided by the road. Initially, each road was given a default value rating based on its length. Roads from 0 to 7 miles in length were given a low value. Roads greater than 7 and less than 22 miles long were rated moderate. Roads greater than 22 miles long were rated high. For the second step, the following seven criteria were used on a road-by-road basis to adjust the default values. They were access to the suitable timber base, rangelands, private land, electronic sites, administrative facilities, water production or storage facilities, and minerals exploration and extraction. These criteria were used either alone, in cases where one use was very important for management of that resource, or in combination where the road served two or more access needs.

Findings: Upon examination of the two Resource Management Value criteria, and how they were used in 2004, it was found that the intent of the road length criterion was to evaluate each road based on its entire length, rather than the length of each individual segment of the road. Due to the fact each road segment was analyzed individually, rather than the aggregate length of the road, the Resource Management Value ratings were found to be invalid.

Reassessment: The roads in question were reassessed, according to entire road length, and adjustments to the 2004 RAP Resource Management Value ratings were proposed.

Recreation Use Value Ratings

The criteria were as follows:

2004 RAP Recreation Use Values: The value of recreation use of the road system was rated separately. High values were assigned to roads that provided direct access to developed recreation sites or were key recreation access roads to the Forest. Moderate to high values were assigned to dispersed recreation areas along roads with heavy summer and fall use. Low values were often assigned to roads that provided only seasonal dispersed recreation use.

Findings: Upon examination of the Recreation Use Value criterion, and how it was used in 2004, there is no documentation as to exactly how the ratings were generated. It is likely that the ratings were initially assigned by the Forest Recreation Specialist (using maps and personal knowledge), and subsequently reviewed/validated by team members and personnel on the local Ranger Districts. In the context of evaluating only the “backbone” road system, it’s likely there was a tendency to assign ratings that were lower than they might be if evaluating the entire road system at once.

Reassessment: The roads in question were reassessed, in the context of evaluating the entire road system, and adjustments to the 2004 Recreation Use Value ratings were proposed.

Line and Staff Officer Review

The proposed adjustments discussed in the introduction are detailed on the attached sheet. Line and staff reviews have been completed, and signatures indicate concurrence with the proposed adjustments.

Reassessment of Roads Likely Not Needed for Future Use

(Road Management Category 3)					2004 RAP Value Ratings						2015 TAP Value Rating (CHANGES IN BLUE)								Result		
Road Number	Segment Length	Operational Maintenance Level	Surface Type	2004 RAP Value Score	Recreation Use Value	Recreation Use Number	Resource Mgmt Value	Resource Mgmt Number	Upland Forest Value	Upland Forest Number	Revised Score	Recreation Use Value	Recreation Use Number	Resource Mgmt Value	Resource Mgmt Number	Upland Forest Value	Upland Forest Number	Justification for Adjustment to RAP Value Rating	RAP Road Management Category	Revised Road Management Category	Infra Record
2105000	8.518	2	AGG	5	L	1	L	1	H	3	8	H	3	M	2	H	3	Road used for Hunting Access and admin and rec sites. Length of road = 9.8 miles.	3	2	Likely Needed
2107000	3.575	2	IMPROVED	5	L	1	L	1	H	3	7	M	2	M	2	H	3	Road used for Hunting access. Length of road = 7.7 miles.	3	2	Likely Needed
2402000	5.665	2	NATIVE	5	L	1	L	1	H	3	6	M	2	L	1	H	3	Road used for Hunting access	3	2	Likely Needed
2406000	2.794	2	AGG	5	M	2	L	1	M	2	6	H	3	L	1	M	2	Road used for Hunting Access and admin and rec sites.	3	2	Likely Needed
2406000	2.894	2	AGG	5	M	2	L	1	M	2	6	H	3	L	1	M	2	Road used for Hunting Access and admin and rec sites.	3	2	Likely Needed
3738000	10.560	2	AGG	3	L	1	L	1	L	1	6	M	2	H	3	L	1	Road used for Hunting access. Length of road = 10.6 miles. Accesses private lands and suitable timber base.	3	2	Likely Needed
4500000	4.594	2	AGG	5	L	1	L	1	H	3	9	H	3	H	3	H	3	Road used for Hunting Access, admin and rec sites, and adjacent national forest. Length of road = 18.3 miles.	3	2	Likely Needed
5350000	8.564	2	AGG	5	L	1	L	1	H	3	8	H	3	M	2	H	3	Road used for Hunting Access and admin and rec sites. Length of road = 8.5 miles.	3	2	Likely Needed
5507000	3.578	2	IMPROVED	4	L	1	L	1	M	2	7	M	2	H	3	M	2	Road used for Hunting access. Accesses private lands. Length of road = 16 miles.	3	2	Likely Needed
5507000	9.479	2	IMPROVED	4	L	1	L	1	M	2	7	M	2	H	3	M	2	Road used for Hunting access. Accesses private lands. Length of road = 16 miles.	3	2	Likely Needed
5507000	0.295	2	IMPROVED	4	L	1	L	1	M	2	7	M	2	H	3	M	2	Road used for Hunting access. Accesses private lands. Length of road = 16 miles.	3	2	Likely Needed
5507000	2.728	2	AGG	4	L	1	L	1	M	2	7	M	2	H	3	M	2	Road used for Hunting access. Accesses private lands. Length of road = 16 miles.	3	2	Likely Needed
5730000	3.810	2	AGG	5	L	1	L	1	H	3	6	M	2	L	1	H	3	Road used for Hunting access	3	2	Likely Needed
6222000	7.847	2	AGG	3	L	1	L	1	L	1	5	M	2	M	2	L	1	Road used for Hunting access. Length of road = 7.8 miles.	3	3	Likely Not Needed
6234000	3.190	2	AGG	3	L	1	L	1	L	1	6	M	2	H	3	L	1	Road used for Hunting access. Accesses private lands.	3	2	Likely Needed
6306000	5.115	2	AGG	3	L	1	L	1	L	1	6	H	3	M	2	L	1	Road used for Hunting Access and admin and rec sites. Accesses private lands and suitable timber base.	3	2	Likely Needed
6400000	2.930	3	AGG	5	H	3	L	1	L	1	7	H	3	H	3	L	1	Road used for Hunting Access, wilderness, admin and rec sites. Road length = 46.6 miles.	3	2	Likely Needed
6413000	6.013	2	AGG	4	M	2	L	1	L	1	5	M	2	M	2	L	1	Road used for Hunting access. Road length = 14.5 miles.	3	3	Likely Not Needed
92.149					L - Low = 1 Point M - Moderate = 2 Points H - High = 3 Points						L - Low = 1 Point M - Moderate = 2 Points H - High = 3 Points										
2004 RAP Recreation Use Values: The value of recreation use of the road system was rated separately. High values were assigned to roads that provided direct access to developed recreation sites or were key recreation access roads to the Forest. Moderate to high values were assigned to dispersed recreation areas along roads with heavy summer and fall use. Low values were often assigned to roads that provided only seasonal dispersed recreation use.											Revised Recreation Use Values: Per Andrew Lacey, using same assessment method used for 2015 TAP.										
2004 RAP Resource Management Values: This value was based on two factors: road length and the variety of land and resource management access needs provided by the road. Initially, each road was given a default value rating based on its length. Roads from 0 to 7 miles in length were given a low value. Roads greater than 7 and less than 22 miles long were rated moderate. Roads greater than 22 miles long were rated high. For the second step, the following seven criteria were used on a road-by-road basis to adjust the default values. They were access to the suitable timber base, rangelands, private land, electronic sites, administrative facilities, water production or storage facilities, and minerals exploration and extraction. These criteria were used either alone, in cases where one use was very important for management of that resource, or in combination where the road served two or more access needs.											Revised Resource Mgmt Values: Per Lonnie Ruchert. 2004 RAP "length" criterion used to determine default value rating was not legitimate, as roads are broken into management sections...some of which are short. Values were assigned based on these management sections...not the entire length of the road as intended.										
2004 RAP Upland Forest Values: Derived from the Forest-wide stand density analysis at the HUC6 scale; the analysis was completed in support of the Forest's program-of-work process for vegetation management projects. It is documented in a silviculture white paper called "Stand density conditions for the Umatilla National Forest: A range of variation analysis" (Powell 2013b). Assume that if a road "touches" a "High" stand density HUC6 then it will be ruled "H". Then assume if it touches a "Mod" Huc6 it will be rated "M" and so forth.											Upland Forest Values not revised.										