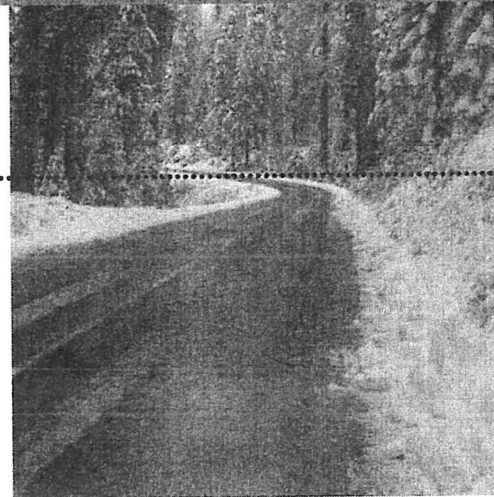


Chapter 7

Key Findings

Table of Contents

FOREST-SCALE ISSUES	53
---------------------------	----



Forest-scale Issues

The Forest Leadership Team specifically asked the project team to provide the following information in this analysis report: Key findings follow each item.

- 1) An inventory and map of the primary transportation system and a description of how those roads are to be managed is to be included.
 - Table xx, Appendix B, and Appendix C display the primary transportation system identify management opportunities for the primary transportation system.
 - Appendix C includes two types of maps divided by Ranger District. The first map set displays the existing primary transportation system with the road numbers. It also includes the remaining inventoried roads without their respective road numbers. The second map set displays the Potential Minimum Primary Transportation System. These maps display the Road Management Category for all segments of road included in this analysis.
- 2) Guidelines for addressing road management issues and priorities related to construction, reconstruction, maintenance, and decommissioning.
 - Chapter 5 of this report contains guidelines and opportunities for addressing road management issues and priorities related to construction, reconstruction, and decommissioning.
 - Chapter 5 identifies opportunities for addressing watershed and aquatic resource concerns.
- 3) Significant social and environmental issues, concerns, and opportunities to be addressed in project-level decisions.
 - The Roads Analysis for the Umatilla National Forest looked at all maintenance level 3-5 roads, and level 2 roads designated as collectors. This only represents 30 percent of the total road system. The remainder of the road system will be addressed during sub-forest scale analyses.
 -
- 4) Documentation of the coordination efforts with county government.
 - The Administrative Record for this roads analysis contains documentation of the communication efforts between the district rangers and the county commissioners. This information is on file at the Umatilla National Forest Supervisor's Office in Pendleton, Oregon.

The Forest Leadership team identified the following issues (Chapter 4) to be considered in this analysis. Key findings follow each issue statement.

1. Policy issues considered in this analysis were the interrelationship of state, county, tribal, and other federal agency transportation facility effects on land and resource management plans and programs; transportation investments necessary for meeting plan and program objectives; and current and likely funding levels available to support road construction, reconstruction, maintenance, and decommissioning.
 -
2. Road maintenance funding is not adequate to maintain and sign roads to the objective maintenance level. Conversely, the road system may be too large to adequately maintain to the objective maintenance level with existing budgets.
 - The road matrix (Appendix B) developed for this roads analysis contains the annual and deferred maintenance costs for the primary transportation system on the Forest. Even with the focus on the potential minimum road system, our current budget does not cover total road maintenance needs. The Umatilla National Forest currently receives approximately \$804,000 per year for salaries,

vehicles, supplies, overhead, road construction, reconstruction and maintenance. The annual cost of maintaining the primary transportation system to objective maintenance levels would cost approximately \$556,000 once all deferred maintenance (\$21,035,000) has been corrected. A few examples of key roads that show the lack of maintenance – Corporation Road No. 32, 64 to Jubilee Lake, Olive Lake Road No. 10, and the Tucannon River Road No. 47 past Camp Wooten. These roads are listed in multiple areas including Capital Investment, PFSR, and deferred maintenance programs, for improvement or increased maintenance dollars.

- The sub-forest (project or watershed) level roads analysis process should result in continued reductions of the Forest road maintenance obligations through decommissioning of level 1 and 2 roads. However, these reductions will be minor compared to the overall road maintenance needs on the Forest.
- Not all Arterial roads are being maintained to the objective maintenance level, however, overall access is adequate for all intended uses. Lack of funding does not allow us to inventory roads properly, keep data current, etc. Falling short at the ML 1-2 levels, as well as unclassified roads.
- 3. The current Umatilla National Forest classified road system has unwanted environmental impacts to water quality and aquatic and terrestrial wildlife species, five of which are listed under the Endangered Species Act. Unauthorized, user-created roads and trails result in unwanted environmental impacts to soil productivity, wildlife, and the spread of invasive exotic plant species.
- By itself, the maintenance level 3, 4, and 5 road system is not a road density concern.
- Most high road density areas have many unclassified roads and level 1 and 2 roads. At the sub-forest scale of analysis, these areas would be identified and remedial action recommended. One possible opportunity is the conversion of roads to both motorized and non-motorized trails.
- This roads analysis process identified individual roads that represented high potential for environmental risks. Categories 2 and 3 from the Road Risk-Value Graph (Figure 1) identified approximately 512 miles of these roads. Refer to Chapter 4, and the graph. Chapter 4 provides more information in response to this issue.
- 4. Some roads have been under Forest Service jurisdiction for many years and may not be under the appropriate jurisdiction. Due to changing use, it might be more appropriate for some roads to be under county or state jurisdiction or special use permits. In addition, some road realignments, widening, and surfacing are needed to accommodate anticipated increases in vehicle volumes and additional vehicle types.
- Road access is adequate at the ML 3-5 level.

Sub-forest-scale Issues

1. Sub-forest-scale roads analyses should focus on road-related watershed improvement opportunities, decommissioning of unneeded level 1 and 2 roads, conversion of roads to trails, and upgrading roads to meet current and future management and public needs.
2. Road values and road related risks should be further addressed. There are unwanted environmental impacts from the current Forest road system (including road density) and from unauthorized, user-created roads and trails. Roads causing unacceptable impacts should be evaluated for disposition or mitigation at the sub-forest level.
3. The public expressed concern that reducing or reconfiguring the Forest's transportation system might occur without the benefit of public involvement. Public involvement shall be an integral part of the sub-forest-scale analyses process and any site-specific project decisions.

4. The public is concerned that decisions about reducing or reconfiguring the Forest's transportation system will be made without the benefit of public involvement. The roads analysis process does not make any road-related decisions. Decisions that will change the existing system will occur through public involvement and a site-specific environmental analysis that considers effects on existing roads or roads proposed for addition, deletion, or reconstruction in the future.