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Record of Decision for the Dixie National Forest Motorized Travel Plan



Garfield, Iron, Kane, Piute, Washington, and Wayne Counties, Utah

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Introduction

Summary

The Draft Environmental Impact Statement (DEIS) and Final Environmental Impact Statement (FEIS) for the Motorized Travel Plan have been prepared pursuant to the requirements of the National Environmental Policy Act (NEPA, 40 CFR 1500-1508), the National Forest Management Act, and the Dixie National Forest Land and Resource Management Plan (Forest Plan).

The FEIS documents the analysis of a No Action alternative and four action alternatives designed to meet the purpose and need for the project. Appendix B of the FEIS provides a summary of the comments received on the DEIS, as well as the agency's responses to them.

This Record of Decision (ROD) complies with 40 CFR 1505.2 and Forest Service Handbook 1909.15, Chapter 25. Because the Fishlake National Forest administers the Teasdale portion of the Fremont River Ranger District, the Forest Supervisors of both the Dixie National Forest and the Fishlake National Forest are authorized to make and implement this decision. This ROD has been signed by both of them.

This decision amends the Dixie Forest Plan to reflect the prohibition on cross-country motorized travel. The Motor Vehicle Use Map (MVUM) published after release of this decision will function as the new Travel Map for the Dixie National Forest and will become part of the management direction of the Forest Plan.

Location

The Dixie National Forest is one of the largest of the five national forests in Utah, covering close to two million acres and stretching for over 200 miles. The Forest is located in Garfield, Iron, Kane, Piute, Wayne, and Washington counties in southcentral and southwestern Utah. There are currently four ranger districts on the Forest: Cedar City, headquartered in Cedar City; Escalante, headquartered in Escalante; Pine Valley, headquartered in St. George; and Powell, headquartered in Panguitch. The Supervisor's Office is collocated with the Cedar City Ranger District in Cedar City.

In March 2006 the Teasdale Ranger District on the Dixie National Forest and the Loa Ranger District on the Fishlake National Forest were consolidated into the Fremont River Ranger District. This new ranger district is administered by the Fishlake National Forest, though the area that was the Teasdale Ranger District remains part of the Dixie National Forest. As this Motorized Travel Plan was begun prior to the reorganization, the Teasdale portion of the Fremont River Ranger District is included in this analysis. The Fremont River Ranger District is headquartered in Loa, Utah, and the Fishlake National Forest Supervisor's Office is in Richfield, Utah. The total project area for this Motorized Travel Plan comprises approximately 1,883,730 acres.

Decision

We have decided to implement **Alternative D with modifications**, as shown on the attached maps (Appendix 3 beginning on page 40). These modifications are individually enumerated in Appendix 1 of this document, beginning on page 25. In addition, these modifications were analyzed by the interdisciplinary team for potential environmental and social effects. That analysis is included in the specialist reports for the FEIS for the Motorized Travel Plan. We have reviewed those reports and the analysis presented in the FEIS, considered the comments received on the DEIS, and discussed the project's anticipated effects with both the Interdisciplinary Team and Forest Staff. In addition, we have taken the time to conduct an extensive public participation process including seven public meetings, dozens of conversations with our cooperators, and many personal contacts with interested parties.

Under the selected alternative, cross-country travel is prohibited forest-wide. Some previously unauthorized routes that were not part of the official transportation system, including those that must remain open for private property access, permitted use, or administrative access, are added to the system. Some system routes that are negatively impacting soil, water, and wildlife resources, and/or are not needed for future resource management activities will be closed. Motorized access for recreation, administrative access, and permitted use is allowed to a higher degree than under Alternatives B or C, but to a lower degree than under Alternative E.

The decision does not include the construction of the two new motorized trails – T34070 and U24028A – totaling 1.26 miles described at section 2.2.4 of the DEIS. Instead, proposed construction of a motorized trail in an alternate location to provide access to numerous trails to the east of Brian Head will require some additional, limited, site-specific analysis before ground disturbance could occur. These site-specific effects will be disclosed in a separate decision document.

Specific Management Direction Included in This Decision

1. In compliance with 36 CFR 212.51, this decision includes the specific exemptions to cross-country travel prohibitions included in the FEIS as section 2.4.1.
2. This decision does not restrict responses to emergency events as described in the FEIS at section 2.4.2.
3. In compliance with the Alaska National Interest Lands Conservation Act of 1980, access to private land will be provided as stated in the FEIS at section 2.4.3.
4. Access is provided to people with disabilities. Wheelchair access is considered non-motorized access (FEIS section 2.4.4).
5. National Forest permit holders and agency officials are allowed motorized access to permitted facilities via routes or areas that may be closed to public use for official business only as described at FEIS section 2.4.5.
6. This decision recognizes the rights of access under the various mineral laws (FEIS section 2.4.6).
7. Most areas of the Forest are open to cross-country over-snow vehicle (e.g., snowmobile) use when adequate snow cover exists, as currently allowed by Forest Special Order #0407-04-03 (USDA 2004). This travel management decision does not change this existing direction or address over-snow travel, as noted in the FEIS, Chapter 1: Purpose of and Need for Action, Section 1.9: Scope of the Project and Analysis. The decision to

- restrict over-snow vehicles to designated routes, or make other changes to over-snow vehicle use, will be made over time, if necessary, to address resource concerns.
8. Parking is allowed along designated routes as described in the FEIS, section 2.4.8.
 9. Dispersed camping is allowed within 150 feet along designated open routes, as currently allowed by Forest Special Order #0407-04-03 (USDA 2004). This is subject to:
 - a. the conditions listed at FEIS, section 2.4.9; and
 - b. the standards and guidelines found in the current Forest Plan.
 10. Off-road travel for the purpose of firewood gathering is allowed only as specified under the terms of the firewood gathering permit (FEIS section 2.4.10).
 11. All travel routes and areas are open to non-motorized and non-mechanized modes of travel such as hiking, horse riding, skiing, or snowshoeing, unless specifically closed to such uses. In addition, mechanized modes of travel, including the use of mountain bikes outside of wilderness areas, are not currently restricted to designated routes (FEIS section 2.4.11).
 12. Pursuant to 36 CFR 212.50 of the Travel Rule, 25 previous and pending decisions that allow, restrict, or prohibit motor vehicle use on National Forest System roads, trails or areas have been incorporated as previously designated into this travel planning project (FEIS section 2.4.12).
 13. Travel routes are closed unless designated open for motorized use. Routes that are designated open for public motorized use will be shown on the MVUM, which will be published following this decision.
 14. Implementation of this decision will include the application of the project design features listed at FEIS section 2.5.1.
 15. Currently existing unauthorized routes proposed for inclusion in Alternative D, as modified, are added to the Dixie National Forest system of roads and trails under this decision.
 16. Routes that are not designated for public or administrative access under Alternative D will be closed, decommissioned, and removed from the National Forest System.
 17. This decision amends the Dixie National Forest's Forest Plan to reflect the prohibition on cross-country motorized travel. The MVUM published after release of this decision will function as the new Travel Map for the Dixie National Forest. As noted on page IV-3 of the Forest Plan, "Review the travel map annually and revise as necessary. The most current revisions will become a part of the management direction for the Forest Plan." The MVUM meets this requirement and will become part of the management direction of the Forest Plan. See Appendix 2 on page 36 of this decision for amended language.
 18. An Implementation Task Force—including groups/people who participated in the public process for the Motorized Travel Plan—will be formed to help implement the decision. It is anticipated that this group will include partners from local/state government, permittees, user groups, interest groups, academia, and the general public. Implementation will be a huge task and the agency plans to utilize its many public partners. Implementation of this decision will focus on education, engineering, and enforcement.
 19. Dixie National Forest employees will monitor compliance with the MVUM pursuant to 36 CFR 212.57. User-created motorized routes that develop after this decision will be considered unauthorized and will be closed or removed by the Forest Service upon discovery. No public process or analysis will be necessary to remove such a route (FEIS section 1.7). If motorized use is causing effects outside the scope of those analyzed under the selected alternative, Line Officers may implement this decision by moving a point of closure to a more enforceable location. Revisions to designated motorized access may be necessary in areas where the public does not comply with this travel plan decision (36 CFR 212.54).

20. In order to further protect and enhance Last Chance townsendia (*Townsendia aprica*) on the Dixie National Forest, the following conservation measures will be implemented within Last Chance townsendia habitat:
 - a. Site-specific NEPA and surveys will be conducted prior to project implementation for all roads and trails proposed for active (ground-disturbing) decommissioning or closure (USDA 2009b).
 - b. Barriers and/or closure signs will be placed at the junction of routes 30515 and G5159. The road surfaces in these areas will be left undisturbed and allowed to be reclaimed naturally. The placement of these barriers and/or signs will not create dust or impact individuals because there are no Last Chance townsendia plants within at least 500 feet of the barrier/sign areas.
21. Prior to implementation, a site-specific review of known occupied and potentially suitable Sensitive plant habitats will occur in determining the appropriate technique for decommissioning each route (USDA 2008a).
22. All adverse effects to listed animal species will be avoided to support the *may affect, not likely to adversely affect* determination. In order to further protect and enhance threatened and endangered animal species on the Dixie National Forest, the following conservation measures will be implemented.
 - a. Site-specific NEPA and surveys will be conducted prior to project implementation for all roads and trails proposed for active (ground-disturbing) decommissioning or closure (USDA 2009b).
 - b. Each known Utah prairie dog colony will be buffered to 500 feet beyond the known colony perimeter to allow for colony expansion. Active (ground-disturbing) decommissioning activities will not occur in occupied Utah prairie dog habitat. Only natural revegetation of routes will occur within Utah prairie dog colonies.
 - c. Timing restrictions may be implemented on site-specific decommissioning projects to protect California condors, Mexican spotted owls, and Utah prairie dogs.

Rationale for the Decision

We have selected **Alternative D with modifications** because it provides the greatest attainment of the project's purpose and need while still being sensitive to other resource concerns within the project area. Route by route there are a wide range of and often numerous reasons for allowing or restricting motorized use on the route. Often it is a combination of several issues that led us to the decision to close a route to motorized use. We also considered the Dixie National Forest's Forest Plan standards and guidelines for the project area, and took into account competing interests and values of the public.

Meeting the Purpose and Need

Designate a System of Authorized Roads, Trails, and/or Areas for Motor Vehicle Use in Order to Better Protect Natural Resources

This decision ends the allowance of unrestricted motorized cross-country travel by generating an MVUM that will explicitly designate where and when motorized use is authorized and for what types of vehicles. We have addressed many existing and potential resource impacts through specific route designations using options that include seasonal restrictions and obliteration. Key examples include route and area designation changes made to protect riparian areas, critical big game winter ranges, sensitive species habitat, and native cutthroat trout habitat. A specific example is our decision to close routes 32006a and 32006b on the Fremont River Ranger District. If open, the motorized use of these routes has the potential to negatively impact a northern goshawk post fledging area. Considering that these two routes are relatively short, dead-end segments, we have decided to close them to benefit wildlife.

Currently there are approximately 5,200 miles of roads, both system roads and unauthorized routes, included in the analysis in the FEIS. Of the current designated system of Forest Service managed roads we have historically been conducting annual maintenance work on 20-30 percent of these roads. In reducing the total extent of the road system, we will be increasing the frequency of maintenance and helping to reduce the potential environmental effects of the road system on the soil and water resource. In addition, there are several situations where there are parallel and duplicate routes. Routes G5141, G5190, and G5184 just west of the Aquarius Guard Station on the Fremont River Ranger District provide one example. These three routes are parallel to, and within approximately 1.5 miles of, route 31288. Given that these three routes duplicate the access provided by route 31288, we have decided to close them, leaving the one route in the best condition open for motorized use.

Other examples of duplicate and parallel routes include U1062A and U1070 on the Pine Valley Ranger District which will be closed in favor of route T34047. On the Cedar City Ranger District, routes 32080 and G2270 will be closed because they provide access duplicated by route 30269. Routes 31166A, 31165, 32370, and 32368 on the Powell Ranger District will be closed; similar access is provided by routes 31164, 31164A, 30088A, and 30088. Finally, on the Escalante Ranger District, routes U43041 and G4019 will be closed in favor of route 30459.

By reducing the number of duplicate routes and closing motorized routes to address other concerns, our decision will designate 2,700 miles of motorized system routes open for public use. We do not anticipate a significant sustained change in road maintenance funding. Given the anticipated future funding levels and this smaller road system, there should be fewer years between times when a road receives maintenance. As a result, there should be fewer negative impacts on soil and water resources from this smaller road system.

Designate a System of Authorized Roads, Trails, and/or Areas for Motor Vehicle Use in Order to Provide Legal Access

The selection of Alternative D with modifications provides approximately 2,700 miles of roads and trails that are open for motorized vehicle use. In addition, another approximately 1,000 miles of routes will be administratively available for permitted activities and for official resource management. As is noted above *Specific Management Direction Included in This Decision* (page 3), this decision does not prohibit authorized private access, emergency access, over the snow access, or wheelchair access.

Designate a System of Authorized Roads, Trails, and/or Areas for Motor Vehicle Use in Order to Improve Recreation Management and Enforcement Related to Motor Vehicle Use

Current user preferences, conflicts between motorized and non-motorized users, and enforcement considerations have been thoughtfully integrated into the chosen alternative. The selected alternative will result in a travel plan that is simpler to understand and more consistent with adjoining lands than what exists currently. This is a big step in taking any ambiguity out of the travel plan for the recreating public. Relative to the current motorized travel plan, Alternative D with modifications makes a substantial number of important improvements for enforceability, provides a better balance of motorized and non-motorized recreational opportunities, and recognizes the value of the Forest to recreationists by making several non-system roads part of the legal travel system.

For example, there are several routes that have been left open specifically because of the dispersed camping and other motorized recreational opportunities they provide. Routes G5150 and 31811 (together providing access to a dispersed camping site) and route G5028 on the Fremont River Ranger District are three of them. On the Cedar City Ranger District in the Long Deer area routes such as 31661 will be left open for full size vehicles (no ATVs) to improve dispersed recreation and opportunities for solitude. Routes in the Red Desert area that will remain open to all are 31686, 32374, and 31686A. On the Pine Valley Ranger District, the Honeycomb Rocks Campground will become a campground more conducive to ATV users, and routes 30274, 3004, and 3006 will eventually connect to the High Desert Trail. On the Powell Ranger District, U31776 will be left open to all to improve motorized recreation.

Additionally, because the proposed action of the Pretty Tree Bench FEIS (USDA 1998) had not yet been fully implemented, we had opportunity with this decision to respond to public comments about confusion and user conflict where the Great Western Trail and Boulder Swale ATV Trail come together. To reduce user conflict but provide user balance, routes 30473 and T34067 on the Escalante Ranger District will be a non-motorized segment of the Great Western Trail, and route 30887a will be closed to motorized use, while a segment of route 31402a, although a part of the non-motorized Great Western Trail, will remain open to motorized use to connect the Boulder Swale ATV Trail to the road system via route 30514 in the Pretty Tree Bench area. The Forest will propose that a non-motorized route be created parallel to route 31402a to further reduce the conflict; however, that will take separate analysis and will not be part of this decision.

Consideration of the Issues

The Dixie National Forest identified the following four issues as the biophysical and social elements that drove the development, design, and analysis of the alternatives.

Access

The majority of the comments and concerns heard at the open houses and in the comments received during scoping regarded access. Most individuals listed specific routes and their specific recommendations for those routes, whether for recreational uses, permitted uses, hunting access, emergency access, private property access, or general Forest access. While some users were interested in reducing motorized access, the primary theme of most of these comments surrounded the desire for continued or increased motorized access.

The Dixie National Forest cannot build, manage, and maintain a motorized route to every corner of the Forest. Motorized vehicle use is an important part the recreation experience for some members of the public. With more than 2,700 miles of motorized routes across the Forest, there are significant opportunities for motorized use and enjoyment of the Dixie's resources. This transportation system puts 86 percent of the Forest within 1 mile of a motorized access point.

One of our cooperating agencies, Garfield County, was a particular proponent of access for recreation and tourism. Garfield County requested that many, if not all, of the roads and trails on the County's maps be maintained as open routes. While not all of these routes remain open under this decision, many of them do. For example, some of the County's Class B routes, such as the Clear Creek Road, the East Fork Road, and the Griffin Top Road, are open to all; County Class D routes, such as the Bunker Creek Road, the Casto Bluff Road, and the Barney Top Road, are open to all; the County's Motorized Trails, such as the Pole Line Trail, the Sanford Loop Road, and the Table Cliff Trail, are open to motorized use; and the County's historic routes, such as Haycock Mountain, Tom Best, and Sawmill Bench, are open to all.

We listened closely to the requests by communities for access to locally popular areas. For example, many from Cedar City wanted to ensure continued access to the Red Desert area. We have responded by leaving most of the routes open in this area although a few have been designated as Administrative routes. Another good example is the designation of a number of the unauthorized routes on the Teasdale portion of the Fremont River Ranger District that provide access to good dispersed camping opportunities in the Highway 12 corridor.

The FEIS documents this consideration of the access issue. To meet a wide range of public desires, the FEIS analysis includes five different access alternatives. The level of motorized access varies across the alternatives from a low of 1,867 miles under Alternative B, to a high of 4,563 miles under Alternative E. For a description of these alternatives and a comparison of how they respond to the access issue, see FEIS sections 2.2 and 2.3.

Management of Administrative Routes

Administrative routes are Maintenance Level 1 roads that are closed to the public but may be used for administrative or permitted purposes. Often these roads are gated to prevent unauthorized use by the general public. Many people questioned whether or not the Dixie

National Forest was able or willing to enforce the closure of administrative roads to the public. Some individuals requested that all routes recommended as administrative routes be open to public use as well. Others suggested the use of administrative routes could be a way to close roads not needed in a less confrontational way. Finally, some questioned why the Forest Service needed so many administrative routes, and suggested the number of administrative routes be reduced. Many of you even voiced your comments about administrative routes to us personally.

The Dixie National Forest interdisciplinary team and staff reviewed each one of these administrative routes individually in response to the high level of concern that they generated. In every case, the administrative route comes with a specific, official purpose. Some of them are needed frequently, and in the near-term, while others have long-term purposes with less frequent access needs. In no case, however, is the road simply designated as Administrative unless there is a specific need for agency management access (e.g., future vegetation management, campground administration), permittee access (e.g., range improvements, water line maintenance), or private property access. If the route is not needed for these types of uses, or is not necessary for motorized public access, we have decided to close it to motorized use.

Some good examples of these routes and the role that they play include routes U4363 and U4423 accessing the Garkane penstock near Boulder; route U5067 accessing the culinary water system near Teasdale; route G2282 accessing private irrigation structures associated with Panguitch Creek; route 31031 accessing the St. George municipal water system; and route 32110 accessing the Wet Sandy Ditch right-of-way. In the case of Garkane, the company operates a hydropower station north of Boulder that relies on a penstock to deliver water to its power plant. The company needs access to its penstock for maintenance. This is a very specific access need that will continue to be authorized, but does not include a need for general public use. Routes U5067 and 31031 are important to provide authorized access to culinary water systems, but it is neither feasible nor desirable—due to potential negative impacts to wildlife security, water quality, and soil erosion, as well as impacts to the water systems themselves—to make this access open to all motorized users. Routes G2282 and 32110 are, likewise, necessary to provide authorized access to irrigation systems, but are not necessary for other public uses.

Another situation where we have decided to manage routes for administrative use includes routes 31252B, 31251A, and 30470 on the west end of the Fremont River Ranger District on the Aquarius Plateau; route 31449 on the Escalante Ranger District; route 31819 near Birch Spring Knoll on the Powell Ranger District; and route 30875A on the Pine Valley Ranger District. These are system roads that have been used in the past for vegetation management activities. Our decision will close them to public motorized use, while keeping on the system for future anticipated management needs. The closure to motorized use does provide some very specific benefit to wildlife by reducing the density of open roads in these areas.

Finally, it is worth emphasizing two other points about these routes. First, with the exception of over-snow vehicles, which are allowed when adequate snow cover exists, these routes are not closed to the non-motorized public. The public may travel these routes on foot, on horseback, on mountain bike, or by other non-motorized means. This decision simply restricts the use of motorized vehicles on these routes to official purposes. Second, these routes are not open to any Forest Service employee other than for official business. Calling them administrative does not provide special access to Forest Service employees. The restriction on motorized use of the route for authorized purposes only applies to us all.

Physical and Biological Resources

Many people expressed concern over the potential negative impacts of motorized travel (both on and off of designated routes) on physical and biological resources. Some stated that soil, water, wildlife, and other natural resources should be protected above all other uses. In the FEIS, in the specialist reports, and in the project record, it is clearly stated that high road densities, poorly located or constructed roads, and unregulated off road use can have significant negative effects on wildlife, water quality, soils, sensitive plants, and a host of other resources.

The interdisciplinary team spent countless hours over a five year period analyzing these potential impacts under each alternative. As a result of those determinations, we have decided to close many roads—both authorized and unauthorized—for the protection of physical and biological resources. With approximately 2,500 miles of closures and the prohibition on cross-country travel we feel that this decision will minimize the effects of motorized travel on the Dixie National Forest's physical and biological resources when compared to the No Action Alternative. Relative to the current motorized travel plan, this decision makes a significant number of important improvements for the long-term protection of the natural resources of the Dixie National Forest.

There are many areas across the Forest where one will be able to see the benefits of these closures for resource protection. A few that come to mind include route 31599, the Deep Creek Road on the Cedar City Ranger District, which has been contributing to negative impacts on northern goshawk nesting habitat, soil erosion, and water quality; routes 31446 and 31447, which have been affecting wildlife habitat; routes 32310, G2616, and G2617, and several others in the Sydney Peaks area that have been impacting high quality wildlife habitat; and route 31149 on the Powell Ranger District, which is located in and has been affecting sage-grouse brood rearing habitat. Some changes serve multiple purposes (to include benefits to resource protection) such as routes 30142a and 30887a in the Pretty Tree Bench area on the Escalante Ranger District, which will be closed to motorized use to protect newly discovered northern goshawk nesting habitat. Closing these two routes will also reduce non-motorized and motorized user conflicts, as both routes were previously designated for both uses. Finally, routes 30916 and 30896 on the Pine Valley Ranger District have been encroaching into the Pine Valley Wilderness and degrading wilderness attributes.

Another important measure of how we considered the biological resources is the open motorized route density within Rocky Mountain Elk and Mule Deer habitats. Based on the effects analysis described in the FEIS this decision makes substantial improvement across the Forest to bring the open motorized route densities in line with what is desirable for these species. This is a direct result of closing areas to cross-country travel as well as a decrease in open roads across the project area (FEIS sections 3.6.2.14 and 3.6.2.16). Moreover, because the current open route mileage and opportunity for cross-country travel increases the potential for disturbance, habitat degradation, and habitat fragmentation for all wildlife species, implementation of any of the action alternatives will lead to an increase in habitat effectiveness for all species analyzed (FEIS section 3.6.2.3).

For watershed resources, such as soil productivity, water quality, and aquatic habitat, Alternative D in the FEIS also shows considerable improvement over the current condition. The elimination of cross-country travel is important for the protection of soils, wet meadows, and riparian areas. In fact, the FEIS holds that simply eliminating cross-country travel will cause a "major reduction" in soil impacts. The FEIS also finds that the elimination of cross-country travel will provide a "key benefit" to aquatic biota and habitats. This decision decreases road density

within the riparian influence zone of fish-bearing streams and high value lakes as compared to Alternative A. Finally, the FEIS shows that Alternative D will reduce the density of roads in 143 of the 179 affected watersheds and will decrease the miles of road on slopes in excess of 35 percent and on high erosion potential soils. (The modifications associated with the selected alternative maintain these positive effects.) Soil, watershed, and aquatic habitat effects are described in the FEIS in sections 3.1, 3.2, and 3.5, respectively.

Inventoried Roadless Areas

In 2001, the Forest Service promulgated a Roadless Rule that provided certain protections for designated Inventoried Roadless Areas (IRAs). That rule has since been the subject of a number of conflicting rulings from the Federal courts. Current Forest Service direction regarding the treatment of IRAs affected by the 2001 Roadless Rule holds that National Forest units take no action that would conflict with the rule (USDA 2008b).

Some IRAs currently contain a mix of roads of various levels of development and construction. We are not using this decision to add unauthorized roads in IRAs to the transportation system. In fact, in many cases we are closing previously authorized system roads in IRAs. Routes 31251 and 30283A on the west end of the Fremont River Ranger District are examples of system roads that are duplicated by other routes and are not needed for future management in the area. The closure of these routes provides a direct benefit to the value of the IRA by reducing the number of roads in the area and provides an indirect benefit to big game by reducing the density of open routes in the area. To reduce motorized access in the New Home Bench IRA on the Escalante Ranger District, this decision will carry forward several of the road closures off the seasonal route 30699 that were proposed in the Pretty Tree Bench FEIS. We also feel strongly about the need to close dead end user-created spurs that have been developed primarily as a result of unmanaged recreation such as hill climbing. Some examples of these spurs can be found in the area around Pinto on the Pine Valley Ranger District where users have created spurs such as routes U1394 and U1385 in the Cove Mountain IRA.

Many people value the natural setting, solitude, and primitive recreation opportunities that IRAs can provide. There are instances where we have decided to close motorized user-created routes, and some previously authorized motorized routes, for the purpose of improving the natural setting, solitude, and primitive recreation opportunities in IRAs. For example, this decision closes routes T34057 and U1577 in the North Hills IRA on the Pine Valley Ranger District, as well as route U32072 in the Casto Bluff IRA on the Powell Ranger District. On the Teasdale portion of the Fremont River Ranger District, routes 30401C and 30395A are adjacent to each other on the west end of Boulder Mountain, near Cook's Pasture. Both of these routes cross existing non-motorized trail #140, and are in an IRA. By choosing to close route 30401C to motorized use, and only allow administrative use on route 30395A, we have reduced the chances for motorized/non-motorized conflicts at the crossing of trail #140 and have enhanced the opportunity for primitive recreation and solitude in this particular area.

West of Highway 12 near Pole Corral Draw on the Fremont River Ranger District there is another system of roads and trails inside an IRA where our decision was influenced by a number of factors. The area is completely within an IRA; there are duplicate routes reaching the same location; the number of open motorized routes is compromising the value of the area for big game; there are a number of non-motorized/motorized road and trail crossings that can create conflicts between users; and there are some instances of soil erosion on specific routes. Our decision is to close the route causing the greatest negative impact on big game security in

Pole Corral Draw. This also happens to be the route with the greatest active soil erosion. By closing this route we also eliminate one potential conflict point at a non-motorized trail crossing, and we make some improvement in the natural setting, solitude, and primitive recreation opportunities in this particular area.

We have also attempted to maintain, and in some cases improve, the natural setting, solitude, and primitive recreation opportunities where they are already found to be of high quality or in good condition in some of the areas identified as unroaded and undeveloped under the Dixie National Forest's Forest Plan revision process. While these unroaded undeveloped areas currently have no formal designation, it is not our intent to use this decision to make changes that may have an impact on the natural setting, solitude, and primitive recreation opportunities these areas provide.

On the other hand, this decision does allow for some flexibility regarding access to IRAs. First, as noted in the section addressing administrative routes on page 8, this decision provides for motorized access where necessary to conduct official business, to operate under special use permit, or utilize other pre-existing right of access. Second, we are aware that a large portion of the public continues to seek to visit these beautiful areas. Under this decision, motorized access will be provided by way of existing authorized roads. In general, unless there are natural resource protection concerns, or the road is not needed for foreseeable resource management activity, current system roads in IRAs will remain open to all motorized vehicles. In addition, this decision allows for limited designation of motorized trails less than 50 inches in IRAs. For example, on the Powell Ranger District, a section of the Lime Kiln road will be left open as a motorized trail less than 50 inches in width in order to make an ATV loop with Casto Canyon.

The FEIS documents our analysis of this issue at section 3.13. That analysis shows that Alternative D would maintain over 200 miles of motorized access within IRAs. The analysis also found that neither existing roadless values nor wilderness potential would be adversely affected under Alternative D (FEIS section 2.13.2.4.1).

Non-significant Issues

Non-significant issues were identified as issues outside the scope of the proposed action; already decided by law, regulation, forest plan, or other higher level decision; irrelevant to the decision to be made; conjectural and not supported by scientific or factual evidence; or requests for additional analysis or information. This is described under section 1.10 of the FEIS.

We believe that all the issues identified have been addressed and resolved and there are no significant issues outstanding.

Consideration of Other Resource Areas

We considered effects to other resource areas analyzed by the interdisciplinary team in the process of preparing the proposed action and identifying the consequences of the alternatives in the EIS. The team considered the effect of each of the alternatives on soils, watersheds, threatened plants, forest vegetation, fire and fuels, aquatic biota, wildlife, noxious weeds, inventoried roadless areas, rangeland resources, the social and economic environment, recreation, special uses, scenic resources, cultural resources, and transportation. All practical

means to avoid or minimize environmental harm for the alternative selected have been adopted. We believe that all potential effects have been disclosed and that the Forest Plan standards and guidelines will be met.

Consideration of Public Comments and Concerns

Travel management is an important issue that touches all aspects of management on the Forest. It has implications for all those who care about and use the Dixie National Forest. Throughout the public process on this route designation project, we have listened carefully to the perspectives and ideas offered by all interested parties.

There were many members of the public who expressed a desire for no change from the current amount of motorized access, and many who expressed interest in an increased amount of motorized access over the current condition including some who wanted to revisit past decisions. It is also true that a number of individuals expressed interest in less motorized access. The request for less motorized access was typically based on a combination of wanting a quiet, more natural, recreation experience and an interest in reducing the negative natural resource impacts associated with motorized use.

These two valid and opposing interests (increasing and decreasing motorized use) obviously can not be met at the same location. Looking across the Forest, though, we have used these opposing comments to choose areas where we can emphasize non-motorized recreation opportunities. The closing of route 30401C on the northwest corner of the Boulder Top Plateau near Cook's Pasture is an example of an area where our decision should lead to a higher quality non-motorized recreation opportunity. The motorized closures at the east end of Indian Trail Bench, the east end of Dry Bench, and Oak Creek Canyon—all three of which are east of Highway 12—also provide an area for the type of non-motorized recreation opportunity in which some members of the public were interested. While we have made choices, such as designating routes 30473, T34067, and 30887a as non-motorized in the Pretty Tree Bench area on the Escalante Ranger District, we have also looked for opportunities to maintain motorized connectivity in the area, such as designating a segment of route 31402a as motorized even though it coincides with the non-motorized Great Western Trail.

Hundreds of situation-specific judgments and tradeoffs are incorporated into this final decision, reflecting the intent to balance our multiple use and resource protection responsibilities. Given the nature of this decision, it is clear that no individual or interest group is likely to find all aspects of our decision to their liking. When compared to the other alternatives, however, Alternative D as modified is the most inclusive and complete with regards to the incorporation of site-specific comments from individuals, advocacy groups, and other government entities. As such, we believe that it achieves the best balance between competing interests.

Authority

Codes of Federal Regulation 36 CFR 212 and 261 have given the Forest Service the authority to manage OHV use and provide specific regulations for the agency based on Executive Orders 11644 and 11989. In compliance with these authorities and Forest Plan direction, the Forest Supervisors of the Dixie and Fishlake National Forests have determined that there is a need to

improve management and enforcement of the motorized travel plan on the Dixie National Forest. In addition, the agency maintains other discretionary authorities such as the ability to issue emergency closure orders that allow enforcement or modification of the motorized travel plan or that regulate use and occupancy of National Forest System lands.

The Dixie National Forest's goal related to OHV management is to manage the use of OHVs in partnership with other federal and state land management agencies, local governments and communities, user groups, and interest groups to protect public lands and resources while providing opportunities for the safe use and enjoyment of OHVs on designated roads and trails that comply with the Dixie National Forest's Forest Plan (USDA 1986, pp IV-3 and IV-11).

All routes not designated will be considered unauthorized routes and motorized use of those routes will be illegal. Motorized cross-country travel will be prohibited except as specified for the purposes of dispersed camping, emergency fire suppression, search and rescue, law enforcement, military operations, Forest Service administrative use, including uses authorized by permit such as firewood gathering, and other uses as defined above under *Specific Management Direction Included in This Decision* on page 3.

User-created motorized routes that develop after this decision will be considered unauthorized, and will be closed or removed by the Forest Service upon discovery. No additional public involvement or environmental analysis will be necessary to remove such a route (FEIS section 1.7).

This decision does not include travel management for State lands, Bureau of Land Management (BLM) lands, or adjacent private lands or private inholdings. Moreover, this decision can neither validate nor deny R.S. 2477 assertions made by a county. Only a federal court of competent jurisdiction has such authority to make such a finding, in response to a filing made with the court pursuant to the Quiet Title Act of 1972. Finally, there are a number of roads across the National Forest that are currently under the jurisdiction of State and County governments. Nothing in our decision can or will change the jurisdiction of these roads, and travel on them will continue to be at the discretion of the State and local governments.

The Forest Service does not always have legal access across adjoining private lands. In some cases there is no legal public access across privately owned isolated tracts within the Dixie National Forest boundary. Because of this, and in an attempt to be a good neighbor to the private landowners, some limitations have been imposed on routes designated as open for motorized use in cases where roads or trails cross private lands.

Where landowner access to private land surrounded by National Forest System lands has not been perfected we will continue to work with those landowners to make sure their rights of access are recognized as directed under the Alaska National Interest Lands Conservation Act. This may include motorized access under special use permit, an exchange of legally perfected rights-of-way, or other tools. We will also continue to work with adjoining private landowners to secure legal access to public lands, based on the willingness of the private landowners to cooperate. There are no access agreements ready for a decision or connected to this Motorized Travel Plan. As access agreements develop, they will be disclosed and analyzed as appropriate. Once access has been secured across private lands, the type of use allowed on specific roads and trails may be re-assessed.

Finally, this decision does not preclude future travel management proposals. Route construction, reconstruction, or re-designation may be necessary in the future. Those needs may be addressed, as appropriate, under a separate decision making process (36 CFR 212.54).

Changes Between Draft and Final EIS

A number of changes were made to the DEIS in preparing the FEIS. These changes were primarily minor edits, corrections, and updates, and are reflected throughout the FEIS. We do not believe that the edits, corrections, and/or additional analysis necessitate issuance of a supplemental DEIS. The updated information disclosed in the FEIS falls within the scope of the analysis depicted in the DEIS, and in most cases simply provides additional explanation.

- Chapter 1
 - Section 1.8, Public Involvement, expanded to include activities since release of the DEIS.
- Chapter 2
 - Added the previous decisions that were inadvertently left off the list but included in the analysis: Grand View Trail; Virgin River Rim Trail; Spruces Trail.
 - Added new section at 2.5.2 regarding a Forest Plan Amendment.
- Chapter 3
 - Expanded the discussion on Unroaded and Undeveloped Areas.
 - Updated the status of the BLM Resource Management Plans.
 - Revised the wildlife analysis due to changes resulting from new information and the use of changed analysis methodologies (USDA 2009c).
 - Corrected wildlife analysis to state that there is no suitable habitat for the Mojave Desert Tortoise.
- Chapter 4
 - Updated list of Interdisciplinary and Forest Leadership Team members.
- Appendices
 - New Appendix B: Comments and Responses.

Tribal Consultation

In compliance with the National Historic Preservation Act of 1966 and Executive Orders 12875 (Enhancing Intergovernmental Partnership), 13007 (Indian Sacred Sites), 13084 (Consultation and Coordination With Indian Tribal Governments), and 13175 (Consultation and Coordination with Indian Tribal Governments), the Dixie National Forest identified tribes associated with the project area and initiated government-to-government consultation. These Native American Indian groups included the Navajo Nation, the Southern Paiute, the Kaibab Paiute, and the Northern Ute. In response to this consultation, the Navajo Nation provided comments.

Programmatic Agreement

The agency determined that the designation of travel routes on the Dixie National Forest will have resolvable adverse effects on specific historic properties and notified the Advisory Council on Historic Preservation (ACHP) of the project's potential for effect determination with specified documentation. The ACHP chose not to participate in the consultation pursuant to 36 CFR 800.6(a)(1)(iii) (ACHP 2008). Pursuant to the regulations (36 CFR 800.6) implementing Section 106 of the National Historic Preservation Act (16 USC 470(f)), the Dixie National Forest also consulted with the Utah State Historic Preservation Officer (SHPO). In order to resolve any potentially adverse effects of this undertaking on historic properties, the Dixie National Forest and the Utah SHPO have entered into a programmatic agreement that provides for a combination of documentation, development of mitigation measures, monitoring, and, where necessary, small data recovery projects. Specific provisions of this agreement include:

If during the inventory or the monitoring of the routes as a result of this agreement Historic Properties are identified, consultation will be conducted with the appropriate parties to avoid any adverse effects to these historic properties. If adverse effects are found to be unavoidable, the Forest will consult as required under 36 CFR 800.6 to mitigate or otherwise resolve those adverse effects.

For three years after completion of the route surveys as part of the implementation of this Programmatic Agreement the Forest will identify and monitor High Priority Historic Properties as identified by the forest archaeologist. These High Priority sites will be those that could potentially be affected by an increase in use of the route by the change in designation of the route. These will be monitored yearly for the three years and any effects will be consulted on and mitigation measures developed

Execution of this programmatic agreement between the Dixie National Forest and the Utah SHPO and implementation of its terms evidence that the Forest Service has taken into account the effects of this undertaking on historic properties and has afforded the ACHP an opportunity to comment. Execution and implementation of this instrument evidences that the Dixie National Forest has satisfied its National Historic Preservation Act, Section 106 responsibilities for travel management decisions pertaining to the entire Forest.

Public Involvement

Input for the proposed action was collected beginning in spring 2004 from members of the public; state, local, and other federal governments; and interest groups. A series of public workshops was held in the fall of 2004. Input received during the Forest Plan Revision process was also used, especially information provided by the Topical Working Groups.

A route evaluation process was used by the Dixie National Forest's interdisciplinary team in development of the proposed action. Each route was evaluated using an extensive series of questions developed and reviewed by Dixie National Forest employees, the Motorized Travel Plan Work Group, interested members of the public, and cooperating governments. A series of public workshops was held in fall 2004 in Cedar City, St. George, Ruby's Inn (now Bryce

Canyon City), Torrey, and Las Vegas, Nevada. These workshops provided opportunities to participate in the development and review of the route evaluation process.

The Notice of Intent (NOI) to prepare an EIS was published in the Federal Register on December 5, 2006. The NOI asked for comments on the proposed action by January 31, 2007. Prior to release of the NOI, the Forest Service briefed local government officials, motorized advocacy groups, environmental groups, and businesses. Public involvement efforts after release of the NOI included public open houses in St. George, Cedar City, Panguitch, Escalante, Torrey, and Salt Lake City, Utah. The project website (<http://www.fs.fed.us/r4/dixie/projects/MTP>) was also used to disseminate information and gather comments. About 500 scoping responses from individuals, advocacy groups, and state and other federal agencies were received and analyzed. Subsequent to the open houses, comments on the project were reviewed and the proposed action was revised. The Forest also developed two additional alternatives based on public comments.

The DEIS was released for a 45-day comment period in May of 2008. The Notice of Availability of the DEIS appeared in the Federal Register on May 23, 2008. In addition, the document was made available on the Dixie National Forest's website and notification (including some hardcopy documents and CDs) was mailed directly to those individuals and/or groups that had expressed an interest in the project. The Dixie National Forest also hosted seven open houses to present the DEIS to the public. These were held in Cedar City (twice), Escalante, Panguitch, Bicknell, St. George, and Salt Lake City during May, June, and July of 2008. Finally, the Dixie National Forest extended the comment period on the DEIS from July 7, 2008 to July 22, 2008.

Approximately 175 letters, emails, and other documents were received commenting on the DEIS. All comments were evaluated by the interdisciplinary team and the concerns incorporated into, or added to, issues previously identified where applicable. Moreover, comments received in response to the DEIS resulted in completion of additional analysis that has been documented in the FEIS and/or project record. Appendix B of the FEIS contains the comments received in response to the release of the DEIS, as well as the agency's responses.

Alternatives

Alternatives Considered in Detail

Alternative A

This is the No Action Alternative. This alternative would retain all existing National Forest System roads and motorized trails as open. No non-system or unauthorized motorized routes would be added to the system. Current restrictions on cross-country travel (off-road or trail) would remain in place: cross-country travel would continue to be allowed on 1,150,113 acres (61 percent of the Forest), but would be prohibited on 735,943 acres (39 percent of the Forest).

Alternative B

This alternative emphasizes the protection of natural and cultural resources. It would also provide the most opportunity for enhanced non-motorized recreation experiences: there would be fewer miles of motorized routes and therefore fewer conflicts with motorized users. Cross-country travel would be prohibited forest-wide. Some unauthorized routes, including those that must remain open for private property access, permitted uses, or administrative access, would be added to the system. Some system routes that are negatively impacting soil, water, and wildlife resources would be closed. Alternative B retains the fewest miles of open motorized routes of all the action alternatives.

Alternative C

Alternative C was developed to address public and agency input received during scoping related to access and physical and biological resources. This alternative allows for a higher level of motorized access than does Alternative B. Alternative C would close approximately 468 additional miles of road for wildlife and hydrology concerns as compared with Alternative D. Under Alternative C, cross-country travel would be prohibited forest-wide. More unauthorized routes, including routes that must remain open for private property access, permitted uses, or administrative access, would be added to the system than under Alternative B. Some system routes that are negatively impacting soil, water, and wildlife resources would be closed. Motorized access for recreation, administrative uses, and permitted uses is allowed to a higher degree than under Alternative B.

Alternative D

This alternative allows for a higher level of motorized access than does Alternative B or C, but less than Alternative E. Alternative D is a modified version of the proposed action released in December 2006. It includes changes made in response to public and government input made during scoping. Under this alternative, cross-country travel would be prohibited forest-wide. Some unauthorized routes, including those that must remain open for private property access, permitted use, or administrative access, would be added to the system. Some system routes that are negatively impacting soil, water, and wildlife resources would be closed. Motorized access for recreation, administrative access, and permitted use is allowed to a higher degree than under Alternative B or C, but to a lower degree than under Alternative E.

Alternative E

This alternative provides the most motorized access on designated routes. With the exception of routes that are currently closed and/or decommissioned and those routes covered under previous and pending decisions, all non-system or unauthorized routes would be added to the system and designated as open to public motorized travel. All trails that are currently designated as non-motorized, however, would remain non-motorized. Cross-country travel would be prohibited forest-wide.

For a detailed description of these alternatives and their relationship to the issues, please see the FEIS at sections 2.2 and 2.3.

Alternatives Considered but Not Given Detailed Study

Public comments received in response to the proposed action provided suggestions for alternative methods for achieving the purpose and need. Some of these alternatives may have been outside the scope of designating a system of authorized roads, trails, or areas for motor vehicle use; duplicative of the alternatives considered in detail; unlikely to meet the purposes the agency has selected for the project; or determined to contain components that would cause unnecessary environmental harm. Therefore, a number of alternatives were considered, but dismissed from detailed consideration.

- The Sustainable Multiple Use Alternative (SMUA) was submitted by Grand Canyon Trust during scoping. In compliance with the requirement of 40 CFR 1502.14(a) that it rigorously explore and objectively evaluate all reasonable alternatives and briefly discuss the reasons for having eliminated other alternatives, the EIS discusses the reasons for eliminating the SMUA from further analysis (FEIS section 2.6.1).
- Some groups requested an alternative that opened non-motorized trails to motorized vehicles. Because there were previous decisions in place for these trails, it was not the purpose of this analysis to revisit them.
- Others asked the Dixie National Forest to consider an alternative that allowed for off-road motorized use for game retrieval or antler gathering. This was not considered in detail due to conflicts with Utah-wide travel management policies on both State and National Forest System lands (FEIS section 2.6.3).

Consistency with the Forest Plan and Other Laws

Dixie National Forest Land and Resource Management Plan

The MVUM published after release of the decision will function as the new Travel Map for the Dixie National Forest. As noted on page IV-3 of the Forest Plan, "Review the travel map annually and revise as necessary. The most current revisions will become a part of the management direction for the Forest Plan." The MVUM meets this requirement and will become part of the management direction of the Forest Plan.

We have evaluated the features of this decision against the Forest Plan goals, objectives, standards, and guidelines. As documented in the EIS and the project record, this decision is consistent with Forest Plan direction. For further information, please see the FEIS, section 3.19.1.

Other Laws

- **Endangered Species Act.** No critical habitat for any listed aquatic species would be adversely impacted with implementation of any of the alternatives. No critical habitat for any listed terrestrial wildlife species would be adversely impacted with implementation of any of the action alternatives (FEIS section 3.19.2.1). In addition, the Dixie National

Forest consulted with the U.S. Fish and Wildlife Service (FWS) by submitting to them a Biological Assessment for this Motorized Travel Plan. The FWS concurred with the Forest's findings (USDA 2009d).

- **Clean Water Act.** The State of Utah and the Forest Service have agreed through a 1993 Memorandum of Understanding to use the standards and guidelines in the Dixie National Forest's Forest Plan and FSH 2509.22 Soil and Water Conservation Practices (SWCPs) as the Best Management Practices (USDA 1993). The use of SWCPs as the Best Management Practices meets the water quality protection elements of the Utah Nonpoint Source Management Plan (FEIS section 3.19.2.2).
- **Executive Order 11644.** Each of the action alternatives analyzed in this EIS makes substantial improvements in reducing redundant routes and minimizing resource impacts and use conflicts as required by this order (FEIS section 3.19.2.3).
- **Executive Order 11988.** All action alternatives would result in a decrease of impacts within floodplain areas, primarily through the elimination of cross-country travel on the Forest (FEIS section 3.19.2.4).
- **Executive Order 11990.** All action alternatives would result in a decrease of impacts within wetland and riparian areas, primarily through the elimination of cross-country travel on the Forest (FEIS section 3.19.2.5).
- **Executive Order 12898.** In our outreach and scoping (public involvement) processes, we did not identify any potentially disproportionately high and adverse human-health or environmental effects to minority or low-income populations (FEIS section 3.19.2.6).
- **Executive Order 13186.** On August 1, 2007, the National Forests in Utah formalized an updated state-wide strategy for addressing migratory birds in Forest Service planning and project documents. A total of 201 species of migratory birds have breeding habitat on the Dixie National Forest. The three bird species selected for this analysis were derived from a compilation of species included in the Utah Partners in Flight Conservation Strategy, the Utah Comprehensive Wildlife Conservation Strategy, and the FWS' Birds of Conservation Concern bird lists. Given the net reduction of motorized access and elimination of cross-country travel in Alternatives B, C, D, and E, implementation of any of these alternatives would lead to improvement in potential migratory bird habitat over the long-term (FEIS section 3.19.2.7). Moreover, on December 8, 2008, the Chief of the Forest Service signed a national-level memorandum of understanding with the Director of the FWS. The FEIS analysis regarding migratory birds is compliant with the terms of that memorandum.
- **Executive Order 13443.** This FEIS and the associated specialist reports have considered the management of wildlife habitats (*Wildlife and Aquatic Biota* specialist reports), trends in and effects on hunting opportunities, and economic and recreational values of hunting (*Social and Economic* and *Recreation and Scenery* specialist reports). Resource specialists have considered the programs and plans of other state and federal wildlife agencies, have worked collaboratively with them in their professional roles, and have coordinated with them in development of this travel management plan (FEIS section 3.19.2.8).
- **Roadless Area Conservation Rule.** The Roadless Area Conservation Rule (RACR) has again been enjoined in Federal court. Forest Service direction, however, currently prohibits actions in IRAs that would conflict with the rule. Alternative D as modified is consistent with the RACR (FEIS section 3.19.2.9).
- **Clean Air Act.** Motorized vehicle use on the Forest can contribute to air pollution through particulate matter (fugitive dust from travel on unpaved surfaces) and emission of carbon monoxide. All action alternatives would reduce fugitive dust sources through a reduction in the miles and/or areas open to motorized travel. The amount of carbon

monoxide emitted from recreational motorized vehicle use or administrative motorized vehicle use in implementing the travel plan is not expected to vary significantly between alternatives. Even under Alternative A there would be no increase in impacts to air quality over the existing condition where the Dixie National Forest is in attainment (FEIS section 3.20.1).

- **Washington County Lands Bill.** On March 30, 2009, President Obama signed the Omnibus Public Lands Management Act of 2009. That legislation included the Washington County Growth and Conservation Act which designated 256,338 acres of wilderness on land managed by the BLM, the Dixie National Forest, and the National Park Service. This decision does not conflict with provisions of that act, nor does it compromise its wilderness designation.

Environmentally Preferable Alternative

The Council on Environmental Quality (CEQ) regulations for implementing the NEPA require that the Record of Decision specify “the alternative or alternatives which were considered to be environmentally preferable” (40 CFR 1505.2(b)). This alternative has generally been interpreted to be the alternative that will promote the national environmental policy as expressed in NEPA’s Section 101 (CEQ’s “Forty Most-Asked Questions,” 46 Federal Register 18026, March 23, 1981). Section 101 of the NEPA describes national environmental policy, calling on federal, state, and local governments and the public to “create and maintain conditions under which man and nature can exist in productive harmony.”

Section 101 further defines this policy in six broad goals, to:

1. fulfill the responsibilities of each generation as trustee of the environment for succeeding generations;
2. assure for all Americans safe, healthful, productive, and esthetically and culturally pleasing surroundings;
3. attain the widest range of beneficial uses of the environment without degradation, risk to health or safety, or other undesirable and unintended consequences;
4. preserve important historic, cultural, and natural aspects of our national heritage, and maintain, wherever possible, an environment which supports diversity and a variety of individual choice;
5. achieve a balance between population and resource use which will permit high standards of living and a wide sharing of life's amenities; and
6. enhance the quality of renewable resources and approach the maximum attainable recycling of depletable resources.

The goals of Section 101 are similar to those of ecosystem management in general, calling for sustainable and balanced use of natural resources while providing for future generations.

Based on the description of the alternatives considered in detail in the FEIS and this Record of Decision, we believe that the selected alternative best meets the goals of Section 101 of the NEPA and is, therefore, an environmentally preferable alternative for this proposed federal action.

Administrative Review

This decision is subject to administrative appeal pursuant to 36 CFR 215. Only those individuals and organizations who provided comments during the 45-day comment period (or its extension) on the DEIS are eligible to file an appeal. The appeal must meet the requirements at 36 CFR 215.14.

Appeals filed by regular mail or express delivery must be sent to: Appeal Deciding Officer, Intermountain Regional Office, 324 25th Street, Ogden, UT 84401. Appeals may also be hand delivered to the above address between the hours of 8:00 a.m. and 4:30 p.m. Mountain Time, Monday through Friday, excluding holidays. Appeals may also be submitted via fax at 801-625-5277.

Electronic appeals must be submitted in rich text format (.rtf), Microsoft Word (.doc), portable document format (.pdf), or as an email message to appeals-intermtn-regional-office@fs.fed.us. Emailed appeals must include the project name in the subject line. In cases where no identifiable name is attached to an electronic message, a verification of identity will be required. A scanned signature is one way to provide verification.

Appeals, including attachments, must be filed within 45 days from the publication date of the legal notice of decision in *The Spectrum*, St. George, UT or *The Richfield Reaper*, Richfield, UT. Documents received after the 45-day appeal period will not be considered. The publication date in *The Spectrum*, newspaper of record for the Dixie National Forest, or *The Reaper*, newspaper of record for the Fishlake National Forest, is the exclusive means for calculating the time to file an appeal. **Those wishing to appeal this decision should not rely upon dates or timeframe information provided by any other source.**

Implementation

Implementation Date

If no appeals are filed within the 45-day time period, implementation of the decision may occur on, but not before, five 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.

Contact Person

For further information, contact Gretchen Merrill, Planning Staff Officer, Dixie National Forest, 1789 North Wedgewood Lane, Cedar City, UT 84720.

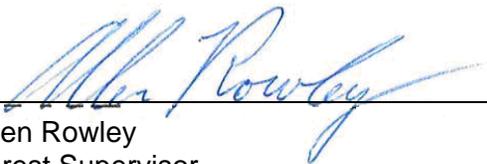
Signature and Date



Robert G. MacWhorter
Forest Supervisor
Dixie National Forest



Date



Allen Rowley
Forest Supervisor
Fishlake National Forest



Date

References

- Advisory Council on Historic Preservation. 2008. Letter to Robert G. MacWhorter, Forest Supervisor, Dixie National Forest. 31 July.
- USDA Forest Service. 1986. Dixie National Forest Land and Resource Management Plan.
- . 1993. Memorandum of understanding between the Division of Water Quality, Utah Department of Environmental Quality, and the Utah Department of Agriculture, and the Forest Service to protect, maintain, and restore the beneficial uses of the waters of the State. 7 January.
- . 1998. Pretty Tree Bench final environmental impact statement. Dixie National Forest. May.
- . 2004. Dixie National Forest special order #0407-04-03. From Forest Supervisor, Dixie National Forest. 30 March.
- . 2008a. Intermountain Region proposed, endangered, threatened, and sensitive species: known/suspected distribution by forest. August. Originally published December 2003.
- . 2008b. Letter to regional foresters, station directors, area director, IITF director, deputy chiefs, and WO directors. From the deputy chief for the National Forest Service. 18 August.
- . 2009a. Addressing the Migratory Bird Treaty Act and Executive Order 13186 in NEPA documents; species selection for the motorized travel plan. Letter to U.S. FWS from Ronald L. Rodriguez, Wildlife and Fisheries Program Manager. 6 April.
- . 2009b. Letter to Field Supervisor, U.S. Fish and Wildlife Service. From the Forest Supervisor, Dixie National Forest. 20 March.
- . 2009c. Letter to Forest Supervisor, Dixie National Forest. From the Dixie National Forest Wildlife Biologist. 13 April.
- . 2009d. U.S. FWS concurrence on biological assessment for the motorized travel plan. Initial letter to Larry Crist, Utah Field Supervisor, dated 10 March 2009; concurrence dated 11 March.

Appendix 1: Modifications to Alternative D

Table 1. Summary of Modifications by District by Mileage

Ranger District	Alternative D with Modifications (miles)
Cedar City	28.1
Escalante	39.1
Pine Valley	16.8
Powell	38.0
Teasdale*	62.2
Total	184.2

* Teasdale portion of the Fremont River Ranger District.

Table 2. Complete List of Modifications by Route Number

Route #	District	Alternative D	Alternative D with Modifications	Miles
30050	Cedar City	Non-Forest	Open to All	2.867
30269	Cedar City	Closed Classified	Open to All	2.011
30403	Cedar City	Open to All	Admin/Permittee/Pvt Prop Owner	1.326
31575	Cedar City	Open to All	Admin/Permittee/Pvt Prop Owner	1.170
31590	Cedar City	Open to All	Closed Classified	1.109
31597	Cedar City	Admin/Permittee/Pvt Prop Owner	Closed Classified	1.002
31599	Cedar City	Open to Full Size Vehicles Only	Admin/Permittee/Pvt Prop Owner	2.275
32073	Cedar City	Closed Classified	Open to All	1.435
32310	Cedar City	Proposed Motorized Trail	Closed Classified	4.372
32312	Cedar City	Admin/Permittee/Pvt Prop Owner	Closed Classified	0.616
32313	Cedar City	Admin/Permittee/Pvt Prop Owner	Closed Classified	0.793
32314	Cedar City	Admin/Permittee/Pvt Prop Owner	Closed Classified	0.689
30068C	Cedar City	Closed Classified	Open to All	0.335
30275A	Cedar City	Open to All	Proposed Motorized Trail	0.567
30560A	Cedar City	Admin/Permittee/Pvt Prop Owner	Open to All	1.636
31599A	Cedar City	Open to Full Size Vehicles Only	Proposed Non-Motorized Trail	0.566
32310A	Cedar City	Admin/Permittee/Pvt Prop Owner	Closed Classified	0.119
G2016	Cedar City	Admin/Permittee/Pvt Prop Owner	Closed Unauthorized	0.489
G2020	Cedar City	Closed Unauthorized	Admin/Permittee/Pvt Prop Owner	0.227
G2345	Cedar City	Open to All	Closed Unauthorized	0.410
G2362	Cedar City	Open to Full Size Vehicles Only	Open to All	0.209
G2647	Cedar City	Open to All	Admin/Permittee/Pvt Prop Owner	0.049
U21441A	Cedar City	Closed Unauthorized	Admin/Permittee/Pvt Prop Owner	0.298
U24030	Cedar City	Proposed Motorized Trail	Closed Unauthorized	2.257
30093	Escalante	Seasonal	Closed Classified	0.821
30150	Escalante	Open to All	Closed Classified	7.247
30409	Escalante	Seasonal	Closed Classified	0.338
30411	Escalante	Seasonal	Closed Classified	0.565
30413	Escalante	Seasonal	Closed Classified	0.549

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Route #	District	Alternative D	Alternative D with Modifications	Miles
30415	Escalante	Admin/Permittee/Pvt Prop Owner	Closed Classified	0.318
30417	Escalante	Seasonal	Closed Classified	0.394
30443	Escalante	Closed Classified	Open to All	0.034
30469	Escalante	Existing Non-Motorized Trail	Open to All	0.715
30473	Escalante	Existing Motorized & Non-Motorized Trl	Existing Non-Motorized Trail	1.467
30480	Escalante	Seasonal	Closed Classified	0.811
30532	Escalante	Admin/Permittee/Pvt Prop Owner	Closed Classified	0.740
30534	Escalante	Admin/Permittee/Pvt Prop Owner	Closed Classified	0.455
30538	Escalante	Admin/Permittee/Pvt Prop Owner	Closed Classified	0.789
30547	Escalante	Seasonal	Closed Classified	0.421
30548	Escalante	Seasonal	Closed Classified	0.483
30550	Escalante	Seasonal	Closed Classified	0.683
30551	Escalante	Seasonal	Closed Classified	0.477
30582	Escalante	Closed Classified	Admin/Permittee/Pvt Prop Owner	0.069
30676	Escalante	Proposed Non-Motorized Trail	Existing Non-Motorized Trail	1.929
31389	Escalante	Admin/Permittee/Pvt Prop Owner	Proposed Motorized Trail	3.673
31402	Escalante	Open to All & Existing Non-Motorized Trail	Closed Classified	1.263
31446	Escalante	Admin/Permittee/Pvt Prop Owner	Closed Classified	0.633
31447	Escalante	Admin/Permittee/Pvt Prop Owner	Closed Classified	1.139
31519	Escalante	Proposed Non-Motorized Trail	Open to All	0.260
32272	Escalante	Open to All	Admin/Permittee/Pvt Prop Owner	0.694
30410A	Escalante	Seasonal	Closed Classified	0.314
30467A	Escalante	Existing Motorized Trail	Proposed Motorized Trail	0.704
30475A	Escalante	Admin/Permittee/Pvt Prop Owner	Closed Classified	2.401
30887a	Escalante	Proposed Motorized Trail	Closed Classified	1.488
G4035	Escalante	Closed Unauthorized	Admin/Permittee/Pvt Prop Owner	0.118
G4156	Escalante	Closed Unauthorized	Admin/Permittee/Pvt Prop Owner	0.700
G4253A	Escalante	Closed Unauthorized	Existing Motorized Trail	0.929
G4318	Escalante	Admin/Permittee/Pvt Prop Owner	Closed Unauthorized	0.250
G4320	Escalante	Admin/Permittee/Pvt Prop Owner	Closed Unauthorized	0.221
G4353	Escalante	Closed Unauthorized	Admin/Permittee/Pvt Prop Owner	0.159
G4354	Escalante	Closed Unauthorized	Admin/Permittee/Pvt Prop Owner	0.118
G4425	Escalante	Admin/Permittee/Pvt Prop Owner	Closed Unauthorized	0.665
G5082A	Escalante	Closed Unauthorized	Admin/Permittee/Pvt Prop Owner	0.080
T34067	Escalante	Existing Motorized Trail	Proposed Non-Motorized Trail	1.460
T34083	Escalante	Existing Motorized Trail	Proposed Non-Motorized Trail	1.082
U4359	Escalante	Closed Unauthorized	Admin/Permittee/Pvt Prop Owner	0.177
U4378	Escalante	Closed Unauthorized	Open to All	1.162
U4492B	Escalante	Closed Unauthorized	Admin/Permittee/Pvt Prop Owner	0.104
30022	Pine Valley	Closed Classified	Open to All	0.192
30888	Pine Valley	Closed Classified	Admin/Permittee/Pvt Prop Owner	0.365
30005A	Pine Valley	Admin/Permittee/Pvt Prop Owner	Open to All	1.145
30022A	Pine Valley	Closed Classified	Open to All	0.673
30255A	Pine Valley	Admin/Permittee/Pvt Prop Owner	Closed Classified	1.143
30565A	Pine Valley	Open to All	Closed Classified	0.111
30802A	Pine Valley	Admin/Permittee/Pvt Prop Owner	Closed Classified	3.330
30931A	Pine Valley	Closed Classified	Admin/Permittee/Pvt Prop Owner	0.856
T34047	Pine Valley	Existing Non-Motorized Trail	Proposed Motorized Trail	1.603
U1062	Pine Valley	Open to All	Closed Unauthorized	0.173
U1062A	Pine Valley	Open to All	Proposed Motorized Trail	0.341

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Route #	District	Alternative D	Alternative D with Modifications	Miles
U1062B	Pine Valley	Open to All	Closed Unauthorized	0.147
U1064	Pine Valley	Open to All	Closed Unauthorized	0.308
U1065	Pine Valley	Open to All	Proposed Motorized Trail	0.277
U1066	Pine Valley	Proposed Motorized Trail	Closed Unauthorized	1.411
U11007	Pine Valley	Closed Unauthorized	Admin/Permittee/Pvt Prop Owner	1.337
U1184	Pine Valley	Admin/Permittee/Pvt Prop Owner	Open to All	0.536
U1241	Pine Valley	Admin/Permittee/Pvt Prop Owner	Closed Unauthorized	0.472
U1242	Pine Valley	Open to All	Existing Non-Motorized Trail	0.135
U1242A	Pine Valley	Closed Unauthorized	Open to All	0.478
U1242C	Pine Valley	Open to All	Closed Unauthorized	0.117
U1422	Pine Valley	Closed Unauthorized	Proposed Motorized Trail	0.001
U1486	Pine Valley	Closed Unauthorized	Open to All	1.670
30123	Powell	Closed Classified	Open to All	0.257
30605	Powell	Open to All	Closed Classified	0.884
30654	Powell	Closed Classified	Open to All	1.238
30976	Powell	Open to All	Admin/Permittee/Pvt Prop Owner	0.286
31061	Powell	Open to All	Closed Classified	0.623
31070	Powell	Admin/Permittee/Pvt Prop Owner	Open to All	0.079
31071	Powell	Closed Classified	Admin/Permittee/Pvt Prop Owner	0.435
31080	Powell	Open to All	Closed Classified	0.570
31083	Powell	Closed Classified	Open to All	1.366
31108	Powell	Closed Classified	Open to All	1.576
31971	Powell	Closed Classified	Open to All	2.183
30091C	Powell	Closed Classified	Open to All	0.185
30092B	Powell	Seasonal	Admin/Permittee/Pvt Prop Owner	0.430
30115D	Powell	Proposed Non-Motorized Trail	Open to All	0.397
30183C	Powell	Open to All	Closed Classified	0.605
30244a	Powell	Open to All	Proposed Non-Motorized Trail	0.079
30436A	Powell	Closed Classified	Open to All	0.656
30618A	Powell	Open to All	Closed Classified	1.641
30654A	Powell	Closed Classified	Open to All	0.878
30976A	Powell	Closed Classified	Admin/Permittee/Pvt Prop Owner	0.157
31070C	Powell	Admin/Permittee/Pvt Prop Owner	Closed Classified	2.222
31095C	Powell	Admin/Permittee/Pvt Prop Owner	Closed Classified	0.248
31096A	Powell	Closed Classified	Admin/Permittee/Pvt Prop Owner	0.153
31128A	Powell	Closed Classified	Proposed Motorized Trail	0.535
U31024	Powell	Open to All	Closed Unauthorized	0.280
U31026	Powell	Open to All	Closed Unauthorized	0.130
U31065	Powell	Open to All	Closed Unauthorized	0.580
U31299	Powell	Closed Unauthorized	Open to All	0.157
U31300	Powell	Closed Unauthorized	Open to All	0.258
U31301	Powell	Closed Unauthorized	Open to All	0.337
U31306	Powell	Closed Unauthorized	Proposed Motorized Trail	0.587
U31510	Powell	Closed Unauthorized	Proposed Motorized Trail	0.964
U31524	Powell	Closed Unauthorized	Open to All	0.214
U31545	Powell	Closed Unauthorized	Admin/Permittee/Pvt Prop Owner	0.075
U31562	Powell	Closed Unauthorized	Open to All	0.107
U31569	Powell	Closed Unauthorized	Open to All	0.095
U31577	Powell	Closed Unauthorized	Admin/Permittee/Pvt Prop Owner	0.265
U31582	Powell	Closed Unauthorized	Open to All	0.400
U31583	Powell	Closed Unauthorized	Open to All	0.419
U31594	Powell	Admin/Permittee/Pvt Prop Owner	Closed Unauthorized	0.476

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Route #	District	Alternative D	Alternative D with Modifications	Miles
U31609	Powell	Open to All	Admin/Permittee/Pvt Prop Owner	0.100
U31610	Powell	Open to All	Closed Unauthorized	1.710
U31612	Powell	Open to All	Closed Unauthorized	0.360
U31626	Powell	Closed Unauthorized	Open to All	0.757
U31639	Powell	Open to All	Closed Unauthorized	0.460
U31642	Powell	Admin/Permittee/Pvt Prop Owner	Open to All	0.269
U31642A	Powell	Admin/Permittee/Pvt Prop Owner	Open to All	0.926
U31642B	Powell	Closed Unauthorized	Open to All	0.324
U31643	Powell	Admin/Permittee/Pvt Prop Owner	Open to All	0.226
U31643A	Powell	Admin/Permittee/Pvt Prop Owner	Open to All	0.648
U31649	Powell	Closed Unauthorized	Open to All	0.427
U31649C	Powell	Closed Unauthorized	Open to All	0.400
U31731	Powell	Closed Unauthorized	Admin/Permittee/Pvt Prop Owner	0.142
U31776	Powell	Closed Unauthorized	Proposed Motorized Trail	2.807
U31815	Powell	Open to All	Closed Unauthorized	0.120
U31879	Powell	Closed Unauthorized	Admin/Permittee/Pvt Prop Owner	0.054
U3194	Powell	Admin/Permittee/Pvt Prop Owner	Closed Unauthorized	0.056
U3302a	Powell	Proposed Motorized Trail	Closed Unauthorized	1.780
U3353	Powell	Closed Unauthorized	Admin/Permittee/Pvt Prop Owner	0.202
U3361	Powell	Closed Unauthorized	Admin/Permittee/Pvt Prop Owner	0.315
U3364	Powell	Closed Unauthorized	Admin/Permittee/Pvt Prop Owner	0.536
U3389	Powell	Admin/Permittee/Pvt Prop Owner	Closed Unauthorized	0.202
U3392	Powell	Admin/Permittee/Pvt Prop Owner	Closed Unauthorized	0.240
U34010	Powell	Closed Unauthorized	Open to All	0.150
U34030	Powell	Closed Unauthorized	Admin/Permittee/Pvt Prop Owner	0.159
U3418	Powell	Admin/Permittee/Pvt Prop Owner	Closed Unauthorized	0.269
U3419	Powell	Admin/Permittee/Pvt Prop Owner	Closed Unauthorized	0.315
U3424	Powell	Open to All	Admin/Permittee/Pvt Prop Owner	1.794
U3478	Powell	Closed Unauthorized	Admin/Permittee/Pvt Prop Owner	0.469
U3989a	Powell	Admin/Permittee/Pvt Prop Owner	Closed Unauthorized	0.100
30023	Teasdale	Open to All	Proposed Non-Motorized Trail	0.934
30303	Teasdale	Open to All	Closed Classified	1.183
30470	Teasdale	Open to All	Admin/Permittee/Pvt Prop Owner	0.679
30490	Teasdale	Closed Classified	Open to All	0.946
30495	Teasdale	Open to All	Closed Classified	0.580
30496	Teasdale	Open to All	Closed Classified	0.777
30574	Teasdale	Open to All	Proposed Motorized Trail	1.043
31002	Teasdale	Open to All	Closed Classified	1.796
31245	Teasdale	Open to All	Admin/Permittee/Pvt Prop Owner	0.467
31251	Teasdale	Open to All	Closed Classified	0.486
31293	Teasdale	Open to All	Closed Classified	2.254
31329	Teasdale	Admin/Permittee/Pvt Prop Owner	Open to All	0.289
31330	Teasdale	Admin/Permittee/Pvt Prop Owner	Open to All	0.785
31335	Teasdale	Admin/Permittee/Pvt Prop Owner	Open to All	1.977
31338	Teasdale	Proposed Non-Motorized Trail	Open to All	0.225
31342	Teasdale	Open to All	Proposed Motorized Trail	1.002
31348	Teasdale	Proposed Motorized Trail	Closed Classified	1.976
31811	Teasdale	Closed Classified	Open to All	0.136
32021	Teasdale	Closed Classified	Admin/Permittee/Pvt Prop Owner	0.628
32022	Teasdale	Closed Classified	Admin/Permittee/Pvt Prop Owner	0.404
32037	Teasdale	Open to All	Closed Classified	0.182
32122	Teasdale	Proposed Motorized Trail	Closed Classified	1.339

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Route #	District	Alternative D	Alternative D with Modifications	Miles
32130	Teasdale	Admin/Permittee/Pvt Prop Owner	Closed Classified	0.394
32207	Teasdale	Closed Classified	Admin/Permittee/Pvt Prop Owner	0.252
30159A	Teasdale	Open to All	Admin/Permittee/Pvt Prop Owner	0.498
30168B	Teasdale	Open to All	Open to Full Size Vehicles Only	0.466
30180A	Teasdale	Proposed Motorized Trail	Closed Classified	2.543
30180B	Teasdale	Open to All	Proposed Non-Motorized Trail	2.974
30180C	Teasdale	Proposed Motorized Trail	Closed Classified	0.550
30283C	Teasdale	Admin/Permittee/Pvt Prop Owner	Closed Classified	0.128
30395A	Teasdale	Open to All	Admin/Permittee/Pvt Prop Owner	0.716
30401C	Teasdale	Open to All	Proposed Non-Motorized Trail	1.443
30483B	Teasdale	Closed Classified	Admin/Permittee/Pvt Prop Owner	0.987
31024B	Teasdale	Open to All	Admin/Permittee/Pvt Prop Owner	1.378
31247A	Teasdale	Open to All	Closed Classified	0.492
31249A	Teasdale	Open to All	Admin/Permittee/Pvt Prop Owner	0.692
31251A	Teasdale	Open to All	Admin/Permittee/Pvt Prop Owner	0.463
31252B	Teasdale	Open to All	Admin/Permittee/Pvt Prop Owner	1.486
31260B	Teasdale	Open to All	Admin/Permittee/Pvt Prop Owner	0.882
31272A	Teasdale	Closed Classified	Open to All	1.263
31274B	Teasdale	Closed Classified	Open to All	3.528
31328A	Teasdale	Admin/Permittee/Pvt Prop Owner	Open to All	0.342
31337A	Teasdale	Admin/Permittee/Pvt Prop Owner	Open to All	0.514
31337B	Teasdale	Admin/Permittee/Pvt Prop Owner	Closed Classified	0.100
31342A	Teasdale	Open to All	Proposed Motorized Trail	1.128
32122A	Teasdale	Proposed Motorized Trail	Closed Classified	1.888
G4435	Teasdale	Admin/Permittee/Pvt Prop Owner	Closed Unauthorized	0.666
G5021	Teasdale	Closed Unauthorized	Admin/Permittee/Pvt Prop Owner	0.188
G5022	Teasdale	Closed Unauthorized	Admin/Permittee/Pvt Prop Owner	0.076
G5028	Teasdale	Closed Unauthorized	Open to All	0.156
G5032	Teasdale	Closed Unauthorized	Open to All	0.078
G5034	Teasdale	Closed Unauthorized	Open to All	0.048
G5039	Teasdale	Closed Unauthorized	Open to All	0.372
G5064	Teasdale	Existing Non-Motorized Trail	Open to All	0.352
G5077	Teasdale	Proposed Motorized Trail	Closed Unauthorized	1.631
G5078	Teasdale	Proposed Motorized Trail	Closed Unauthorized	0.264
G5081	Teasdale	Closed Unauthorized	Proposed Motorized Trail	1.385
G5082	Teasdale	Open to All	Proposed Motorized Trail	0.488
G5082A	Teasdale	Closed Unauthorized	Admin/Permittee/Pvt Prop Owner	0.245
G5095	Teasdale	Proposed Motorized Trail	Closed Unauthorized	1.355
G5108	Teasdale	Admin/Permittee/Pvt Prop Owner	Closed Unauthorized	0.229
G5117	Teasdale	Closed Unauthorized	Admin/Permittee/Pvt Prop Owner	0.103
G5133	Teasdale	Open to All	Closed Unauthorized	0.130
G5135	Teasdale	Closed Unauthorized	Proposed Motorized Trail	0.155
G5143	Teasdale	Closed Unauthorized	Admin Trail	0.115
G5143A	Teasdale	Closed Unauthorized	Admin Trail	0.776
G5146	Teasdale	Closed Unauthorized	Proposed Motorized Trail	1.255
G5150	Teasdale	Admin/Permittee/Pvt Prop Owner	Open to All	0.851
G5171	Teasdale	Closed Unauthorized	Open to All	0.217
T34013	Teasdale	Open to All	Closed Unauthorized	0.247
T34015	Teasdale	Open to All	Closed Unauthorized	0.140
T34062	Teasdale	Open to All	Closed Unauthorized	0.446
T34075	Teasdale	Existing Motorized Trail	Closed Unauthorized	1.463
T34075A	Teasdale	Existing Motorized Trail	Existing Non-Motorized Trail	0.311

Route #	District	Alternative D	Alternative D with Modifications	Miles
U5003	Teasdale	Closed Unauthorized	Open to All	0.699
U5003A	Teasdale	Closed Unauthorized	Open to All	0.631
U5067	Teasdale	Closed Unauthorized	Admin/Permitee/Pvt Prop Owner	1.286
U5081	Teasdale	Admin/Permitee/Pvt Prop Owner	Proposed Non-Motorized Trail	0.619

Table 3. Reasons for Modification by Route Number

Route #	Reason for Modification
30050	Data showing non-forest route is incorrect; route is on public land and open to all.
30269	Part of mapped ATV loop trail; open to all.
30403	Route currently maintained at ML1; administrative use only.
31575	Route is behind locked gate; administrative use only.
31590	Route is redundant, access is similar to route 30560A; close to motorized use.
31597	Redundant route, multiple resource issues, brushed in and not needed for current management; close to motorized use.
31599	Goshawk territory occupied, motorized encroachment on non-motorized Virgin Rim Trail; administrative use only w/ gate.
32073	No other routes in this area; open to all.
32310	Scheduled for closure under Sidney Valley decision; connection between Brian Head and Cedar City will be future decision.
32312	Spur off route 32310; scheduled for closure under Sidney Valley decision.
32313	Spur off route 32310; scheduled for closure under Sidney Valley decision.
32314	Spur off route 32310; scheduled for closure under Sidney Valley decision.
30068C	Open from Highway 143 to the junction with route G2425; remainder will be closed for resource protection.
30275A	This segment is inaccessible to full sized vehicles; open to ATV only.
30560A	Access similar to route 31590; open to all.
31599A	Goshawk territory occupied, motorized encroachment on non-motorized Virgin Rim Trail; administrative use only w/ gate.
32310A	Spur off route 32310; scheduled for closure under Sidney Valley decision.
G2016	Private property in the area has other means of access; close to motorized use.
G2020	Provide administrative access by this route; close route G2022 instead.
G2345	Route has multiple resource issues; close to motorized use.
G2362	Increased use and desire by the public that all vehicles be able to use this area; open to all.
G2647	Access by special use permit; administrative use only.
U21441A	Access to private property; administrative use only.
U24030	Without proposed construction, there is no connectivity associated with this route; close to motorized use.
T34070	This decision does not include the proposed construction between Brian Head and Cedar City.
U24028A	This decision does not include the proposed construction between Brian Head and Cedar City.
30093	Dead end spur in Inventoried Roadless Area, not currently required for management; close to motorized use.
30150	Route enters Inventoried Roadless Area, multiple resource issues; close to motorized use.
30409	Dead end spur in Inventoried Roadless Area, not currently required for management; close to motorized use.
30411	Dead end spur in Inventoried Roadless Area, not currently required for management; close to motorized use.
30413	Dead end spur in Inventoried Roadless Area, not currently required for management; close to motorized use.
30415	Dead end spur in Inventoried Roadless Area, not currently required for management; close to motorized use.

Route #	Reason for Modification
30417	Dead end spur in Inventoried Roadless Area, not currently required for management; close to motorized use.
30443	Small segment (0.03 miles) needed for access to dispersed camp site; the remainder is closed.
30469	Open to all under previous decision (Griffin Springs Travel Management).
30473	Currently designated as non-motorized Great Western Trail; will remain non-motorized.
30480	Dead end spur in Inventoried Roadless Area, not currently required for management; close to motorized use.
30532	Dead end route not currently required for management; close to motorized use.
30534	Dead end route not currently required for management; close to motorized use.
30538	Dead end spur in Inventoried Roadless Area, not currently required for management; close to motorized use.
30547	Dead end spur in Inventoried Roadless Area, not currently required for management; close to motorized use.
30548	Dead end spur in Inventoried Roadless Area, not currently required for management; close to motorized use.
30550	Dead end spur in Inventoried Roadless Area, not currently required for management; close to motorized use.
30551	Dead end spur in Inventoried Roadless Area, not currently required for management; close to motorized use.
30582	Access by special use permit; administrative use only.
30676	Currently designated as non-motorized Great Western Trail; will remain non-motorized.
31389	Connects to motorized trail on BLM.
31402	Route does not exist.
31446	Goshawk territory, multiple resource issues; close to motorized use.
31447	Goshawk territory, multiple resource issues; close to motorized use.
31519	Route provides access to non-motorized trail; open to all.
32272	Wildlife habitat protection; administrative use only.
30410A	Previous NEPA document (Pretty Tree Bench) shows this segment as closed; 30410 is a seasonal route.
30467A	GIS line hierarchy error; has been corrected in FEIS.
30475A	Administrative route in Inventoried Roadless Area, not currently required for management; close to motorized use.
30887a	Portion in Inventoried Roadless Area; close to motorized use.
G4035	Access to private property; administrative use only.
G4156	Access by special use permit; administrative use only.
G4253A	Motorized trail under pending decision (Pockets Resource Management).
G4318	Route is a spur off of route 30475A which is scheduled for closure. No access to route, close to motorized use.
G4320	Route is a spur off of route 30475A which is scheduled for closure. No access to route, close to motorized use.
G4353	Access by special use permit; administrative use only.
G4354	Access by special use permit; administrative use only.
G4425	Previous NEPA document (Pretty Tree Bench) shows this segment as closed.
G5082A	Dead end, close to motorized. Access for permittee; administrative use only.
T34067	Currently designated as non-motorized Great Western Trail; will remain non-motorized.
T34083	Currently designated as non-motorized Great Western Trail; will remain non-motorized.
U4359	Access by special use permit; administrative use only.
U4378	Unauthorized route in an Inventoried Roadless Area; close to motorized use.
U4492B	Route to be added as administrative for private property access along with first segment of route G4035.
30022	Access to rangeland improvements; open to all.
30888	Access by special use permit; administrative use only.
30005A	Closure creates dead end; open to all to improve motorized management.

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Route #	Reason for Modification
30022A	Access to rangeland improvements; closed beyond that.
30255A	Route begins at wilderness trailhead; close for improved OHV management.
30565A	Closed under previous Water Canyon decision.
30802A	This route is in an Inventoried Roadless Area; route 30802 provides sufficient access to rangeland improvements.
30931A	Access by special use permit; administrative use only.
T34047	Old wagon road; provides OHV loop opportunity.
U1062	Unauthorized route in an Inventoried Roadless Area; close to motorized use.
U1062A	Unauthorized route in an Inventoried Roadless Area; close to motorized use.
U1062B	Unauthorized route in an Inventoried Roadless Area; close to motorized use.
U1064	Unauthorized route in an Inventoried Roadless Area; close to motorized use.
U1065	Unauthorized route in an Inventoried Roadless Area; close to motorized use.
U1066	Unauthorized route in an Inventoried Roadless Area; close to motorized use.
U11007	Access by special use permit; administrative use only.
U1184	Route provides access for noxious weed eradication program and serves as OHV loop in this area; open to all.
U1241	Access to this area provided by route 32114, this route is underwater part of the year; close to motorized use.
U1242	Existing non-motorized trail (Cemetery Trail 31032).
U1242A	Provides access to dispersed camping and to the Cemetery Trail; open to all.
U1242C	Existing non-motorized trail (Cemetery Trail 31032).
U1422	Provides access to existing motorized trail (T34047).
U1486	Provides only access to the south from route 31032, good access for hunters; open to all.
30123	Provides access to weather station; open to all.
30605	Route is already closed on both ends; close entire route.
30654	Provides recreation and camping access to the John's Swale Area; open to all.
30976	Access by special use permit; administrative use only.
31061	Access to this area provided by route 30436; close to motorized use.
31070	Provides access to Riddle Camp, used for recreation and range improvements; open to all.
31071	Provides access to range improvements; administrative use only.
31080	Route has multiple resource issues; close to motorized use.
31083	Provides for OHV loop opportunity; open to all.
31108	Provides for OHV loop opportunity; open to all.
31971	Provides access to Mule Flat, used for recreation; open to all.
30091C	Improved road accessing designated camping spots at Tropic Reservoir; open to all.
30092B	Provides Meadow Canyon Road access to Paunsaugunt Plateau.
30115D	Provides short (0.4 miles) access to non-motorized trail; open to all.
30183C	Short spur (0.6 miles) not needed for the main route; close to motorized use.
30244a	This is an existing non-motorized trail.
30436A	Provides access to Mud Spring trailhead and range improvements; better road than 31061.
30618A	Inventoried Roadless Area; closed at boundary.
30654A	Provides OHV loop opportunity; open to all.
30976A	Access by special use permit; administrative use only.
31070C	Access provided to Riddle Camp; closed beyond that.
31095C	Duplicate access; access provided by 31096.
31096A	Provides access to 31095 and East Hunt Exlosure; administrative use only.
31128A	Current portion of the Paunsaugunt ATV Trail.
U31024	Route has multiple resource issues; close to motorized use.
U31026	Route has multiple resource issues; close to motorized use.
U31065	Route has multiple resource issues; close to motorized use.
U31299	Unauthorized route in an Inventoried Roadless Area; close to motorized use.
U31300	Provides access to Sand Wash area of district; used by hikers, equestrians, permit holders.
U31301	Provides access to Sand Wash area of district; used by hikers, equestrians, permit holders.

Route #	Reason for Modification
U31306	Needed for connection to open trail/trailhead; access to Rocky Ford.
U31510	Current portion of the Barney Cove ATV Trail at Casto Canyon.
U31524	Connector route for recreation use and camping in the Lightning Draw area.
U31545	Access by special use permit; administrative use only.
U31562	Unauthorized route in an Inventoried Roadless Area; close to motorized use.
U31569	Provides access to Riddle Camp; used for recreation and range improvements.
U31577	Access to ditch bill easement; administrative use only.
U31582	Provides OHV loop opportunity; open to all.
U31583	Access to top of Mud Springs Ridge and connection with 30116.
U31594	Redundant route, dead end; close to motorized use.
U31609	Access to other administrative segments; administrative use only.
U31610	Route has multiple resource issues; close to motorized use.
U31612	Route has multiple resource issues; close to motorized use.
U31626	Provides recreation access in area of Ruby's Inn.
U31639	Route has multiple resource issues; close to motorized use.
U31642	Provides recreation and camping access to the John's Swale Area.
U31642A	Provides recreation and camping access to the John's Swale Area.
U31642B	Provides recreation and camping access to the John's Swale Area.
U31643	Provides recreation and camping access to the John's Swale Area.
U31643A	Provides recreation and camping access to the John's Swale Area.
U31649	Provides recreation and camping access to the John's Swale Area.
U31649C	Provides OHV loop opportunity; open to all.
U31731	Access to private property; administrative use only.
U31776	Route needed for looping opportunity and access to area; motorized trail.
U31815	Route has multiple resource issues; close to motorized use.
U31879	Access to private property; administrative use only.
U3194	GIS error; route should have been designated as closed as all other unauthorized routes in the area are closed.
U3302a	Unauthorized route in an Inventoried Roadless Area; close to motorized use.
U3353	Provides administrative access under previous decision (Mt. Dutton).
U3361	Provides administrative access under previous decision (Mt. Dutton).
U3364	This route was closed under a previous decision (Mt. Dutton).
U3389	Connector routes are closed; no access to route, close to motorized use.
U3392	Connector routes are closed; no access to route, close to motorized use.
U34010	Provides access to dispersed camping.
U34030	Route enters Inventoried Roadless Area; close to motorized use.
U3418	Route connects two unauthorized closed segments; close to motorized use.
U3419	Segment at the end of a currently closed road; close to motorized use.
U3424	Access by special use permit; administrative use only.
U3478	Access to private property; administrative use only.
U3989a	Dead end route, not necessary for current management; close to motorized use.
30023	Route connects to Capitol Reef National Park; close to motorized use.
30303	Route is redundant, access is provided by routes 30169 and 30180 as well as the Slickrock Trail; close to motorized use.
30470	Route is in an Inventoried Roadless Area; maintain as administrative only for future management opportunities.
30490	Popular recreation area, used by Aspen Academy; open to all.
30495	Dead end route; close to motorized use.
30496	Multiple resource impacts, alternate access to area; close to motorized use.
30574	Route not suitable for full sized vehicles, but does provide motorized access to Chokecherry Point; motorized trail.
31002	GIS error; route closed under previous decision (Boulder Top).
31245	Provides access to rangeland management facilities; administrative use only.

Dixie National Forest
 Motorized Travel Plan ROD

Route #	Reason for Modification
31251	Closure protects wildlife habitat and eliminates duplicate roads; close to motorized use.
31293	GIS error; route closed under previous decision (Boulder Top).
31329	Currently designated administrative, but location of gate is ineffective; administrative behind gate, otherwise open to all.
31330	Currently designated administrative, but location of gate is ineffective; administrative behind gate, otherwise open to all.
31335	Part of Upper Dewey area, used for recreation; open to all.
31338	Part of Upper Dewey area, used for recreation; open to all.
31342	Route not suitable for full sized vehicles, but does provide motorized access to Chokecherry Point; motorized trail.
31348	Route connects to Capitol Reef National Park; close to motorized use.
31811	Route passes Aquarius Guard Station to access a popular dispersed recreation site; open to all.
32021	Maintain as administrative for future management opportunities.
32022	Maintain as administrative for future management opportunities.
32037	Dead end route; close to motorized use.
32122	Route dead ends at network of closed routes; maintain as administrative only for future management opportunities.
32130	Access to this area is provided by other routes; close to motorized use.
32207	Route is in Dark Valley IRA, as well as wildlife habitat; maintain as administrative for future permitted activities.
30159A	Route dead ends; maintain as administrative only for future management opportunities.
30168B	Route enters Capitol Reef National Park where no ATVs are allowed; open to full-sized vehicles only.
30180A	Route provides motorized access to the Grand Staircase-Escalante NM boundary; close at boundary to prevent access to Capitol Reef.
30180B	Recreational loop opportunity with 30180A and 30169; open to all.
30180C	Route connects to Capitol Reef National Park; close to motorized use.
30283C	Route is in an Inventoried Roadless Area; close to motorized use.
30395A	Access to rangeland management improvements; administrative use only.
30401C	Route is in an Inventoried Roadless Area; close to motorized use.
30483B	Maintain as administrative for future management opportunities.
31024B	Route is redundant with motorized trail G5146; maintain as administrative only for future management opportunities.
31247A	Route is in an Inventoried Roadless Area and dead ends at an unauthorized route; close to motorized use.
31249A	Route is in an Inventoried Roadless Area; maintain as administrative only for future management opportunities.
31251A	Route is in an Inventoried Roadless Area; maintain as administrative only for future management opportunities.
31252B	Route is in an Inventoried Roadless Area; maintain as administrative only for future management opportunities.
31260B	Route is in an Inventoried Roadless Area; maintain as administrative only for future management opportunities.
31272A	This route is the one generally used by the public to access this area; open to all.
31274B	Primary route to Lake Philo, connects to Escalante Ranger District; open to all.
31328A	Part of Upper Dewey Road; open to all.
31337A	Route provides recreation looping opportunity; open to all.
31337B	This is a dead end spur which comes off of a non-motorized trail; ; close to motorized use.
31342A	Route not suitable for full sized vehicles, but does provide motorized access to Chokecherry Point; motorized trail.
32122A	Route dead ends at network of closed routes; maintain as administrative only for future management opportunities.

Route #	Reason for Modification
G4435	Route is in an Inventoried Roadless Area and has multiple resource issues; close to motorized use.
G5021	Provides access to irrigation facilities; administrative use only.
G5022	Provides access to gravel pit; administrative use only.
G5028	Route accesses popular dispersed camping in Highway 12 corridor; open to all.
G5032	Popular dispersed recreation site; open to all.
G5034	Popular recreation site in Highway 12 corridor; open to all.
G5039	Popular recreation site in Highway 12 corridor; open to all.
G5064	Route was designated open to all under a previous decision (Lower Bowns).
G5077	Route is in an Inventoried Roadless Area, there are other access opportunities; close to motorized use.
G5078	Route is in an Inventoried Roadless Area, there are other access opportunities; close to motorized use.
G5081	Popular recreation loop and hunting opportunity; motorized trail.
G5082	Popular recreation loop and hunting opportunity; motorized trail.
G5082A	Access by special use permit; administrative use only.
G5095	Unauthorized route in an Inventoried Roadless Area; close to motorized use.
G5108	Unauthorized route in an Inventoried Roadless Area; close to motorized use.
G5117	Route provides gravel pit access; administrative use only.
G5133	Route has multiple resource issues; close to motorized use.
G5135	Eliminates dead end motorized route and creates recreational opportunity; motorized trail.
G5143	Route provides ATV access for pipeline maintenance; administrative trail.
G5143A	Route provides ATV access for pipeline maintenance; administrative trail.
G5146	Popular recreation trail on the Wayne County Trail Map; motorized trail.
G5150	Provides access to heavily used dispersed camping; open to all.
G5171	Route provides access to a camp site; open to all, close to motorized use at IRA boundary.
T34013	Access to this area is provided by G5039; close to motorized use.
T34015	Route is redundant, access is provided by routes 30169 and 30180 as well as the Slickrock Trail; close to motorized use.
T34062	Route is redundant, access is provided by routes 30169 and 30180 as well as the Slickrock Trail; close to motorized use.
T34075	Route was closed to motorized use under a previous decision (Lower Bowns).
T34075A	Existing non-motorized trail; will remain non-motorized.
U5003	Route was designated open to all under a previous decision (Lower Bowns).
U5003A	Route was designated open to all under a previous decision (Lower Bowns).
U5067	Access by special use permit; administrative use only.
U5081	Multiple resource concerns associated with Carcass Creek; close to motorized use.

Appendix 2: Forest Plan Amendment Text

Section	Sub-section	Page	1986 Forest Plan	Proposed Amendment
Goals and Objectives	Goal No. 7	IV-3	"Provide opportunities for the use of off-road motor vehicles where they will not unacceptably impact Forest resources or unnecessarily impact other Forest users."	"Opportunities for off-highway vehicle (OHV) use are provided on designated roads and trails."
Desired Future Conditions	Recreation	IV-19	"Where motorized cross country travel causes unacceptable resource damage, further ORV restrictions may be imposed."	[Delete]
Management Prescription, General Direction	Transportation System Management (L01 and 20)	IV-49	"1. Classify areas as to whether off-road vehicle use is permitted."	[Delete]
			"A. Specify off-road vehicle restrictions based on ORV use management."	"Motorized travel off of designated routes is prohibited."
Management Area 2A, Semi-Primitive Recreation	General Management Area Direction	IV-63	"Motorized travel may be restricted or seasonally prohibited to designated routes to protect physical and biological resources and to meet management objectives."	"Motorized travel on designated routes may be restricted seasonally to protect physical and biological resources and to meet management objectives."
	Dispersed Recreation Management (A14 and 15), #3	IV-65	"Prohibit motorized vehicle use off Forest System roads and trails (except snowmobiles operating on snow) in subalpine and other ecosystems, where needed to protect soils, vegetation, or special wildlife habitat."	[Delete]

Section	Sub-section	Page	1986 Forest Plan	Proposed Amendment
Management Area 2B, Roaded Natural Recreation	General Management Area Direction	IV-68	"Motorized travel may be prohibited or restricted to designated routes, to protect physical and biological resources."	"Motorized travel may be prohibited to protect physical and biological resources."
	Dispersed Recreation Management (A14 and 15), #5	IV-70	"Prohibit motorized vehicle use off Forest System roads and trails (except snowmobiles operating on snow) in subalpine, and other ecosystems, where needed to protect soils, vegetation, or special wildlife habitat."	[Delete]
Management Area 4A, Fish and Aquatic Habitat	Visual Resource Management (A04), #5	IV-75	"Prohibit motorized vehicle use (including snowmobiles) off Forest system roads and trails in alpine shrub ecosystems. Prohibit motorized vehicle use off forest systems road (except snowmobiles) in other alpine, and other ecosystems, where needed to protect soils, vegetation, or special wildlife habitat."	[Delete]
Management Area 4B, Wildlife Habitat MIS Species	Visual Resource Management (A04) and Dispersed Recreation Management (A14 and 15), #5	IV-84	"Prohibit motorized vehicle use off Forest System roads and trails (except snowmobiles operating on snow) in subalpine and other ecosystems where needed to protect soils, vegetation, or special wildlife habitat."	[Delete]
	Transportation System Management (L01 and 20)	IV-86	"Manage road use to provide for habitat needs of management indicator species, including road closures and area closures, and to maintain habitat effectiveness. Management and/or closures will be specified by time periods and specific needs."	"Manage road use, including road closures, to provide for habitat needs of management indicator species to maintain habitat effectiveness. Management and/or closures will be specified by time periods and specific needs."
Management Area 4C, Wildlife Habitat – Brushy Range	Transportation System Management (L01 and 20)	IV-91	"1. Restrict off-road vehicle travel as needed to protect management indicator species and other species."	[Delete]
			"A. Determine off-road vehicle restrictions based on the needs of wildlife."	[Delete]

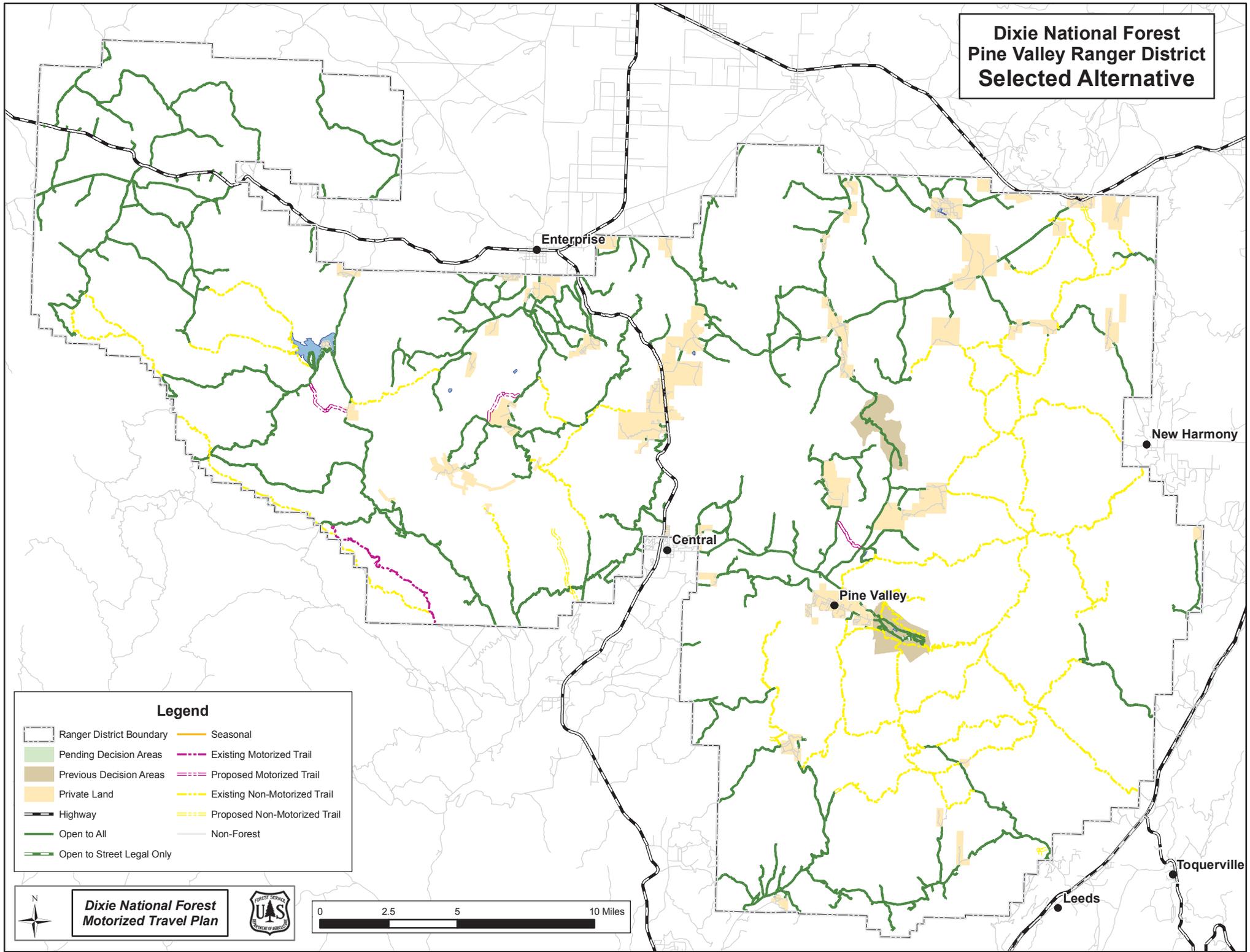
Dixie National Forest
 Motorized Travel Plan ROD

Section	Sub-section	Page	1986 Forest Plan	Proposed Amendment
Management Area 4D, Aspen Management	General Management Area Direction	IV-93	"Recreational opportunities available are semi-primitive nonmotorized and motorized or roaded natural. Some temporary or seasonal road and area use restrictions are implemented to prevent disturbance of wildlife or improve hunting and fishing quality."	"Recreational opportunities available are semi-primitive nonmotorized and motorized or roaded natural. Some temporary or seasonal road use restrictions are implemented to prevent disturbance of wildlife or improve hunting and fishing quality."
Management Area 5A, Big Game Winter Range	Dispersed Recreation Management (A14 and 15)	IV-98	"8. Specify off-road vehicle restrictions based on ORV use management (FSM 2355)."	[Delete]
Management Area 5B, Big Game Winter Range	General Management Area Direction	IV-102	"Existing local roads and new motorized recreation uses all managed to prevent unacceptable stress on big game animals."	"Motorized use of designated roads is managed to prevent unacceptable stress on big game animals."
Management Area 5B, Big Game Winter Range	Dispersed Recreation Management (A14 and 15)	IV-104	"8. Specify off-road vehicle restrictions based on ORV use management (FSM 2355)."	[Delete]
Management Area 6A, Livestock Grazing	Dispersed Recreation Management (A14 and 15)	IV-111	"8. Specify off-road vehicle restrictions based on ORV use management (FSM 2355)."	[Delete]
Management Area 6A, Livestock Grazing	Dispersed Recreation Management (A14 and 15)	IV-111	"Prohibit motorized vehicle use off Forest System roads and trails (except snowmobiles operating on snow) in subalpine and other ecosystems where needed to protect soils, vegetation, or special wildlife habitat."	[Delete]
Management Area 7A, Wood Production and Utilization	Dispersed Recreation Management (A14 and 15)	IV-118	"8. Specify off-road vehicle restrictions based on ORV use management (FSM 2355)."	[Delete]
Management Area 7A, Wood Production and Utilization	Dispersed Recreation Management (A14 and 15)	IV-118	"Prohibit motorized vehicle use off Forest System roads and trails (except snowmobiles operating on snow) in subalpine and other ecosystems where needed to protect soils, vegetation, or special wildlife habitat."	[Delete]

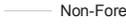
Section	Sub-section	Page	1986 Forest Plan	Proposed Amendment
Management Area 9A, Riparian Management	Dispersed Recreation Management (A14 and 15)	IV-137	"8. Specify off-road vehicle restrictions based on ORV use management (FSM 2355)."	[Delete]
Management Area 9A, Riparian Management	Dispersed Recreation Management (A14 and 15)	IV-137	"Prohibit motorized vehicle use off Forest System roads and trails (except snowmobiles operating on snow) in subalpine and other ecosystems where needed to protect soils, vegetation, or special wildlife habitat."	[Delete]
Management Area 9B, Intensive Riparian Management	Dispersed Recreation Management (A14 and 15)	IV-146	"8. Specify off-road vehicle restrictions based on ORV use management (FSM 2355)."	[Delete]
Management Area 9B, Intensive Riparian Management	Dispersed Recreation Management (A14 and 15)	IV-146	"Prohibit motorized vehicle use off Forest System roads and trails (except snowmobiles operating on snow) in subalpine and other ecosystems where needed to protect soils, vegetation, or special wildlife habitat."	[Delete]
Management Area 10B, Municipal Water Supply Watersheds	Dispersed Recreation Management (A14 and 15)	IV-157	"1. Allow motorized travel only on established roads and trails. Close watershed to all travel when the road or trail surfaces could be damaged to the degree that water quality would be degraded."	"Close watershed to all travel when designated road or trail surfaces could be damaged to the degree that water quality would be degraded."
Monitoring and Evaluation Program	Dispersed Recreation	V-4	Monitoring requirements for "Off-Road Vehicle Travel."	[Delete]

Appendix 3: Selected Alternative Maps

**Dixie National Forest
Pine Valley Ranger District
Selected Alternative**



Legend

-  Ranger District Boundary
-  Pending Decision Areas
-  Previous Decision Areas
-  Private Land
-  Highway
-  Open to All
-  Open to Street Legal Only
-  Seasonal
-  Existing Motorized Trail
-  Proposed Motorized Trail
-  Existing Non-Motorized Trail
-  Proposed Non-Motorized Trail
-  Non-Forest



**Dixie National Forest
Motorized Travel Plan**



Toquerville

Leeds

Pine Valley

Central

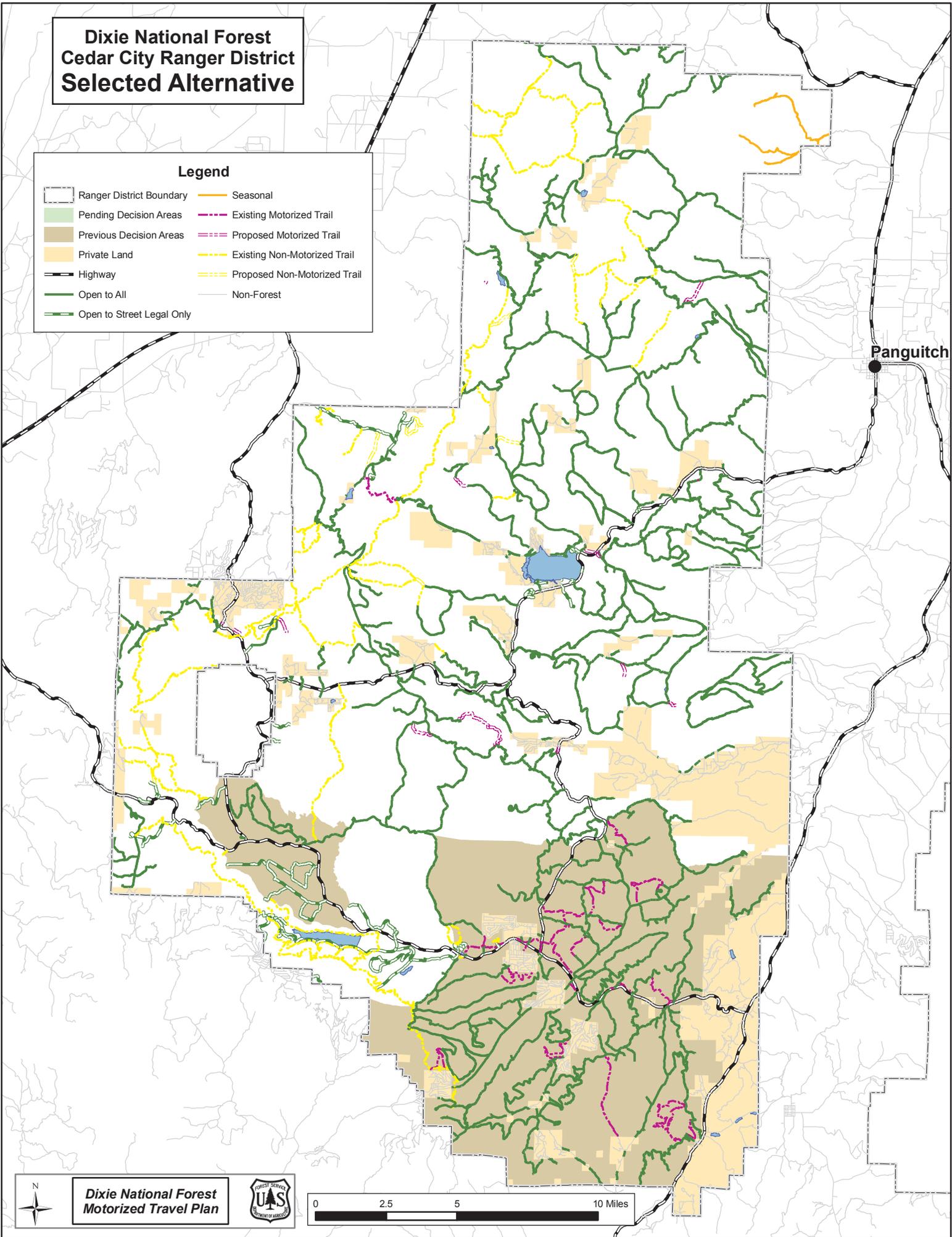
New Harmony

Enterprise

Dixie National Forest Cedar City Ranger District Selected Alternative

Legend

 Ranger District Boundary	 Seasonal
 Pending Decision Areas	 Existing Motorized Trail
 Previous Decision Areas	 Proposed Motorized Trail
 Private Land	 Existing Non-Motorized Trail
 Highway	 Proposed Non-Motorized Trail
 Open to All	 Non-Forest
 Open to Street Legal Only	



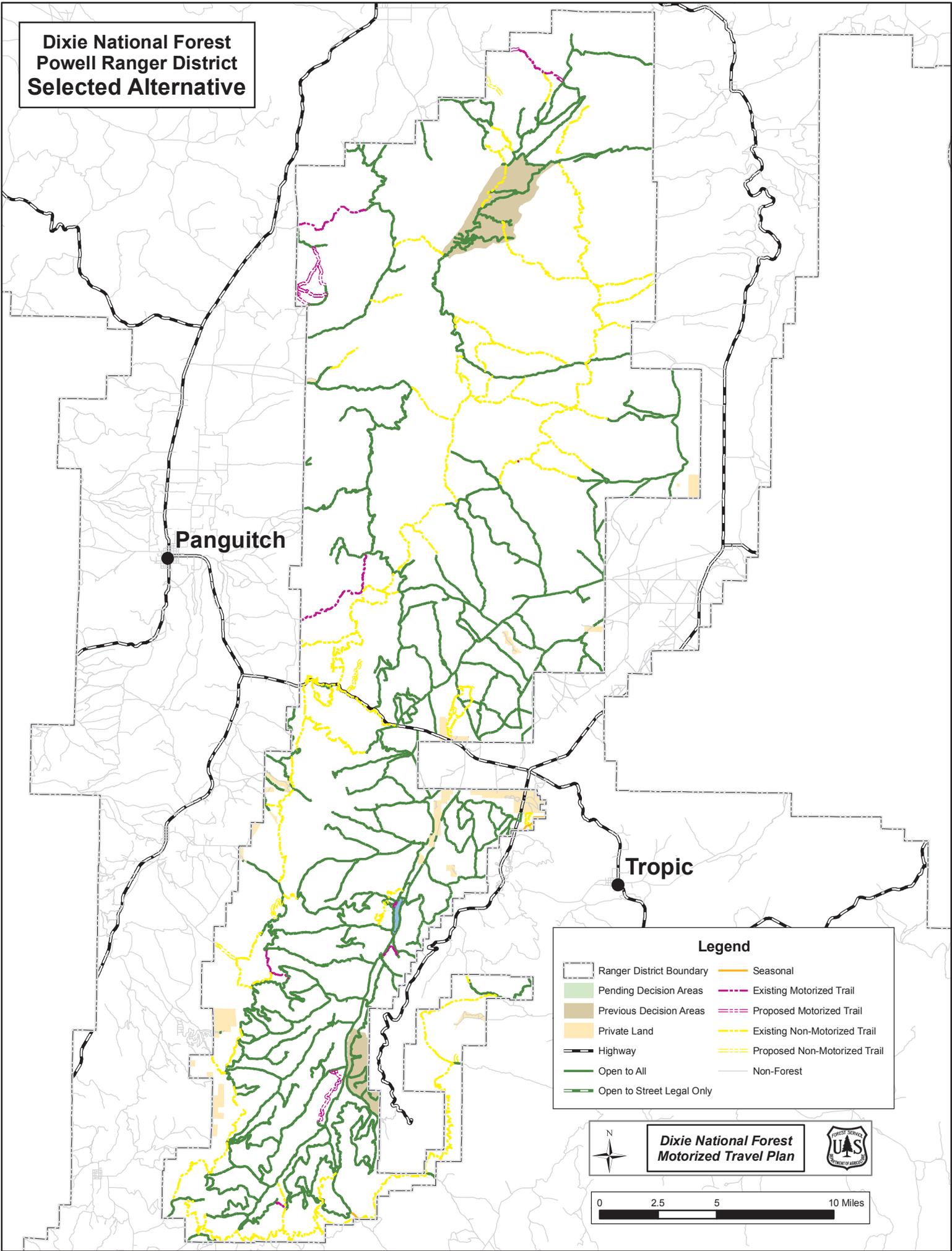
Panguitch



Dixie National Forest
Motorized Travel Plan



**Dixie National Forest
Powell Ranger District
Selected Alternative**

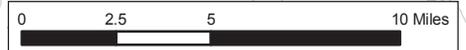


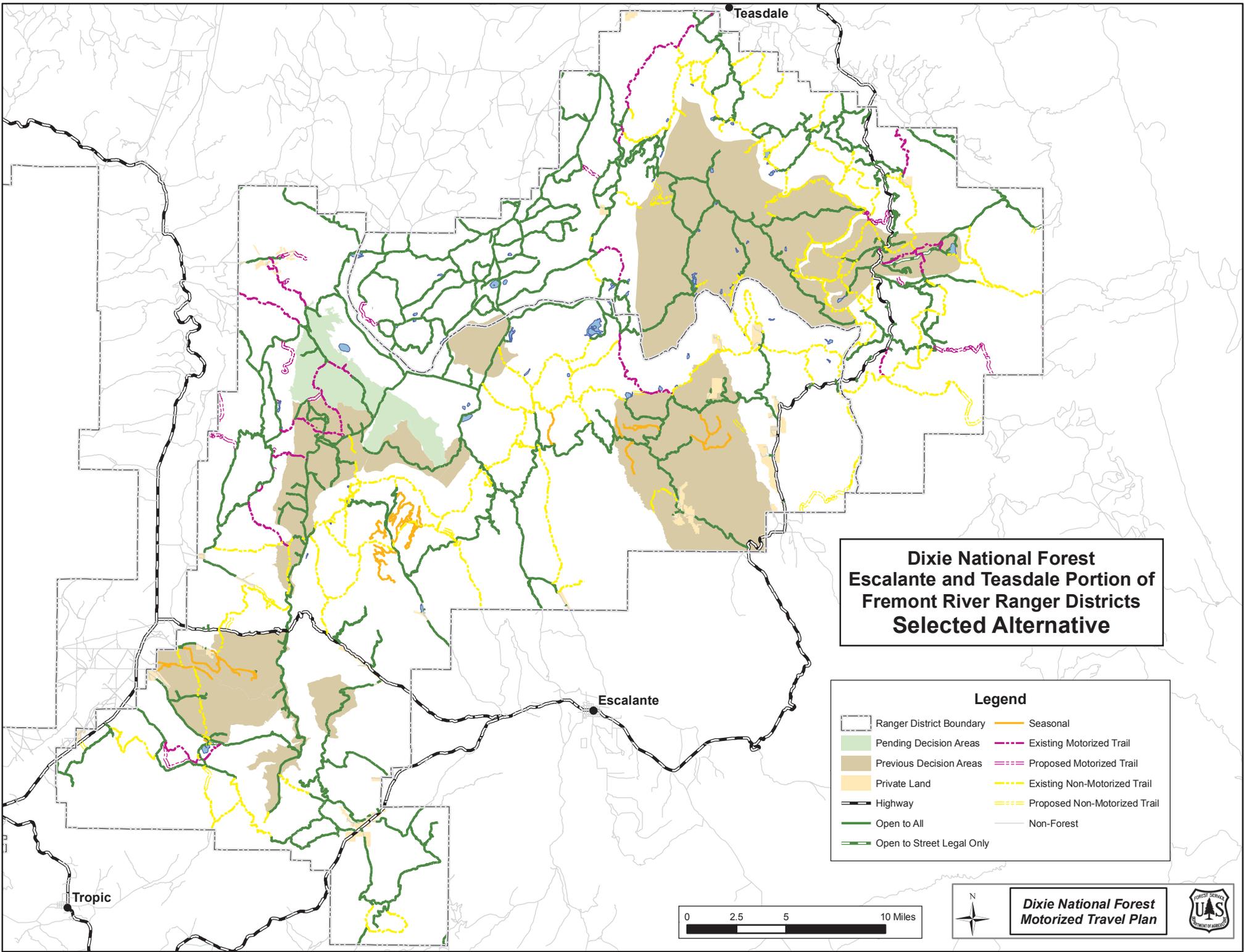
Legend

Ranger District Boundary	Seasonal
Pending Decision Areas	Existing Motorized Trail
Previous Decision Areas	Proposed Motorized Trail
Private Land	Existing Non-Motorized Trail
Highway	Proposed Non-Motorized Trail
Open to All	Non-Forest
Open to Street Legal Only	



**Dixie National Forest
Motorized Travel Plan**

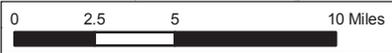




**Dixie National Forest
Escalante and Teasdale Portion of
Fremont River Ranger Districts
Selected Alternative**

Legend

Ranger District Boundary	Seasonal
Pending Decision Areas	Existing Motorized Trail
Previous Decision Areas	Proposed Motorized Trail
Private Land	Existing Non-Motorized Trail
Highway	Proposed Non-Motorized Trail
Open to All	Non-Forest
Open to Street Legal Only	



**Dixie National Forest
Motorized Travel Plan**



Tropic

Escalante

Teasdale