

A&H Project Proposal – 2017

- 1. Project Title:** Coos Mountain Travel Management Area (TMA)
- 2. Applicant:** Oregon Department of Fish and Wildlife (ODFW); Barnes & Associates, Inc.; Bureau of Land Management; Weyerhaeuser Company; Roseburg Forest Products
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- 3. Location:** West Region (*see attached maps*)
Watershed District / WMU: Umpqua / Tioga (24)
County: Coos
Township, Range, Section: 25S11W, Sec. 22-29, 32-36; 25S10W, Sec. 27-36; 26S11W, Sec. 1-21, 28-30; 26S10W, Sec. 1-36; 26S9W, Sec. 7, 16-21, 28-33; 27S11W, Sec. 12, 13; 27S10W, Sec. 1-18; 27S9W, Sec. 4-10, 13-28
UTM (center point): 10T 424474E 4797458N
- 4. Type of Project:** Access
- 5. Number of Acres of Habitat to be Improved:** N/A
- 6. Number of Acres of Access to be Provided:** ~63,000 – “Welcome to Hunt”
- 7. Proposed Start Date:** August 25, 2018 **Proposed End Date:** August 21, 2021
- 8. Estimated Cost of Project (3 year total):** ~\$542,451.00
- 9. Access and Habitat Fund Request (3 year total):** ~\$133,884.00
- 10. Project Proposal:** The goal of this project is to provide open hunter and recreational access to both commercial timberlands and to Bureau of Land Management sections only accessible via private logging roads. In an effort to forgo any fee-permit system, motorized access to this area would be provided along arterial roads and additional walk-in access would be provided on spur roads. If this TMA is not developed, it is likely access within this area will be restricted (e.g., fee-access) or non-existent in coming years.

11. BACKGROUND: With shifting commercial timberland ownership, the advancement of fee-permit systems has gained in popularity. Private lands that were once accessible for “free” have shifted to a pay-to-play model. The largest commercial timberland owner in Oregon, Weyerhaeuser Company, has now developed an extensive recreational permit system, maintaining access for hunters but with a multitude of restrictions, including the total number of permits available. Additional federal lands, known as Oregon and California Railroad Revested Lands (O&C Lands), were developed and classified as, “timberlands to be managed for: permanent forest production; protection of watersheds and regulation of stream flow; contribution toward the economic stability of local communities and timber industry; creation of recreational facilities; and provisions for reimbursing the O&C counties the loss of tax revenues from the O&C lands.” As a result, many federal lands are inaccessible due to unique restrictions on those land and/or road designations for forestry/industrial use only.

In 2016, the Menasha Forest Products Corporation lands were sold and split into several small ownerships managed by Forest Investment Associates (FIA). FIA has proposed a fee-permit system for their lands around Coos Mountain in Coos County, Oregon. Currently this area is open to all recreational activities (in line with fire restriction compliances) year-round. This area is within a checkboard of ownership, primarily with the Bureau of Land Management (BLM). However these private timberland ownerships, under the O&C Lands system, has the right to restrict access to the majority of BLM sections within this proposed TMA. If unable to work out an access agreement which restricts vehicular traffic on non-arterial logging roads, FIA has proposed installing gates at critical access points, and ultimately restricting public access due to road maintenance and garbage problems associated with open access.

The Department sees this as an opportunity to partner with several private timber companies to maintain access to forested lands and begin a new TMA model for the Southwest portion of Oregon. Currently there are only two A&H projects in this portion of the state (New River Access Area (Langlois) and the Jackson Cooperative Travel Management Area (Medford)) and it is important the Department is serving our Southwest constituents to the best of our abilities. Recreational access is a priority for our agency and this project would benefit that objective moving forward.

12. PAST A&H HISTORY: Travel Management Areas have been developed across the state under similar conditions; many counties and management units work within this checkboard of ownerships, and finding innovation, long-term solutions to access is critical. TMA’s have become a model for partnering with private timber companies and federal agencies to maintain cooperative access. There are many examples within the state, including the Jackson Cooperative Travel Management Area near Central Point.

13. PROJECT OBJECTIVES:

- a. **What are the objectives of the proposed project?** 1. Provide recreational opportunities in the form of hunting, fishing and wildlife viewing; 2. Maintain access to commercial and federal timberlands under an access agreement; 3. Provide educational materials related to recreation and Travel Management Areas/local partnerships.
- b. **How will the project benefit wildlife habitat?** Clear habitat benefits include: reduction of spread of noxious and invasive plant species and minimization of physical and acoustic disturbance to wildlife, which will likely decrease physiological expenditures of wildlife during the fall and winter months. Other related benefits include focusing vehicular traffic on the main arterial roads which will minimize disturbance of and sediment production from the secondary roadways throughout this area.
- c. **Select species that will benefit from habitat improvements:** N/A
- d. **Length of time benefits provided:** N/A
- e. **How will project benefit public access? If limited access, how many hunters will be permitted?** With only the southern portion of the TMA accessible through federal lands and roads, this TMA will open up >60,000 acres of checker-boarded private and federal land to access. There will be no limit on the number of hunters allowed, only restrictions as mandated by the timberland companies during certain Industrial Fire Precaution Levels.
- f. **Select species for which public access will be provided:**
 - i. Big Game – deer, elk, bear, cougar
 - ii. Upland Game – mountain quail, forest grouse, turkey
 - iii. Migratory Game – band-tailed pigeon, mourning dove
- g. **If damage related, how will the project alleviate/eliminate the problem?** This project is not specifically designed to address damage but the allocation of access to hunters on commercial timberlands during the hunting season will alleviate browse damage on young evergreen trees. The Charleston District currently allocates damage tags on FIA managed ownership but this need would be decreased with increased pressure on big game during the fall.

14. **PROJECT LOCATION:** *See attached map(s)*

15. **PROCEDURE:** Signage and informational pamphlets.

16. PERMITS: None required.

17. SCHEDULING: What is the estimated project schedule?

- a. **Habitat Work Start and End Date:** N/A
- b. **Access Agreement Start and End Date:** August 25, 2018 – August 21, 2021
- c. **List major project activities and time schedule for each:**

Activity: Develop signage and pamphlets for TMA	Time: July, 2018
Activity: Begin access for public	Time: August, 2018
Activity: End access for public	Time: August, 2021

18. Participation/Activity:

- a. Oregon Department of Fish and Wildlife – Coordination, signs, pamphlets
- b. Forest Investment Associates/Barnes & Associates, Inc. – Access, road maintenance (annually)
- c. Bureau of Land Management - Access
- d. Weyerhaeuser Company - Access
- e. Roseburg Forest Products – Access

**Funding will be exclusively provided via A&H funds.*

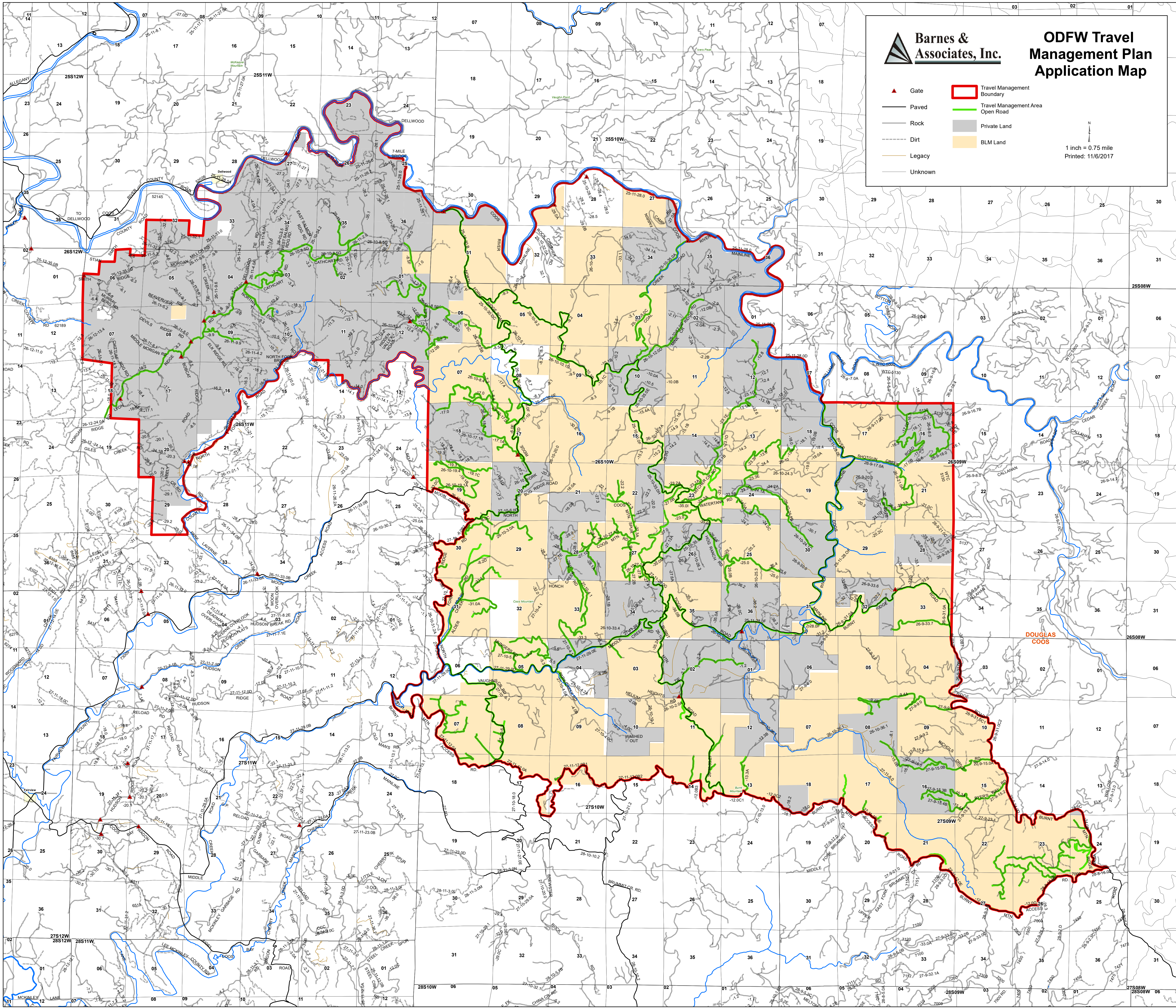
19. Project Maintenance and Monitoring:

- a. **Who will maintain the project and fund long-term maintenance and/or operation if needed?** This work will be completed by ODFW and FIA and funding will be provided through the A&H Program.
- b. **What element(s) of the project will be monitored, how often, and for how long?** Ensuring access roads and closed roads signs are being followed will be the responsibility of the Department and of the security services contractor (e.g., Oregon state Police). Security services will be provided between the opening of the archery season and the end of December.

20. Project Cost Estimate:

*Enforcement will be coordinated through Oregon State Police (OSP) – rate is reflective of overtime pay for local troopers (Coos Bay and Roseburg). OSP has committed 200 hours above and beyond their regular patrol hours to monitor and enforce game laws on the TMA.

Enforcement				
Company	Duration (hrs)	Rate (per hour)	A&H Funds Requested Annually	Other Funds
Oregon State Police	10 August	\$123.14	\$1,231.40	
	50 September	\$123.14	\$6,157.00	
	50 October	\$123.14	\$6,157.00	
	50 November	\$123.14	\$6,157.00	
	10 December	\$123.14	\$1,231.40	
	10 April	\$123.14	\$1,231.40	
	20 May	\$123.14	\$2,462.80	
		Annual A & H Enforcement :	\$24,628.00	
		Annual Project Enforcement:	\$24,628.00	
Road Maintenance				
Company	Treated Acres	Rate (annual)	A&H Funds Requested Annually	Other Funds
	25,750 acres	\$20,000.00	\$20,000.00	
FIA	25,750 acres			\$130,000
		Annual A & H Road Maintenance:	\$20,000.00	
		Annual Project Cost Road Maintenance:	\$150,000.00	
Project Maintenance				
Company	Hours	Rate (per hour)	A&H Funds Requested Annually	Other Funds
OHA	100	\$24.15		\$2,415
ODFW	100	\$37.74		\$3,774
		Annual Project Maintenance Cost :	\$6,189.00	
Annual Project Cost :	\$180,817.00		Total Project Cost :	\$542,451.00
A & H Annual Cost:	\$44,628.00		Total A & H Request:	\$133,884.00
<p>*Enforcement pays for OSP patrol of traffic and game laws on properties inside TMA, Road maintenance is in terms of gravel cost. Total project cost is Annual times three year agreement. Cost figures provided by Independent Sector.org, Oregon.gov and private timber company payroll.</p>				



**Barnes &
Associates, Inc.**

ODFW Travel Management Plan Application Map

- ▲ Gate
- Paved
- Rock
- - - - - Dirt
- Legacy
- Unknown
- Travel Management Boundary
- Travel Management Area Open Road
- Private Land
- BLM Land

1 inch = 0.75 mile
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