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Plumas National Forest Public Motorized Travel Management

Record of Decision

Plumas National Forest

Plumas, Lassen, Yuba, Butte and Sierra Counties; California

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Introduction

This Record of Decision (ROD) documents the decision to implement Alternative 5 of the Plumas National Forest Public Motorized Travel Management Final Environmental Impact Statement (FEIS). 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 (NFS) lands. The FEIS discloses the environmental impacts associated with the agency's Proposed Action, a No-action Alternative, and three additional action alternatives developed to meet the purpose and need and respond to issues raised by the public.

Background

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 National Forests, including the Plumas, must complete Travel Management planning and any associated needed changes to their individual transportation systems by 2010.

About 4,137 miles of National Forest Transportation System (NFTS) roads and 130 miles of motorized trails are currently available for public motorized use on the Plumas National Forest (PNF). In addition, about 1,107 miles of known unauthorized routes exist. 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 are used by the public, none of them are part of the official NFTS. Historically, motor vehicle use was unrestricted throughout most of the Forest.

Purpose and Need

This section provides a brief overview of the project purpose and need for action (FEIS section 1.3).

1. There is a need for regulation of unmanaged motor vehicle travel by the public.
2. There is a need for limited additions to the National Forest Transportation System to:
 - Provide motor vehicle access to dispersed recreation opportunities (camping, hunting, fishing, hiking, horseback riding, etc.).
 - Provide a diversity of motorized recreation opportunities (4X4 vehicles, motorcycles, ATVs, SUVs, passenger vehicles, etc.).

In making any limited additions to the NFTS, the Plumas will consider criteria contained in Subpart B of the Travel Management Rule, including the following:

1. Impacts to cultural resources.
2. Public safety.
3. Access to public and private lands.
4. Availability of resources for maintenance and administration of roads, trails and areas that would arise if the uses under consideration are designated.
5. Minimizing damage to soil, watershed, vegetation and other forest resources.
6. Minimizing harassment of wildlife and significant disruption of wildlife habitat.
7. Minimizing conflicts between motor vehicles and existing or proposed recreational uses of NFS lands.
8. Minimizing conflicts among different classes of motor vehicle uses of NFS lands or neighboring federal lands.
9. Compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, etc.

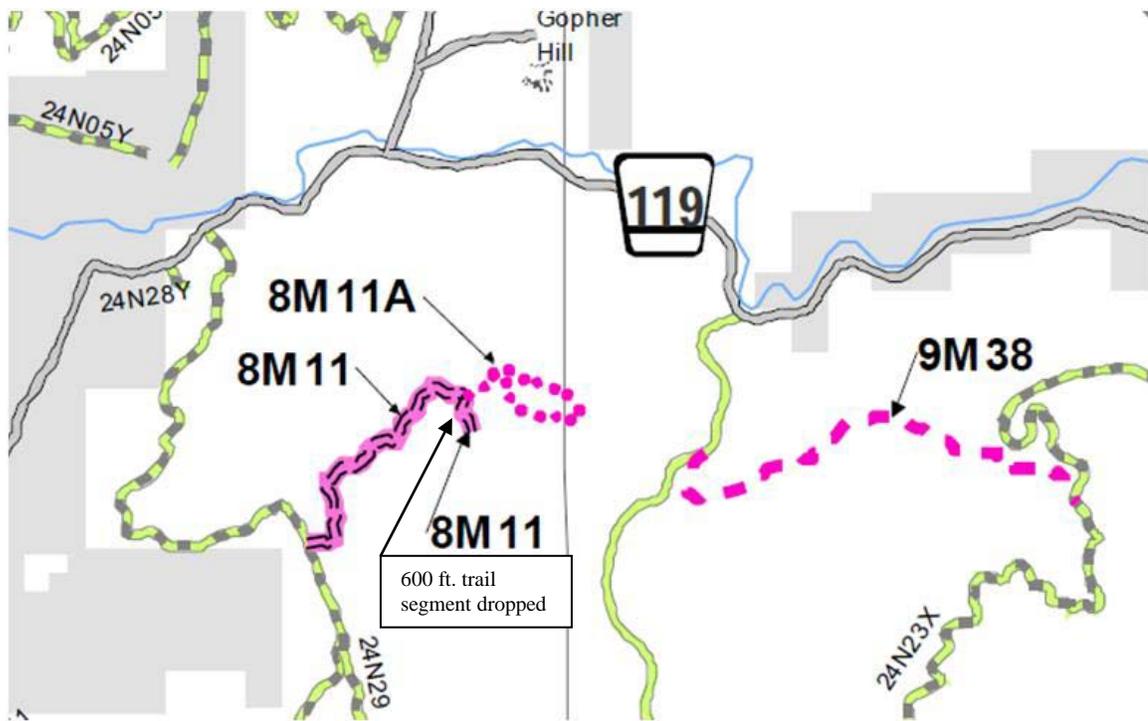
In making limited changes to National Forest System Roads, the Plumas will consider the following:

1. Speed, volume, composition and distribution of traffic on roads.
2. Compatibility of vehicle class with road geometry and road surfacing.
3. Maintaining valid existing rights of use and access (rights-of-way).

Decision

Based on the analysis in the Plumas National Forest Public Motorized Travel Management Project FEIS and the associated planning record, I have decided to implement Alternative 5 (FEIS section 2.3.3.5) with the exception of one trail segment (see Figure 1 below). I decided to drop approximately 600 feet at the end of Trail 8M11 based on asbestos test results. This trail is located between Quincy and Meadow Valley off of the Oro-Quincy Highway and Schneider Rock Road 24N29.

Figure 1. Trail segment of 8M11 dropped from Alternative 5 for this Decision



This decision responds to the issues of access, motorized recreation opportunity, and natural resource protection. It prohibits cross-country travel and incorporates suggestions from the public for additional and alternative routes. This includes motorized trails as necessary to access dispersed recreation opportunities, identified during public scoping. Between the Draft and Final EIS, trails in California red-legged frog critical aquatic refuge areas were dropped from Alternative 5. The Sly Creek open area (located in the Pinkard critical aquatic refuge) was also dropped from this alternative. Eliminating trails in these aquatic refuge areas reduces potential effects to California red-legged frogs and complies with the programmatic agreement between the Forest Service, Region 5 Pacific Southwest and the U.S. Fish and Wildlife Service for threatened and endangered species. See the Legal and Regulatory Compliance section below for more information. This decision includes mitigation measures for motorized trails with resource concerns, allowing such trails to be added to the NFTS with negligible environmental impact (see Mitigation section below) and in compliance with law, regulation and policy. These trails would be added to the NFTS, but not placed on the Motorized Vehicle Use Map (MVUM) as open to the public until the mitigation is completed. The analysis of the environmental effects of adding these trails and all associated mitigations was completed in the FEIS and considered in making my decision. This analysis allows their addition to the NFTS as part of this decision, even though the

mitigations have not yet been implemented. Opening trails that require mitigation is contingent on receiving adequate funds and/or volunteer labor to complete the work.

This decision:

- **Prohibits Cross-country Motorized Travel.** Motor vehicle travel off designated NFTS roads, NFTS trails and areas by the public, except as allowed by permit or other authorization would be prohibited.
- **Adds 234 Miles of NFTS Motorized Trails.** This decision would add 234 miles of trails to the NFTS. Of these, 156 miles are suitable for all vehicles, 39 miles are suitable for vehicles up to 50 inches wide, and 39 miles for motorcycles only. The tables at the end of this Record of Decision (ROD) display the trails added to the NFTS. The trails in Table 1 will be added to the MVUM and open to the public during the first season. The trails in Table 2 will need mitigation before they can be added to the MVUM and used by the public.
- **Changes Vehicle Class on Slate Creek Road (Rd. 24N28 - 4.1 Miles)** to allow both highway and non-highway legal vehicles (mixed use) to use this Maintenance Level 3 (ML3) road.

Monitoring

This decision includes the monitoring described in the FEIS in section 2.3.1. Trail condition will be monitored on a rotation basis to determine maintenance needs, including proper trail drainage to prevent sediment delivery to streams. Cultural resources will be monitored consistent with the Motorized Recreation Programmatic Agreement with the State Historic Preservation Office (SHPO). Trails identified as a high risk to sensitive plants or as highly vulnerable to noxious weed spread (FEIS Appendix A) will be monitored. Stream Condition Inventory (SCI) will occur on six stream reaches, to monitor habitat of Threatened, Endangered or Sensitive aquatic species.

Mitigation

This decision includes the mitigation described in Table 2 (also described in the FEIS in sections 2.3.2 and Appendix A). Trails with mitigation would be added to the NFTS, but not placed on the MVUM as open to the public until the mitigation is completed. Mitigation to reduce soil and water impacts of trails added to the NFTS include out-sloping trails for water drainage, installing drainage structures, improving trail/stream crossings, relocating short segments where surveys have been completed on the new locations and restricting the season of use. The mitigation to reduce the threat of spreading noxious weeds is to remove weeds by hand pulling. Mitigation to reduce impacts to sensitive plants involves avoiding them during trail maintenance. Mitigation to reduce impacts to aquatic species and habitat includes crossing improvements, seasonal use restrictions and interpretive signs. Wildlife mitigation includes seasonal use restrictions to reduce impacts to California spotted owls, northern goshawks, mule deer and bald eagles.

Reasons for the Decision

In reaching my decision, I have considered the purpose and need for action, the issues and range of alternatives and environmental consequences. I have also considered public comments on the Draft Environmental Impact Statement (DEIS) and the original proposed action (Alternative 2), the Forest Plan and amendments, the FEIS, and the documents incorporated by reference, including resource specialist reports.

My decision to implement Alternative 5 will meet the purpose and need for action, resulting in a motorized trail system that provides motorized recreation access and complements the existing road system. It benefits resources tremendously by eliminating cross-country travel and ensures that trails added to the NFTS maintain resource values throughout the Forest. My decision addresses these factors specifically as follows.

Consistency with the Travel Management Rule and Amended Forest Plan Prohibition on Cross-country Travel - My decision permanently prohibits cross-country motor vehicle travel and restricts motor vehicle travel to designated roads, trails and specifically delineated areas. This will bring our Forest's travel management into compliance with the 2005 Travel Management Rule and the 2004 Sierra Nevada Forest Plan Amendment. While, historically, motor vehicle use was unrestricted throughout most of the Forest, in order to comply with laws and direction, I must close the Forest to cross-country travel.

Prohibiting cross-country travel and the use of unauthorized routes provides many benefits to natural resources. Average density of roads, trails and unauthorized routes on the Forest will decrease from 2.44 miles per square mile to 2.09 miles per square mile, which will improve soil and water quality (FEIS section 3.5). Acres of wildlife habitat affected by motor vehicle use will decrease substantially (FEIS section 3.6 and 3.7). Cultural resources and rare plants will benefit from eliminating ongoing effects of cross-country travel and use of unauthorized routes and preventing new effects to specific sites (FEIS sections 3.10 and 3.8). Eliminating motorized use of unauthorized routes will enhance quiet recreation activities in some areas (FEIS section 3.2).

Motorized Recreation and Motor Vehicle Access – My decision will increase the Forest's motorized trail network from 130 miles to 364 miles. This is a substantial addition to our transportation system, resulting in an NFTS road and motorized trail network totaling 4,482 miles.

While it was a challenge to balance the desires of motorized recreation enthusiasts and maintain natural resource values, I feel it is important to add these motorized trails to the NFTS. Historically, most motorized trail use on the Plumas National Forest occurred on unauthorized routes because it was an "open forest". Closing the Forest to cross-country travel drastically reduces motorized recreation and access. I feel this decision adds the best of the most popular, well-located routes, so that the Forest continues to provide a diversity of motorized recreation experiences, while maintaining other resource values.

A key component of the decision that provides motorized recreation diversity is the motorcycle single track trail system in Four Trees and Granite Basin. These trails meet demand

for a specific, quality recreation experience that is not met by riding on wider four-wheeled vehicle trails and roads. These trails represent the majority of motorcycle trails on the Plumas National Forest. These trails provide exceptional riding experiences for all levels of motorcycle riders, adding diversity to motorized recreational opportunities on the Plumas. They are sponsored by very active groups that are committed to maintaining and improving the riding conditions of these trails. Without these trails, the Plumas National Forest would not be able to offer a single track experience, which is highly sought by motorcyclists.

Travel Management Rule Criteria – In choosing which routes to add to the NFTS, I considered the criteria contained in Subpart B of the Travel Management Rule as follows.

1. **Impacts to cultural resources.** Specialized protection measures in the Motorized Recreation Programmatic Agreement will be implemented to ensure that cultural resource values are protected (FEIS Ch. 3.10 and Appendix A). The decision includes protection measures for 21 cultural resource sites before the trails are opened to the public. Protection measures include placing material over archaeological deposits, installing barriers, and controlling ongoing use. These measures will continue to be applied during future trail management and maintenance.
2. **Public safety.**
 - Trails being added to the NFTS and open for use will meet safety standards for trail management. Ongoing future trail maintenance will ensure that public safety is maintained through things like brushing for sight distance, removing obstacles, maintaining trail surfaces, etc. Expert motorcycle trails will be signed so that riders are aware of trail difficulty.
 - This decision designates one passenger car road (4.1 miles) for mixed use. Mixed use analysis consistent with Regional direction showed that the probability and severity of crash risk is low for mixed vehicle use on this road (FEIS section 3.3). This road has no accident history and has very few safety concerns. It is near the end of the passenger car segment and is narrower and has more curves than the previous passenger car segment. It is out sloped and requires slower speeds. It will be signed for mixed use to warn drivers to anticipate ATVs and motorcycles.
3. **Access to public and private lands.**
 - This decision maintains access to many popular areas and trails on public land. I feel the Forest road and motorized trail network totaling 4,482 miles provides ample motorized access to public lands. The motorized trail additions contribute to the continuity of motor vehicle opportunities by reducing short, dead-end routes and increasing loop and connector access (FEIS section 3.2). They also provide access to dispersed recreation activities, including trailheads, dispersed campsites, and popular

destination points. While this decision reduces motorized access from what is currently available, it does not preclude considering additional trails and trail networks in the future. I am committed to continuing to refine the Forest's transportation system in the future to provide recreation opportunities and meet agency needs.

- This decision does not add motorized trails through private lands where the Forest Service does not have right of way. The project does not change existing right of way access for adjacent private landowners.
4. **Availability of resources for maintenance and administration of roads, trails and areas that would arise if the uses under consideration are designated.** The cost of this decision is reasonable, and it can be achieved through a mix of appropriated funds, OHV State grants, agreements, and volunteer labor (FEIS 3.3). While appropriated funds have been going down; grants, agreements and volunteer labor have been filling the gap in recent years, and these sources are expected to continue. The volunteer support from motorized recreation groups provides tremendous benefits to the Forest and the recreating public. They are our partners in land stewardship. Their work will ultimately open and maintain many trails, providing great recreation and protecting natural resources. The estimated cost of making necessary safety and resource improvements for trails being added to the NFTS is \$301,250. Annual trail maintenance costs will rise from \$26,093 to \$67,745.
5. **Minimizing damage to soil, watershed, vegetation and other forest resources.**
- Soil and Water Resources** – This decision minimizes effects to soil and water through mitigation and ongoing future maintenance of trails added to the NFTS. All trails included in this decision have effects to soil and water resources that were determined to be less than adverse or that can be mitigated before opening them to the public. Mitigation and maintenance measures are shown in Tables 1 and 2 at the end of this document. Mitigation for soil and water resource effects will be completed on approximately 55 miles of trails. Specific maintenance activities are prescribed for routes where direct or indirect effects on soil and water are currently less than adverse to ensure that effects remain less than adverse over time. (FEIS sections 2.3.2, 3.5 and Appendix A)
- Botanical Resources** – To minimize damage to rare plant species, the decision includes mitigation where needed, based on management prescriptions for sensitive plant species. These prescriptions are particular to the ecology of that species, consider all known habitat, range and distribution information; and are periodically updated to include new information. The most common mitigation is to avoid sensitive plant occurrences by a distance of 100 feet or greater. In some instances these resources are allowed to be affected in accordance with the management prescriptions and other applicable guidelines. (FEIS sections 3.8 and Appendix A)

- Noxious Weeds** This decision includes mitigation to prevent the spread of noxious weeds. Mitigations are proposed for each known noxious weed infestation in close proximity to trails (i.e. within 100 feet). The proposed mitigations are based on the ecology of the species, the ratings for that species given by the California Department of Food and Agriculture's (CDFA 2007) and the California Invasive Plant Council's invasive plant inventory (Cal-IPC 2006). (FEIS sections 3.9 and Appendix A)
6. **Minimizing harassment of wildlife and significant disruption of wildlife habitat.** This decision includes trail features and mitigation to minimize harassment of wildlife and disruption of habitat (FEIS 2.3.2, Appendix A). These include: seasonal use restrictions to prevent adverse effects to wildlife during critical nesting, rearing and migration periods; careful selection of routes that minimize potential direct and indirect impacts; elimination of routes; avoidance of sensitive habitats (e.g. wet meadows, known or suspected TES aquatic species habitat) or seasonal habitats (deer winter range). These minimization efforts were used to determine which trails to include in Alternative 5. Motorized trail use is expected to have moderate effects to wildlife. Motor vehicle travel will not affect or may affect individuals, but is not likely to be an adverse effect to any wildlife species (FEIS 3.7 Summary Table of Determinations for Threatened, Endangered and Sensitive Species). This decision is consistent with the Project Design Criteria for the threatened Valley Elderberry Longhorn Beetle and the threatened California red-legged frog identified in the Programmatic Agreement (PA) between the Forest Service, Region 5 Pacific Southwest and the US Fish and Wildlife Service for threatened and endangered species ("Route Designation: Project Design Criteria for "No Effect" or "May Affect Not Likely to Adversely Affect" Determinations for Threatened and Endangered Species – October 2006 version 1). Following these design criteria will minimize the effects to California red-legged frogs and will ensure there are no effects to the Valley Elderberry Longhorn Beetle. This decision does not add any motorized trails in designated critical habitat for California red-legged frogs (FEIS 3.6). There is no designated critical habitat for valley elderberry longhorn beetle on the Plumas National Forest.
7. **Minimizing conflicts between motor vehicles and existing or proposed recreational uses of NFS lands.** Avoiding potential conflict between motor vehicle use and non-motorized recreational use was one of the criteria considered by the interdisciplinary team during project design. My decision minimizes the potential for conflicts, in part by ensuring the compatibility of trail additions with recreation direction contained in the Forest Plan. My decision does not include any Recreational Opportunity Spectrum (ROS) class changes (FEIS Section 3.2).

8. **Minimizing conflicts among different classes of motor vehicle uses of NFS lands or neighboring federal lands.** Avoiding potential conflict among different classes of motor vehicle uses on NFS lands and neighboring federal lands were criteria considered by the interdisciplinary team during project design. Trails in this project provide a coherent pattern of motor vehicle uses to ensure that they provide usable networks and do not have isolated segments for a particular vehicle. This decision adds 39 miles of single-track motorcycle trails, mainly in Four Trees and Granite Basin. These trails provide exceptional riding experiences for all levels of motorcycle riders (FEIS section 3.2). Having single-track trails designated for motorcycles will reduce conflict between motorcycles and other vehicles. The project was designed to ensure compatibility of motor vehicle uses on neighboring federal lands. Trails in this decision that cross onto the Tahoe National Forest and the Lassen National Forest are for the same class of motor vehicles on each Forest.
9. **Compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, etc.** - Proximity to populated areas and compatibility of motor vehicle use were criteria considered by the interdisciplinary team during project design (FEIS 3.2). Public involvement was used to determine where adjacent landowners wanted motorized trails and where they did not want them. For example, this decision does not include trails adjacent to East Quincy where there have been noise and private land trespass problems. This decision does include some trails near Greenville, where neighbors supported them and the trails are accessible without going through private land.

10. Other considerations

Changes to Roads - When making limited changes to National Forest System Roads, I also considered the following:

- Speed, volume, composition and distribution of traffic on roads.
- Compatibility of vehicle class with road geometry and road surfacing.
- Maintaining valid existing rights of use and access (rights-of-way).

This decision includes 4.1 miles of mixed use on Slate Creek Road to provide important ATV access between trails. A mixed use analysis was conducted, considering the factors above. It was approved by the Regional Office. This analysis is in the project record.

Best Available Science - My conclusions are based on a review of the record that shows a thorough review of relevant scientific information using the best available science. The resource sections in Chapter 3 of the FEIS identify the effects analysis methodologies, reference scientific sources which informed the analysis and disclose limitations of the analysis.

Legal and Regulatory Compliance

My decision complies with the laws, policies, and executive orders listed below and described in Chapter 3 of the FEIS.

Findings Required by Other Laws and Regulations

The National Environmental Policy Act at 40 CFR 1502.25(a) directs “to the fullest extent possible, agencies shall prepare draft EIS concurrently with and integrated with other environmental review laws and executive orders.” Each resource section in the FEIS includes a list of applicable laws, regulations, policies and Executive Orders that are relevant to that resource. Surveys, analyses, and findings required by those laws are specifically addressed in Chapter 3 of the FEIS. These laws include:

National Forest Management Act - The Forest Service is complying with the provisions of this law by designing the project to meet Standards and Guidelines of the Forest Plan and its amendments (FEIS Ch. 3 and Appendix B).

2005 Travel Management Rule 36 CFR 212, Subpart B - This project is designed to comply with the provisions of this regulation by developing a Motor Vehicle Use Map that ends cross-country travel and associated route proliferation. The scope of the analysis complies with this rule. This decision meets the criteria in the rule as discussed above in the Reasons for the Decision section.

Clean Water Act – This decision complies with this law and its implementing regulations and policies (FEIS section 3.5). The project includes mitigation to minimize impacts to water quality. Trail mitigation and maintenance is based on best management practices.

Migratory Bird Act and Bald and Golden Eagle Protection Act – This decision complies with these laws (FEIS section 3.7). This project will not result in the take or harm to migratory birds, Bald Eagle or Golden Eagles. A season of use will be applied to one trail, 8M52, to minimize effects to Bald Eagles within the Rocky Point Territory. This decision meets the criteria in the rule for minimizing harassment of wildlife and significant disruption of wildlife habitat.

Endangered Species Act – This decision complies with this law. Consultation with US Fish and Wildlife Service was completed via programmatic agreement at the Regional level for all listed species, including the valley elderberry longhorn beetle and California red-legged frog, the only two listed species within the project area. This decision is consistent with that agreement. In the DEIS, Alternative 5 included trails in the French Creek area, which led to formal consultation on California red-legged frog. Early involvement with the US Fish and Wildlife Service on this project was initiated on August 6, 2008. Formal consultation was completed on November 3, 2009 (Biological Opinion, Cons # 84120-2009-F-0923-1). In February 2010, I decided to drop the trails in French Creek and the Sly Creek open area from Alternative 5 in order to meet the Project Design Criteria for California red-legged frogs identified in the programmatic agreement between the Forest Service, Region 5 Pacific Southwest and the U.S. Fish and Wildlife Service for threatened and endangered species: “Route Designation: Project Design Criteria for “No Effect”

or “May Affect Not Likely to Adversely Affect” determination for TE Species – October 2006 version 1 (October 2006). The FEIS Alternative 5 and this decision meet the consultation requirements of the Endangered Species Act, and no formal consultation or biological opinion is required. A letter from US Fish and Wildlife Service (August 23, 2010) acknowledged the changes to the project and concluded that no further action was needed pursuant to the Endangered Species Act.

Executive Order 13112 Invasive Species 64 FR 6183 (February 8, 1999). This project is designed to comply with this order. The project includes assessing the noxious weed risk and monitoring trails identified as highly vulnerable to noxious weed infestation to reduce the spread of noxious weeds. (see Monitoring section above). Specific information on monitoring for noxious weeds is in Ch. 2, Ch. 3 and Appendix A in the FEIS. A complete assessment of noxious weed risk is provided in the “Plumas National Forest Travel Management: Noxious Weed Risk Assessment”, which is located in the project record.

National Historic Preservation Act – This project was designed to meet this act by following Region 5’s *Programmatic Agreement among the U.S.D.A. Forest Service, Pacific Southwest Region, U.S.D.A. Forest Service, Intermountain Region’s Humboldt-Toiyabe National Forest, California State Historic Preservation Officer, and Advisory Council on Historic Preservation Regarding the Process for Compliance with Section 106 of the National Historic Preservation Act for Designating Motor Vehicle Routes and Managing Motorized Recreation on the National Forests in California* (2006). (FEIS Section 3.10) Specialized protection measures in the Travel Management Programmatic Agreement will be implemented to ensure that cultural resource values are protected (FEIS Ch. 3.10 and Appendix A).

Special Area Designations

I have determined that the Plumas Motorized Travel Management Project complies with laws, regulations, and policies that pertain to the following special areas:

- **Research Natural Areas**—This project does not add any motorized trails to Research Natural Areas (FEIS section 3.8).
- **Inventoried Roadless Areas**—This project does not add any motorized trails to Inventoried Roadless Areas (FEIS section 3.2).
- **Wilderness Areas**—This project does not add any motorized trails to Wilderness Areas.
- **Wild and Scenic Rivers**—This decision complies with Wild and Scenic River direction (FEIS section 3.2). No motorized trails are added to wild river corridors. The decision adds 0.6 mile of motorized trail to the designated Middle Fork Feather River recreation zone and 0.2 mile to the scenic zone. These trails include short motorized trails in the river corridor that will continue to provide important access to popular river recreation sites (Camp Layman, Red Bridge, Nelson Point) and fishing opportunities. Red Bridge and Nelson Point are important put-in sites for river rafting. The decision also includes a

trail that ends at the boundary of the corridor. The decision includes 6.7 miles of motorized trails in eligible scenic and recreation river corridors. All of the trails added within the corridor are compatible and protect the outstandingly remarkable values of the rivers.

- **Special Interest Areas**—The project adds 3 miles of motorized trails in proposed Special Interest Areas. These include Brady’s Camp (1.5 miles), Butterfly Valley (0.2 miles) and McRae Meadow (1.2 miles). McRae Meadow already has existing NFTS trails within its boundary. Adding limited trails to these areas complies with direction. Special Interest Areas are discussed in FEIS Section 3.8.

Public Involvement

Public involvement spanned over four years and involved over 20 public meetings and workshops. Public involvement occurred during four key periods, first during the public collaboration process that began in 2004, second during the 60-day public scoping period for the Notice of Intent (NOI), third during meetings with public groups to explore issues they raised during scoping, and fourth following the release of the DEIS. A complete discussion of public involvement activities is in section 1.7 of the FEIS.

Tribal consultation occurred concurrently with public involvement activities. Letters were sent to the tribes throughout the planning process. The project was discussed at multiple meetings with Concow Maidu Tribe of Mooretown Rancheria, Estom Yumeka Tribe of Enterprise Rancheria, Greenville Rancheria, Mechoopda Indian Tribe of Chico Rancheria, Susanville Indian Rancheria, Tyme Maidu Tribe of Berry Creek Rancheria, and Washoe Tribe of California and Nevada.

With over 3,000 comments received during scoping and almost 3,000 received again following the release of the DEIS, it is clear that the public is concerned about travel management. Comments from the public were considered at every step of the process from the design of the proposed action to this decision.

Implementation Strategy

This decision includes the following implementation strategy.

1. Based on the selected alternative, produce a Motor Vehicle Use Map (MVUM) following National Forest Service standards that indicates which trails are designated open to the public by type of vehicle per trail and season open for use. This map would be made available to the public free of charge. This Record of Decision takes effect when the MVUM is published (anticipated this winter). The MVUM would be used for enforcement. Designations, use restrictions, and operating conditions would be revised in future decisions, as needed, to meet changing conditions or management strategies.

2. Produce a local travel map following production of the MVUM that would provide additional features to help the public navigate the travel system.
3. Improve trail signs over time to show type of vehicle per trail and season open for use corresponding to the MVUM and local travel map.
4. Develop an education strategy to inform Forest visitors about the designated route system, assist the public with understanding the MVUM, local travel map and the effects of unauthorized motorized travel activities.
5. Develop a public volunteer strategy to identify opportunities for the public to help implement, enforce, maintain, and fund the designated route system.

Alternatives Considered in Detail but Not Selected

In addition to the selected alternative, I considered four other alternatives in detail, which are discussed below along with reasons they were not selected. A more detailed comparison of these alternatives can be found in Chapter 2 of the FEIS.

Alternative 1 (No-action)

The No-action Alternative provided a baseline for comparing the other alternatives. Under the No-action alternative, current management plans would continue to guide management of the project area. No changes would be made to the current NFTS, and no cross-country travel prohibition would be put into place. The Travel Management Rule would not be implemented, and no Motor Vehicle Use Map (MVUM) would be produced. Motor vehicle travel by the public would not be limited to designated routes. Unauthorized routes would continue to have no status or authorization as NFTS facilities.

1. **Cross-country travel:** Motor vehicle travel off designated NFTS roads, NFTS trails and areas by the public would continue except as prohibited by Forest Order.
2. **Changes to the existing National Forest Transportation System (NFTS):** None proposed.
3. **Roads trails and areas added to existing NFTS:** No roads, trails or areas are proposed for addition to the NFTS under this alternative.

This alternative was not chosen because it does not meet the purpose and need to regulate unmanaged motor vehicle travel. Continuing cross-country travel is inconsistent with the 2005 Travel Management Rule and the Sierra Nevada Forest Plan Amendment. If the 1,107 miles of existing unauthorized routes were to continue to be used, there would be adverse effects to natural resources (discussed in Chapter 3 of the FEIS).

Alternative 2 (Proposed Action)

The Proposed Action contained the proposed changes to the NFTS and the prohibition of cross-country travel as described in the NOI published January 3, 2008 (Volume 73, Number 2).

A general description follows.

1. **Cross-country travel:** Motor vehicle travel off designated NFTS roads, NFTS trails and areas by the public except as allowed by permit or other authorization would be prohibited.
2. **Changes to the existing National Forest Transportation System (NFTS):** No changes proposed.
3. **Trails and areas added to the existing NFTS:** This alternative would add 361 miles of trails to the NFTS. Of these, 216 miles are suitable for all vehicles, 63 miles are suitable for vehicles up to 50 inches wide, and 82 miles for motorcycles only. Trails are listed in Chapter 2 of the FEIS. Sly Creek open area (36 acres) would be added as a motorized area open for yearlong use for vehicles 50 inches or less in width.

This alternative was not chosen because several of the trails would have adverse effects to natural resources (discussed in Chapter 3 of the FEIS). This proposed action was designed before comprehensive surveys were completed. This alternative does not include some trails of interest to the public that came up after scoping. It also does not include any mixed use Maintenance Level 3 (ML3) roads.

Alternative 3

Alternative 3 responded to non-motorized recreation interests in “Citizen Inventoried Roadless Areas (CIRAs)” proposed by the Wilderness Society and natural resource impacts by prohibiting cross-country travel without adding any additional facilities to the NFTS. This alternative also provides a baseline for comparing the impacts of other alternatives that propose changes to the NFTS. None of the current unauthorized routes would be added to the NFTS.

1. **Cross-country Travel:** Motor vehicle travel off the designated NFTS roads, NFTS trails and areas by the public except as allowed by permit or other authorization would be prohibited.
2. **Changes to the existing National Forest Transportation System (NFTS):** No changes proposed.
3. **Roads, trails and areas added to the existing National Forest System:** No roads, trails or areas would be added to the NFTS.

This alternative was not chosen because it greatly limits motor vehicle access to dispersed recreation opportunities and provides little diversity of motorized recreation opportunities. Closing the Forest to cross-country motorized travel without adding any motorized trails would greatly reduce motorized recreation (FEIS section 3.2). I do not feel the existing 130 miles of motorized trails provide adequate motor vehicle access and motorized trail opportunity with the Forest closed to cross-country travel.

Alternative 4

Alternative 4 responded to non-motorized recreation interests in “Citizen Inventoried Roadless Areas (CIRAs)” proposed by the Wilderness Society, Jacks critical aquatic refuge and other natural resource impacts. This alternative adds no motorized routes to CIRAs. This alternative does not designate routes as trails where resource concerns require extensive trail mitigation.

1. **Cross-country Travel:** Motor vehicle travel off the designated NFTS roads, NFTS trails and areas by the public except as allowed by permit or other authorization would be prohibited.
2. **Changes to the existing National Forest Transportation System (NFTS):** Changes to Vehicle Class on Slate Creek Road (Rd. 24N28 - 4.1 Miles) would allow both highway and non-highway legal vehicles to use this Maintenance Level 3 (ML3) road.
3. **Trails and Areas Added to NFTS:** This alternative would add 140 miles of trails to the NFTS. Of these, 108 miles are suitable for all vehicles, 22 miles are suitable for vehicles to 50 up to inches wide, and 10 miles for motorcycles only. Trails are listed in Chapter 2 of the FEIS.

This alternative was not chosen because it leaves out key recreation trails and the effects are similar to Alternative 5, considering the mitigation included in this decision. While this alternative leaves out all trails with high risk of effects to resources, some of these trails are important to the public. Alternative 5 includes mitigation on these trails and will not open them to public use until the mitigation is completed.

Environmentally Preferable Alternative

Alternative 3

As described in the section above, Alternative 3 would prohibit cross-country travel without adding any additional facilities to the NFTS. This alternative would best protect natural resources.

Implementation Date

If no appeals are filed within the 45-day appeal period, implementation of the decision may occur on, but not before, 5 business days from the close of the appeal filing period. When appeals are filed, implementation may occur on, but not before, the 15th business day following the date of the last appeal disposition.

Administrative Review or Appeal Opportunities

This decision is subject to appeal pursuant to 36 CFR 215. In accordance with the April 24, 2006 order issued by the U. S. District Court for the Missoula Division of the District of Montana in Case No. CV 03-119-M-DWM, only those individuals and organizations who provided comments during the comment period are eligible to appeal [36 CFR 215.11(a), 1993 version]. Appeals must

be filed within 45 days from the publication date of the legal notice in the *Feather River Bulletin*. Notices of appeal must meet the specific content requirements of 36 CFR 215.14. An appeal, including attachments, must be filed (regular mail, fax, e-mail, hand-delivery, express delivery, or messenger service) with the appropriate Appeal Deciding Officer [36 CFR 215.8] within 45 days following the publication date of the legal notice. The publication date of the legal notice is the exclusive means for calculating the time period to file an appeal [36 CFR 215.15 (a)]. Those wishing to appeal should not rely upon dates or timeframe information provided by any other source.

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: Plumas Motorized Travel Management.

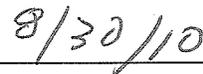
For electronically mailed appeals, the sender should normally receive an automated electronic acknowledgment from the agency as confirmation of receipt. If the sender does not receive an automated acknowledgment of the receipt of the appeal, it is the sender's responsibility to ensure timely receipt by other means [36 CFR 215.6(a)(4)(iii)].

Contact Person

The FEIS and supporting documents are available for public review at the Plumas National Forest, Supervisors Office, 159 Lawrence Street, P. O. Box 11500, Quincy, CA 95971-6025, (530) 283-2050 Voice, (530) 534-7984 Text (TDD). For further information on this decision, contact Peter Hochrein (phochrein@fs.fed.us), Interdisciplinary Team Leader at (530) 836-7718.



ALICE B. CARLTON
Forest Supervisor, Plumas National Forest
Quincy, CA



Date

Trails Added to the National Forest Transportation System

The following tables list the motorized trails being added to the National Forest Transportation System with this decision. The trails in Table 1 will be added to the MVUM and open to the public during the first season. Maintenance activities listed in the table will be completed during the first scheduled trail maintenance that occurs after this decision. The trails in Table 2 will need mitigation before they can be added to the MVUM and used by the public. Abbreviations that appear in the tables are listed below.

District Codes:

BKRD: Beckwourth Ranger District, MHRD: Mt. Hough Ranger District, FRRD: Feather River Ranger District

Botanical Resource Codes:

TES: Threatened Endangered and Sensitive, SIA: Special Interest Area

Wildlife Resource Codes:

SOU: Season of Use, CAR: Critical Aquatic Refuge, CRLF: California red-legged frog, MYLF: Mountain yellow-legged frog, FYLF: Foothill yellow-legged frog, NWPT: Northwestern pond turtle, TRFR: Tree Frog, Macros: Stream Invertebrates, NOGO: Northern Goshawk
 CSO: California spotted owl, WIFL: Willow Flycatcher, HRCA: Home Range Core Area, WTM: Wet Meadow

Cultural Resource Codes:

SPM: Specialized Protection Measures (refer to Section 3.10 for range of approved protection measures (Motorized Recreation PA). Protection measures include placing material over archaeological deposits, installing barriers, and ongoing use control. These measures will continue to be applied during future trail management and maintenance.

Vehicle Type code:

M: motorcycle, <50": all vehicles under 50 inches wide, All: all vehicle types

Table 1 Motorized trails added to the MVUM and open to the public.

Trail	Vehicle Type	District	Season of Use (SOU)	Miles	Trail Maintenance/Remarks
5M01	M	FRRD	5/1-12/31	2.16	Rolling dips, out-sloping and hardened crossings. SOU for deer and watershed.
5M02	M	FRRD	5/1-12/31	2.54	Rolling dips, out-sloping. SOU for deer. Monitor for CRLF.
5M04	M	FRRD	5/1-12/31	1.92	Rolling dips, out-sloping. SOU for watershed.
5M05	M	FRRD	5/1-12/31	0.88	Rolling dips, out-sloping. SOU for watershed.
5M12	M	FRRD	8/16-12/31	1.69	Rolling dips, out-sloping and hardened crossings. SOU for CSO.
5M16	<50"	FRRD	5/1-12/31	0.84	Rolling dips, out-sloping. SOU for watershed.
5M26	All	FRRD	8/16-12/31	0.49	Rolling dips, out-sloping. SOU for CSO.
5M28 W	M	FRRD	8/16-12/31	0.43	Rolling dips, out-sloping and hardened crossings.

Trail	Vehicle Type	District	Season of Use (SOU)	Miles	Trail Maintenance/Remarks
					SOU for CSO.
6M17	M	FRRD		1.00	
6M17A	M	FRRD		0.12	
6M19	M	FRRD	9/16-12/31	3.02	Rolling dips, out-sloping and hardened crossing. SOU for NOGO.
6M20 W	M	FRRD	9/16-12/31	0.95	Rolling dips, out-sloping. SOU for NOGO.
6M22 S	M	FRRD		0.93	Rolling dips, out-sloping and hardened crossing.
6M24	M	FRRD		0.23	Rolling dips, out-sloping.
6M28	M	FRRD		0.09	
6M30 E	M	FRRD		0.33	Rolling dips, out-sloping.
6M30A	M	FRRD		0.30	Rolling dips, out-sloping.
6M31 W	M	FRRD		0.20	Rolling dips, out-sloping and hardened crossing.
6M32	M	FRRD	9/16-12/31	0.36	SOU for CSO/NOGO.
6M33	<50"	FRRD	9/16-12/31	0.65	SOU for NOGO.
6M34	All	FRRD		0.52	
6M37	All	MHRD		1.42	Clean corrugated metal pipe, water bar.
6M51	M	FRRD	8/16-12/31	0.77	Rolling dips, out-sloping. SOU for CSO.
7M03	All	FRRD		0.36	Rolling dips, out-sloping and hardened crossing.
7M11	<50"	FRRD		0.48	Rolling dips, out-sloping.
7M14	All	MHRD		0.25	Rolling dips, out-sloping.
7M15	All	MHRD		1.20	
7M16	All	MHRD		0.94	
7M17	All	MHRD	8/16-12/31	1.73	Very steep, needs out-slope, install dips. SOU for CSO.
7M18	All	MHRD		0.66	
7M22	<50"	MHRD		0.72	
7M28	All	FRRD		0.39	Rolling dips, out-sloping.
8M02	All	MHRD		0.78	Trail in perennial stream riparian management area. Rolling dips, out-sloping and hardened crossings. No overnight camping. Install sign to keep OHVs away from stream.
8M03	All	MHRD		1.57	Crosses ephemeral streams, needs hardened crossing improvement.
8M10	<50"	MHRD	9/16-12/31	0.67	SOU for NOGO.
8M15	<50"	MHRD		0.32	Rolling dips, out-sloping and hardened crossing.
8M16	<50"	MHRD		0.77	Rolling dips, out-sloping and hardened crossing.
8M19	<50"	MHRD		1.27	Rolling dips, out-sloping.
8M24	<50"	MHRD	8/16-12/31	2.71	Rolling dips, out-sloping and hardened crossings. SOU for CSO.
8M26	All	MHRD		1.01	Rolling dips, out-sloping.
8M27	All	MHRD		2.26	Rolling dips, out-sloping.
8M27A	All	MHRD		0.33	Rolling dips, out-sloping.
8M28	<50"	MHRD		1.08	

Trail	Vehicle Type	District	Season of Use (SOU)	Miles	Trail Maintenance/Remarks
8M29	<50"	MHRD		0.66	
8M30	<50"	MHRD		0.49	
8M31	<50"	MHRD		1.11	
8M32	All	MHRD		0.64	
8M33	All	MHRD		0.96	
8M35	All	MHRD		1.57	
8M36	All	MHRD		0.96	Rolling dips, out-sloping.
8M37	All	MHRD		0.82	Rolling dips, out-sloping.
8M37B	All	MHRD		0.15	Rolling dips, out-sloping.
8M39	All	MHRD		0.71	Rolling dips, out-sloping.
8M39A	All	MHRD		0.32	
8M40	All	MHRD		0.34	Rolling dips, out-sloping.
8M43	All	MHRD		0.36	Rolling dips, out-sloping.
8M44	All	MHRD		0.30	Rolling dips, out-sloping.
8M45	All	MHRD		0.46	Rolling dips, out-sloping.
8M46	All	MHRD		0.61	Rolling dips, out-sloping.
8M47	All	MHRD	8/16-12/31	1.46	Rolling dips, out-sloping and hardened crossings. SOU for CSO.
8M49	All	MHRD		0.32	Rolling dips, out-sloping and hardened crossings.
8M50	All	MHRD		0.83	Rolling dips, out-sloping.
8M51	All	MHRD		0.84	Rolling dips, out-sloping and hardened crossings.
8M52	All	MHRD	8/16-12/31	1.39	Rolling dips, out-sloping and hardened crossings.
8M53	All	MHRD		0.66	Rolling dips, out-sloping.
8M54	All	MHRD		0.82	Rolling dips, out-sloping and hardened crossings.
9M01	<50"	FRRD		0.91	Rolling dips, out-sloping.
9M02	M	FRRD		0.39	Rolling dips, out-sloping and hardened crossing.
9M08	<50"	FRRD		2.11	Rolling dips, out-sloping.
9M08A	<50"	FRRD		0.13	
9M09	<50"	FRRD		0.84	Rolling dips, out-sloping and hardened crossing.
9M10	<50"	FRRD		1.65	Rolling dips, out-sloping.
9M11	M	FRRD		0.65	
9M21	All	FRRD	8/16-12/31	1.63	Rolling dips, out-sloping and hardened crossing. SOU for CSO.
9M23	All	FRRD	8/16-12/31	1.06	Rolling dips, out-sloping and hardened crossing. SOU for CSO.
9M34	M	MHRD		0.55	Rolling dips, out-sloping.
9M35	M	MHRD	8/16-12/31	0.69	Rolling dips, out-sloping. SOU for CSO.
9M38	<50"	MHRD		1.61	Rolling dips, out-sloping.
9M39	All	MHRD		1.13	Rolling dips, out-sloping.
9M39A	All	MHRD		0.69	Rolling dips, out-sloping.
9M40	<50"	MHRD		1.01	Rolling dips, out-sloping.
9M41	M	MHRD		0.67	

Trail	Vehicle Type	District	Season of Use (SOU)	Miles	Trail Maintenance/Remarks
9M41A	M	MHRD		0.19	
9M42 N	All	MHRD		0.49	Rolling dips, out-sloping.
9M42A	All	MHRD		0.17	Rolling dips, out-sloping.
9M42B	All	MHRD		0.52	Rolling dips, out-sloping.
9M43	All	MHRD		0.26	Rolling dips, out-sloping.
9M44	All	MHRD		0.49	Rolling dips, out-sloping.
9M47A	All	MHRD		0.47	Rolling dips, out-sloping.
9M48	All	MHRD		0.96	
9M49	All	MHRD		1.76	Rolling dips, out-sloping.
9M50	All	MHRD	9/16-12/31	0.33	Rolling dips, out-sloping and hardened crossings. SOU for NOGO.
9M52	All	MHRD		0.63	Rolling dips, out-sloping.
9M54	All	MHRD		1.00	Rolling dips, out-sloping.
9M55	All	MHRD		0.53	Rolling dips, out-sloping and hardened crossings.
9M57	All	MHRD		0.82	Rolling dips, out-sloping and hardened crossings.
9M57A	All	MHRD		0.17	Rolling dips, out-sloping and hardened crossings.
9M58	All	MHRD		1.11	Rolling dips, out-sloping and hardened crossings.
9M58A	All	MHRD		0.63	Rolling dips, out-sloping and hardened crossings.
9M58B	All	MHRD		0.55	Rolling dips, out-sloping and hardened crossings.
9M60	All	MHRD		0.42	Rolling dips, out-sloping and hardened crossings.
9M62	All	FRRD		0.48	Rolling dips, out-sloping.
9M65	All	MHRD		0.63	Rolling dips, out-sloping.
10M11	All	FRRD		0.67	Rolling dips, out-sloping and hardened crossing.
10M12	All	BKRD		0.95	Rolling dips, out-sloping.
10M14	All	MHRD		0.12	Monitor for CRLF.
10M15	All	BKRD		0.54	Rolling dips, out-sloping.
10M19	All	MHRD	8/16-12/31	1.26	Culverts need cleaning. SOU for CSO.
10M20	All	MHRD		1.31	Rolling dips, out-sloping and hardened crossing.
10M20A	All	MHRD		0.48	Rolling dips, out-sloping and hardened crossing.
10M21AE	All	MHRD		0.11	
10M21B	All	MHRD		0.91	
10M23 N	All	MHRD		0.52	Rolling dips, out-sloping and hardened crossing.
10M23 S	All	MHRD		2.07	Rolling dips, out-sloping and hardened crossing.
10M25	All	MHRD		1.14	Rolling dips, out-sloping and hardened crossing.
10M30	All	MHRD		0.83	
10M30A	All	MHRD		0.24	
10M31	All	MHRD		0.24	
10M34	All	MHRD		1.83	Rolling dips, out-sloping.
10M44	All	MHRD		0.45	
10M45	All	MHRD		0.67	
10M46	All	MHRD		0.71	Rolling dips, out-sloping and hardened crossing.

Trail	Vehicle Type	District	Season of Use (SOU)	Miles	Trail Maintenance/Remarks
10M47	All	MHRD		1.50	Rolling dips, out-sloping and hardened crossing.
10M54	All	MHRD		0.83	Rolling dips, out-sloping.
11M02	All	BKRD		1.72	Rolling dips, out-sloping and hardened crossing.
11M03	All	BKRD		0.52	Rolling dips, out-sloping.
11M04	All	BKRD		0.76	Rolling dips, out-sloping.
11M05	All	BKRD		0.96	
11M06	All	BKRD		0.42	Rolling dips, out-sloping, protect spring.
11M07	All	BKRD		0.16	Rolling dips, out-sloping.
11M10	<50"	BKRD		1.97	Trail drainage.
11M11	<50"	BKRD		1.03	Trail drainage.
11M13 N	<50"	MHRD		0.80	Rolling dips, out-sloping.
11M13A	All	MHRD		0.35	Rolling dips, out-sloping.
11M13B	<50"	MHRD		0.53	Rolling dips, out-sloping.
11M13C	<50"	MHRD		0.06	
11M15	All	MHRD		0.38	
11M16	<50"	MHRD		0.65	
11M17	All	MHRD		0.96	Rolling dips, out-sloping.
11M18	All	MHRD		0.14	Rolling dips, out-sloping.
11M20	All	MHRD		3.33	Rolling dips, out-sloping.
11M22	<50"	MHRD		0.40	
11M30	All	MHRD		0.58	Improve crossing.
11M34	All	MHRD		0.73	
11M36	All	MHRD		1.36	Rolling dips, out-sloping and hardened crossing.
11M37	All	MHRD		2.15	Rolling dips, out-sloping.
11M38	All	MHRD		0.53	Rolling dips, out-sloping.
11M39	All	MHRD		0.55	
11M41	All	MHRD		1.29	
11M41A	All	MHRD		0.35	Rolling dips, out-sloping.
12M03	All	BKRD		0.76	Rolling dips, out-sloping.
12M04	All	BKRD		0.41	Rolling dips, out-sloping, install corrugated metal pipe.
12M07	All	BKRD		0.44	Rolling dips, out-sloping.
12M08	All	BKRD		0.72	
12M09A	All	MHRD		0.84	Rolling dips, out-sloping and hardened crossing.
12M13	All	BKRD		0.40	Rolling dips, out-sloping.
12M17	All	MHRD		0.16	
12M19	All	MHRD		0.68	
12M20	All	MHRD		0.11	
12M23	All	MHRD		0.91	Rolling dips, out-sloping.
12M27	<50"	MHRD		0.91	Rolling dips, out-sloping.
12M32	All	MHRD		0.16	

Trail	Vehicle Type	District	Season of Use (SOU)	Miles	Trail Maintenance/Remarks
12M34	All	MHRD		0.25	Monitor weeds.
12M35	All	BKRD		0.11	
12M37	All	BKRD		0.17	
12M38	All	MHRD		0.26	
13M01	All	BKRD		1.07	Rolling dips, out-sloping and hardened crossing.
13M04	All	BKRD		0.49	Out-slope, install dips.
13M04B	All	BKRD		0.11	Rolling dips, out-sloping.
13M09	All	BKRD		0.46	Rolling dips, out-sloping. Avoid TES locations during maintenance.
13M12	All	BKRD		1.50	Rolling dips, out-sloping and hardened crossing.
13M12A	All	BKRD		0.25	Rolling dips, out-sloping.
13M14	All	BKRD	9/16-12/31	1.33	Rolling dips, out-sloping. SOU for NOGO.
13M15	All	BKRD		0.81	Rolling dips, out-sloping.
13M16	All	BKRD		0.54	Rolling dips, out-sloping.
13M17	All	BKRD		1.02	Rolling dips, out-sloping.
13M18 N	All	BKRD		0.65	
13M18 S	All	BKRD		0.85	
13M21 S	All	BKRD		0.60	Rolling dips, out-sloping.
13M26	All	BKRD		0.59	Rolling dips, out-sloping.
13M28	All	BKRD		0.45	Rolling dips, out-sloping.
13M29	All	BKRD		2.24	Rolling dips, out-sloping.
13M31	All	BKRD		2.33	Rolling dips, out-sloping.
13M31A	<50"	BKRD		1.56	Rolling dips, out-sloping.
13M34	All	BKRD		0.54	Rolling dips, out-sloping.
13M37	All	BKRD		0.57	Rolling dips, out-sloping.
13M40	All	BKRD		1.02	Rolling dips, out-sloping.
14M01	All	BKRD		1.76	Rolling dips, out-sloping and hardened crossing.
14M02 W	All	BKRD		0.45	Rolling dips, out-sloping.
14M04	All	BKRD		0.70	Close off around the spring.
14M10	All	BKRD		0.57	
14M11 NE	All	BKRD		0.37	Rolling dips, out-sloping.
14M11 S	All	BKRD		1.70	Rolling dips, out-sloping.
14M12	All	BKRD		1.52	Rolling dips, out-sloping.
14M16	All	BKRD		0.29	
15M04	All	BKRD		0.32	Rolling dips, out-sloping reroute away from stream channels. Avoid impacts to TES plant during maintenance activities.
15M05	All	BKRD		2.18	Rolling dips, out-sloping.
15M08	All	BKRD		0.40	Rolling dips, out-sloping.
15M10	All	BKRD		0.34	Rolling dips, out-sloping.
16M03	All	BKRD		0.77	Rolling dips, out-sloping.

Trail	Vehicle Type	District	Season of Use (SOU)	Miles	Trail Maintenance/Remarks
17M01	<50"	BKRD		0.28	Rolling dips, out-sloping.
17M03	All	BKRD		0.51	Rolling dips, out-sloping.
17M04	All	BKRD		1.22	Rolling dips, out-sloping.

Table 2. Motorized trails that will require mitigation before being added to the MVUM and used by the public

Trail	Vehicle Type	District	Season of Use (SOU)	Miles	Trail Mitigations/Remarks
4M01*	M	FRRD	5/1-12/31	1.55	Rolling dips, out-sloping and hardened crossings. SOU for watershed.
5M13*	M	FRRD	8/16-12/31	1.11	Rolling dips, out-sloping and hardened crossings. SOU for CSO.
5M17*	M	FRRD	5/1-12/31	0.90	Rolling dips, out-sloping and hardened crossings. SOU for watershed.
5M19*	M	FRRD	5/1-12/31	0.60	Rolling dips, out-sloping. SOU for watershed.
5M24*	M	FRRD	8/16-10/14	1.17	Rolling dips, out-sloping and hardened crossings. Monitor for CRLF/FYLF. SOU for CSO/CRLF/FYLF.
5M25*	M	FRRD	8/16-12/31	0.76	Rolling dips, out-sloping and hardened crossings. SOU for CSO.
6M22 N*	M	FRRD		1.90	Rolling dips, out-sloping and hardened crossing.
6M22A*	M	FRRD	5/1-10/14	0.65	Rolling dips, out-sloping and hardened crossing, install a crossing for MYLF. SOU for MYLF.
6M23*	M	FRRD		0.99	Rolling dips, out-sloping and hardened crossings.
6M29*	<50"	FRRD	8/16-10/14	3.25	Rolling dips, out-sloping and hardened crossing. Install a crossing for MYLF. Cultural SPMs needed. SOU for CSO/MYLF.
6M29A*	M	FRRD	5/1-10/14	0.20	Rolling dips, out-sloping. SOU for FYLF/MYLF.
6M29B*	M	FRRD		0.47	Trail drainage.
6M29C*	M	FRRD	8/16-10/14	0.76	Rolling dips, out-sloping and hardened crossings, install a crossing for MYLF. SOU for CSO/MYLF.
6M29D*	M	FRRD	9/16-10/14	0.52	Rolling dips, out-sloping and hardened crossings, install a crossing for MYLF. SOU for CSO/NOGO.
6M29E*	M	FRRD	5/1-10/14	0.65	Rolling dips, out-sloping and hardened crossings, install a crossing for MYLF.
6M30 W*	M	FRRD	5/1-10/14	0.17	Rolling dips, out-sloping and hardened crossings, install a crossing for MYLF. Cultural SPMs needed. SOU for MYLF.
6M31 E*	M	FRRD	5/1-10/14	0.15	Rolling dips, out-sloping and hardened crossings, install a crossing for MYLF. SOU for MYLF.
6M34A*	M	FRRD		0.37	Rolling dips, out-sloping and hardened crossings
6M36*	M	FRRD	9/16-10/14	0.86	Rolling dips, out-sloping and hardened crossings, install a crossing for MYLF. SOU for CSO/NOGO/MYLF.
6M39*	All	MHRD	5/1-10/14	0.66	Install a crossing for MYLF and Hydro. SOU for

Trail	Vehicle Type	District	Season of Use (SOU)	Miles	Trail Mitigations/Remarks
					MYLF.
7M04*	M	FRRD	5/1-10/14	0.66	Rolling dips, out-sloping and hardened crossings, install a crossing for MYLF. SOU for MYLF.
7M07*	M	FRRD		0.39	Rolling dips, out-sloping and hardened crossing.
8M11*	All	MHRD		1.01	Rolling dips, out-sloping and hardened crossing, asbestos mitigation.
8M11A*	M	MHRD		0.84	Trail in perennial stream riparian management area. Rolling dips, out-sloping and hardened crossing.
8M25*	All	MHRD		1.03	Cultural SPMs needed.
8M38*	All	MHRD		0.54	Rolling dips, out-sloping and hardened crossings.
8M41*	All	MHRD		0.33	Rolling dips, out-sloping.
8M42*	<50"	MHRD		0.98	Rolling dips, out-sloping and hardened crossings
8M48*	All	MHRD		0.49	Rolling dips, out-sloping.
9M04*	M	FRRD	5/1-10/14	0.18	Rolling dips, out-sloping and hardened crossings, install a crossing for MYLF. SOU for MYLF.
9M05 W*	<50"	FRRD		1.57	Rolling dips, out-sloping and hardened crossing. Cultural SPMs needed.
9M12*	M	FRRD	5/1-10/14	0.38	Rolling dips, out-sloping and hardened crossing. Cultural SPMs needed. Evaluate after MYLF study complete. Install crossing for MYLF. SOU for MYLF.
9M13*	All	FRRD	8/16-10/14	0.48	Rolling dips, out-sloping. Evaluate after MYLF study complete. SOU for CSO/MYLF.
9M14 N*	All	FRRD	8/16-10/14	0.94	Rolling dips, out-sloping and hardened crossings, install a crossing for MYLF. Cultural SPMs needed. SOU for CSO/MYLF.
9M15*	M	FRRD		0.81	Rolling dips, out-sloping and hardened crossing. Evaluate after MYLF study complete. Install crossing for MYLF. Cultural SPMs needed.
9M16*	<50"	FRRD	5/1-10/14	1.22	Rolling dips, out-sloping and hardened crossing. Eval after MYLF study complete. Install crossing for MYLF. Cultural SPMs needed. SOU for MYLF.
9M37*	All	MHRD	8/16-12/31	1.68	Rolling dips, out-sloping and hardened crossings. SOU for CSO.
9M45*	M	MHRD	8/16-12/31	0.61	Rolling dips, out-sloping. Cultural SPMs needed. SOU for CSO.
9M46*	All	MHRD		0.95	Rolling dips, out-sloping. Cultural SPMs needed.
9M46A*	All	MHRD		0.49	Rolling dips, out-sloping. Cultural SPMs needed.
9M51*	All	MHRD		1.27	Rolling dips, out-sloping and hardened crossings. Cultural SPMs needed.
9M56*	All	MHRD		0.73	Rolling dips, out-sloping and hardened crossings.
9M56A*	All	MHRD		0.38	Rolling dips, out-sloping and hardened crossings.
10M02*	<50"	FRRD	8/16-10/14	1.25	Rolling dips, out-sloping and hardened crossings, install a crossing for MYLF and FYLF. SOU for CSO/MYLF.
10M13*	All	BKRD		0.20	Cultural SPMs needed. Rolling dips, out-sloping.
10M16*	All	MHRD		1.09	Rolling dips, out-sloping. Monitor for CRLF.

Trail	Vehicle Type	District	Season of Use (SOU)	Miles	Trail Mitigations/Remarks
10M21*	All	MHRD		1.24	Rolling dips, out-sloping.
10M24*	All	MHRD		1.28	Rolling dips, out-sloping.
10M27*	All	MHRD		0.96	Rolling dips, out-sloping.
10M29*	All	MHRD		1.56	Rolling dips, out-sloping.
10M32*	<50"	MHRD		1.26	Rolling dips, out-sloping.
10M36*	All	MHRD		1.01	Remove weeds, monitor. Rolling dips, out-sloping and hardened crossing.
10M40*	<50"	MHRD		1.35	Remove weeds, monitor. Rolling dips, out-sloping.
10M55*	All	MHRD	5/1-10/14	0.25	Rolling dips, out-sloping and hardened crossings, install a crossing for MYLF. SOU for MYLF.
11M09*	All	BKRD	8/16-12/31	1.07	Rolling dips, out-sloping and hardened crossing. SOU for CSO.
11M23*	<50"	MHRD		0.67	Rolling dips, out-sloping.
11M24*	All	MHRD		0.47	Treat weeds, monitor.
11M25*	All	MHRD		0.43	Treat weeds, monitor.
11M35*	All	MHRD		0.71	Rolling dips, out-sloping.
12M09*	All	MHRD		3.08	Rolling dips, out-sloping and hardened crossing. .
12M10*	All	BKRD		2.96	Rolling dips, out-sloping and hardened crossing. .
12M10A*	All	BKRD		0.35	Rolling dips, out-sloping and hardened crossing. .
12M12*	All	BKRD		0.67	Ford needed over Last Chance.
12M15*	All	MHRD		0.23	Rolling dips, out-sloping. Install signs to inform public not to cross Indian Creek.
12M21*	All	MHRD		0.23	Treat weeds, monitor, out-slope, install dips.
12M21A*	All	MHRD		0.05	Treat weeds, monitor.
12M22*	All	MHRD		0.15	Treat weeds, monitor.
12M31*	All	MHRD		0.99	Rolling dips, out-sloping.
13M06*	All	BKRD		1.63	Rolling dips, out-sloping and hardened crossing.
13M13*	All	BKRD	9/16-12/31	1.07	Rolling dips, out-sloping and hardened crossing. SOU for NOGO.
13M25*	All	BKRD	5/1-10/14	0.70	Willow habitat. Swale needs rocking. SOU for MYLF.
13M30*	M	BKRD		0.43	Rolling dips, out-sloping.
13M32*	All	BKRD		0.21	Cultural SPMs needed.
13M36*	All	BKRD		0.13	Cultural SPMs needed.
13M38*	All	BKRD		0.47	Rolling dips, out-sloping. Cultural SPMs needed.
13M41*	All	BKRD		0.82	Rolling dips, out-sloping and hardened crossing.
13M42*	All	BKRD		0.08	Rolling dips, out-sloping and hardened crossing.
14M05*	All	BKRD		0.72	Rolling dips, out-sloping and hardened crossing. Avoid TES during maintenance.
14M06*	All	BKRD		0.37	Rolling dips, out-sloping and hardened crossing. Avoid TES during maintenance.
15M03*	All	BKRD		0.29	Rolling dips, out-sloping reroute away from stream channels. Avoid impacts to TES during maintenance activities. Post for OHVs to stay out of sensitive wet areas.

Trail	Vehicle Type	District	Season of Use (SOU)	Miles	Trail Mitigations/Remarks
15M07*	All	BKRD		0.76	Rolling dips, out-sloping.
16M04*	All	BKRD		2.08	Rolling dips, out-sloping and hardened crossing.
16M04A*	All	BKRD		0.54	Rolling dips, out-sloping.