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OFF-ROAD VEHICLE (ORV) MANAGEMENT PLAN 2008

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Michigan Department of Natural Resources
Forest, Mineral and Fire Management

March 8, 2008

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Michigan's Off-Road Vehicle Management Plan

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INTRODUCTION

Background

Statutory regulation of off-road vehicles (ORVs) began in Michigan with 1975 Public Act (PA) 319 (Act). The Act required the Department of Natural Resources (Department) to develop a comprehensive plan for the management of ORV use of areas, forest roads and forest trails, under the jurisdiction of the Department.

The Department published the first ORV plan in 1979 and recommended:

- Minimize social conflict
- Meet outdoor recreation needs
- Protect environmental integrity by confining ORV use on state public lands to the state forest roads, and a system of designated ORV trails, routes and areas.

1991 PA 17 further restricted the use of ORVs on public lands in the Lower Peninsula to only designated trails, routes and areas. This Act closed undesignated forest roads on state forest lands to ORV use throughout the Lower Peninsula. In the Upper Peninsula, state forest roads and designated trails remained opened to ORVs, unless posted closed.

ORV Plan Process

In spring 2004, the Department initiated a public planning process to update the 1979 ORV Plan and assess program needs from a variety of perspectives, from land managers to trail riders.

In May 2004, Michigan State University (MSU) was contracted to facilitate this plan update and began the public input process with the ORV Advisory Board presentation.

- There were meetings held for public input at Lansing, Gaylord and Marquette;
- Workshops were held with ORV trail maintenance and site restoration grant recipients;
- Meetings were conducted with Department field personnel and the Forest, Mineral and Fire Management (FMFM) Management Team;
- Opportunities were provided for written comment;
- Surveys were mailed to Michigan county sheriffs, northern Michigan Road Commission Managers and ORV Program Coordinators from 49 states.

In August 2005, MSU submitted the draft plan based on the public input process to the Department. The Department initiated a review process of the recommendations involving Recreation and Trails Program staff, the FMFM Management Team, and the Department Management Team. The MSU plan includes 44 specific recommendations grouped into eight topic areas:

1. The Designated ORV Trail System
2. System Maintenance
3. Enduro Motorcycle Events
4. Program Administration
5. Damage Restoration
6. Law Enforcement

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7. Safety Education
8. Licensing

There are several good ideas and recommendations in the plan that would require changing existing law in order for them to be accomplished. Modifications to the current grant funding allocations would also be required in order to accomplish trail expansion and other recommended program enhancements.

The Department's number one priority is to maintain the existing trail, route and use-area infrastructure up to established trail maintenance standards before adding new trails on state-owned lands. The Department does acknowledge the legislative directive for a trail expansion plan to meet existing constituent demand; however, it is imperative to manage the current designated system to meet the Department's mission of resource conservation and protection, meet outdoor recreation needs, and safeguard riders.

The Department needs land management partners, including local units of government, major corporate land owners, utility companies and private land owners, as well as partnerships with manufacturers and dealers to address the plan objective of trail expansion. This is especially true of increased demand for riding opportunities in Southern Michigan.

Public comment on the plan has been supportive of recommendations to increase opportunities to ride. This need is related to the type of machine the rider has, ranging from motorcycles to street legal four-wheel drive vehicles, and it is related to having riding opportunities near where they live so they can ride during weekdays. This is particularly true of comments we have heard from riders in Southern Michigan, where most riders live. This same comment was heard again during the public input meetings held for the State Forest Plan.

Further discussion on the expansion of riding opportunities on private and non-state owned public lands can be found in the "Expansion of Designated Trails/Routes/Scramble Areas" section of this plan.

Forest Certification and Other Plan Influences

In December 2004, Governor Jennifer M. Granholm signed 2004 PA 124, a bill that required Michigan's state forest lands be certified under at least one forest certification program by January 2006, to demonstrate sustainable forestry management and keep Michigan's timber a marketable commodity. The certification process overlapped the ORV plan review process and public comment period. In December 2005, a corrective action request (CAR) was issued by the Forest Stewardship Council and Sustainable Forestry Initiative forest certification auditors to address illegal ORV use on state forest lands. Chief Lynne Boyd, FMFM, appointed an ORV Task Force and charged the group to propose a strategy to address this CAR and illegal ORV use in three topic areas: User Education, Law Enforcement, and Restoration / Maintenance of damaged lands. The task force completed its charge in June 2006, and submitted several recommendations.

These recommendations were supported by the FMFM Management Team and submitted to the forest certification auditors at the 2007 annual surveillance audit. The auditors found these

recommendations adequately addressed their request to develop a strategy to reduce or eliminate illegal ORV use, and considered this CAR completed. The auditors then established a new CAR (CAR 2007.4) which requires the Department to incorporate and implement the recommendations into the ORV Management Plan.

In addition, 2005 PA 154, Section 807, was signed and required the Department to submit a comprehensive plan to expand the current ORV trail mileage by at least 25%, or 796 miles, over the next four years. The Section 807 report was issued June 2006, and focused on upgrades of the existing designated ORV system to meet maintenance standards. It also cited several opportunities for growth beyond the traditional boundaries of the state forest lands and onto lands managed by local units of government or private lands. Trail advocates were identified as a crucial element in the success of this initiative for trail expansion.

In 2006, the topic of counties designating their roads open to ORVs in the Upper Peninsula and Northern Lower Peninsula created considerable discussion. This resulted in a letter of guidance from the Office of the Attorney General, and a response from the legislature with a bill that would address the raised issues in the letter, and provide the counties with broader authority to designate roads open to ORVs. The bill passed the House unanimously but was not taken up by the Senate. The Department responded with a letter to all county road commissions, encouraging them to work together with the Department in formally designating ORV routes and trails that would connect the state designated ORV motorized trail system with local communities and services.

This introduction to the public planning process and the political influences provide the background to the following ORV Management Plan.

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ORV MANAGEMENT PLAN

The ORV Management Plan is organized into eleven topic areas outlined in the table of contents and denoted by bold headings in the following document.

Maintenance of Existing Designated Trails/Routes/Scramble Areas:

1. The Department's number one priority is to maintain the existing trail, route and use-area infrastructure up to a "good" or higher level as described in number 2 in this section. The Department will continue to review trail proposals for possible expansion of ORV riding opportunities. While the Department recognizes legislative requests for trail expansion to meet increasing demand, it is imperative to manage the existing designated system to meet the Department's mission of resource conservation and protection, meet outdoor recreation needs and safeguard riders.

2. Maintain existing trail system at a "good" or higher level based on the 2005 Nelson report (See appendix A, page 22). The initial evaluation completed by Nelson indicated some trails were being maintained at a level less than good. The Department took action and brought the maintenance level up to good or higher on all trails. It is the Department's intent to continue to maintain the trail system at a good or higher level. This can be accomplished through the increased use of annual maintenance grants to complete trail brushing, signing and grading, or through contracts.

3. The Department intends to pursue a Land Use Order of the Director (LUOD) that would allow motorcycle use only on trails currently maintained for motorcycles. In some instances, individuals have been operating all-terrain vehicles (ATVs) (approximately 46-48 inches in width) on trails designated for motorcycle use only (maintained at a width of 24 inches on the ground and 40 inches at handlebar height). This activity has caused widening of some trails, and a loss of the more technical riding aspect of the trail that motorcycle rider's desire.

4. The Department will use established criteria for prioritizing maintenance projects on an annual basis and securing grant funding.

5. The Department will continue to strictly enforce penalties for unacceptable trail maintenance as defined in the program handbook. Currently, ORV clubs complete trail maintenance through a grant program with the Department. Where deficiencies in trail maintenance are discovered, the Department will work with trail sponsors in an effort to correct the problem prior to assessing penalties.

6. The Department recognizes the need to recalculate and update trail maintenance reimbursement rates paid to non-profit organizations in an attempt to improve trail maintenance. A consumer price index inflation rate adjustment was made for the 2008 season. Further evaluation is needed to determine appropriate rates for the future. If increased reimbursement does not result in improved trail maintenance, the Department

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will consider contracting trail maintenance work as opposed to the current method of working with non-profit organizations. A pilot project of maintaining one or two trails through a multiple-year contract may be a good way of evaluating this method.

7. The Department will conduct annual trail inspections; however, due to practical constraints such as current staffing levels, these inspections will be conducted on a systematic sampling of each trail, route, and area. The Department desires to increase the level of inspections, but this will be dependent upon adequate staffing and funding levels.

8. The Department supports the idea of no net loss of trail quality and quantity where the trail is impacted by timber harvesting or other land management activities. However, it may not be possible in every instance because of the stand type and prescribed forest treatment. User preference to keep trails in forested areas is recognized and this preference will be accommodated where conditions support it. Trail users are encouraged to attend pre-harvest forest management unit open houses to share their concerns and suggestions so they can be considered.

Trail Signage:

1. The Department will maintain designated trail corridors through proper brushing, signing and grading. The better a trail is maintained, the less chance trail users will mistakenly leave the designated trail and venture into an area that is not designated for use. Illegal spur trails should be blocked as soon as they are found.

2. The Department will initiate the use of higher visibility sign styles, such as installing yellow backers behind conventional trail signs based on the results of a recent pilot sign project. The AuSable Pilot Project utilized yellow backers behind signs to make ORV signs more visible. The results of the pilot project indicated that utilizing the yellow backers was very helpful to both users and law enforcement officials. The Department will implement highly visible signage improvements on a statewide basis.

3. The Department supports the development of regulatory sign plans for each trail. This process has been initiated by the Department through a limited amount of data collection of existing signage locations through GPS mapping activities. This initiative could be accomplished in cooperation with grant sponsors, and/or private contractors.

4. The Department supports combining signage between motorized recreational programs (ORV and Snowmobile) where possible. This will result in less duplication of signage between programs and reduce overall costs and signage on the trails.

5. The Department will initiate the process of removing trail signs from trees onto sign posts. This will be accomplished through a phased plan to implement this transition.

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Trail Mapping:

1. The Department will provide improved ORV trail maps by making accurate Global Positioning System (GPS) maps available to the public through the Department's website on the internet. This mapping system will be updated as new trails are developed and existing trails are rerouted or closed.

ORV Operation on State-owned Lands:

1. The Department will maintain "the closed unless posted open" management approach in the Lower Peninsula, with consideration for additional area, trail and route designations, to link trails and communities together.

2. The Department will maintain the current management approach in the Upper Peninsula, (i.e. ORV operation permitted on designated trails, routes and areas, and state forest roads unless posted closed). The Department will monitor resource damage related to illegal ORV use, and impacts of having state forest system roads open to ORV use. The Department will reevaluate this policy as the United State Department of Agriculture (USDA) Forest Service moves forward with implementing its new travel management initiative to consider consistency on the management of ORVs on federal and state lands.

ORV Operation on County Roads:

1. Several counties have expressed an interest in opening roads under their jurisdiction to ORV operation. The Department is interested in working with all counties to designate certain eligible county roads as ORV access routes through the trail proposal process. This is consistent with the opinion letter from the Office of the Attorney General (see appendix J). These designated access routes could connect existing legal ORV riding opportunities, and also link trails with businesses that provide services for the ORV riding community. Designating specific ORV access routes would be more efficient from both a law enforcement and land management perspective, and would still provide economic benefits desired by local businesses.

Safety Education:

1. The Department supports providing access to safety training in every county through classroom education. This could include optional "hands-on" training completed by certified instructors to complement the mandatory classroom training and written certification exam.

2. The Department supports extending Safety Education grant eligibility to non-profit organizations which will require a change in the ORV law.

3. Hands-on rider training appears to be a limiting factor in providing training to large numbers of riders during the past two decades. This is likely due to the limited amount of

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qualified instructors available to provide hands-on training and liability concerns for providers.

Expansion of Designated Trails/Routes/Scramble Areas:

1. The Department recognizes the need to expand riding opportunities to meet increasing demand. Expansion will be accomplished through partnerships with trail advocates, other public agencies and the private sector.

2. The Department will consider trail expansion on state-owned land, and on non-state land, through partnerships with other land managers. This includes the United States Department of Agriculture Forest Service, local units of government, major corporate land owners, such as forest products companies, utility companies, and private land owners. It is unrealistic to expect all riding expansion to occur on state forest lands.

3. The Department supports partnerships with local government, and encourages designation of local access routes to link designated trails and riding areas, and provide access to local services.

4. The Department will pursue development of "Destination" trails, which will require partnerships with other land managers, and private land owners. Opportunities will be considered on a case-by-case basis, and should be accomplished off public roadways and road shoulders, wherever possible.

5. The Department will use established criteria (See Appendix A, page 18) for evaluating trail, route and scramble area expansion proposals, on a continuous basis as proposals are developed and received.

6. The Department will consider development of parallel trails on a case-by-case basis. In general, the Department recognizes the development of parallel trails will not be acceptable in many locations due to user conflicts and resource impacts. The location of parallel trails must be considered in light of other land management objectives**.**

7. The Department will continue to support improvements at St. Helen Motorsport Area. This will be accomplished in cooperation with user groups and/or local government who should take the lead in implementing projects through grants from the Off-Road Vehicle Trail Improvement Fund Program.

8. The Department recognizes the desire of user groups for additional scramble areas in both the Upper and Lower Peninsula. Existing compromised sites, such as borrow pits, mines, quarries and pre-existing ORV damage sites located on state forest lands, will be evaluated to determine potential for use-area designation or restoration. The location of these areas must be considered in light of other state land management objectives and resource protection. Private and non-state owned public lands must also be considered for future scramble area development.

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9. The Department has long recognized the need for an ORV riding area in southern Michigan. The Department's Southeast Michigan Off-Road Vehicle Report (1991) reiterated and explored this need in depth. Other than at Genesee County's "Mounds" Off-Road Vehicle Park, southeast Michigan residents in search of legal riding opportunities on public lands must travel at least as far as Gladwin County. The development of an ORV park in southeast Michigan remains a high priority today.
   In the Department's experience with The Mounds ORV Park, and in other instances when the idea of an ORV park has been discussed, we believe the best chances for advancing the idea would involve a partnership made up of state, county, and local governmental units, or the private sector. Substantial local advocacy and support will be critical to the success of this endeavor, so involvement of constituent groups and other private local interests would also be beneficial.

   Throughout the Southeast Michigan report mentioned earlier, the need for early local community involvement was recognized as a basic principle for successfully planning and establishing an ORV park. To provide a greater degree of confidence in the ability to address local concerns, needs and benefits, we suggest that a county or local unit of government be the lead partner. Further, we believe that ownership and operation by a county or local unit of government will be more acceptable to local residents than state ownership and operation. The Department would provide technical, planning and financial assistance to the private or local unit through various state and federal funding sources, and would be interested in being involved in any other way, and to the extent desired, by all partners.

   In general, state-owned public lands in Southern Lower Michigan are not conducive to the development of ORV riding opportunities as a result of the land acquisition funding source used to acquire these lands, and land management objectives. Therefore, expansion of ORV riding opportunities in Southern Lower Michigan will most likely occur on private or non-state owned public lands. It is important to recognize the conservation values of wetlands, remnant grass lands, and threatened and endangered species, etc., when evaluating future riding opportunities. There are appropriate and inappropriate sites to expand ORV use, both on state-owned lands and off state-owned lands.

10. As the ORV trail system is expanded, connecting existing trails and routes to each other to provide for more connectivity will be a priority. This would fulfill the public's desire for longer riding/touring opportunities. This could be accomplished by trail sponsor advocates taking the lead role working with the local land manager to designate the connections, or with the county road commission for specific designated routes on the county road shoulders. This will be accomplished through the trail proposal process and will be dependent on the feasibility of making the connections. Creating additional riding opportunities in the Southern Lower Peninsula remain a priority.

11. Riding advocates are encouraged to work with local units of government and private land owners to secure lands or trail easements nearer the population centers in Southern Lower Michigan. This would address the continuous requests to the Department for riding

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opportunities near the riding public. In most cases, Department owned Park, Recreation or Wildlife lands near these population centers have legal land management requirements that do not permit ORV riding. Therefore, the best chance for additional riding opportunities in southern lower Michigan will be on non-state-owned lands.

12. The Department will encourage manufacturers and dealers of ORV/ATVs to work with local units of government to secure lands or trail easements, for the purposes of having riding opportunities closer to the known populations centers of most state riders in Southern Lower Michigan.

13. The Department will pursue acquisition of an available abandoned rail corridor in the West Upper Peninsula that directly connects Michigan's Iron River to Marinesco Route to the designated Wisconsin ORV trail system. This would open hundreds of miles of new riding opportunities for residents of both states.

ORV Events on State-owned Land:

1. The Department will evaluate Event Permit Applications for motorized events on state-owned lands. In general, the Department prefers these events to be held on the designated ORV system and/or state forest roads and will evaluate them on a case-by-case basis.

2. Enduro Motorcycle Events – While the Department recognizes the desire to have Enduro motorcycle events (riding events not on a designated trail), it must balance these desires with other resource uses and impacts. The Department prefers Enduro motorcycle events to be located on designated trails, and will review requests for these events on a case-by-case basis utilizing the event permit review process.

3. The Department will encourage the presence of Conservation Officers (CO) and County Sheriffs at trail riding events for public relations, and to enforce resource protection and trail riding compliance.

Licensing of ORVs:

1. The Department supports the concept of providing licensing solely through point of sales terminals to provide accurate and timely information about ORV licensees.

2. The distribution of ORV rules and safety information at the point of license purchase will be a fundamental component of the Department's comprehensive public information program.

3. The Department will establish a Workgroup to develop a long-range financial plan for the future management and long-term sustainability of the ORV program.

4. The Department will annually review ORV license fee revenue, expenditures, and assess program needs.

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5. The Department will work with constituent groups and the legislature to maintain a license fee structure that will sustain long-term program viability to meet public demand.

Administration:

1. The Department will integrate the ORV program through the chain of command to assist in the administration of the grant program with trail sponsors so it parallels snowmobile trail program administration, and assure uninterrupted service to the grant program.

2. The Department is continually seeking program improvements to clarify program responsibilities, and strengthen working relationships among Department personnel through staff training and operational meetings. Program manuals will be maintained and updated annually to clarify program procedures, as needed. Additionally, in response to Forest Certification audit findings, corrective action responses (CARs) and work instructions have been developed to help clarify staff responsibilities.

3. The Department is continually looking at ways to conduct business more efficiently and will continue to investigate ways to streamline the grant process within the legal requirements established by law.

4. The Department will periodically survey ORV users to assess needs, shifts in use, economic and environmental impacts, and gauge rider reaction to trail management. The Department will encourage including questions regarding ORV use in other surveys related to forest land use.

5. The Department, in cooperation with the ORV Trails Advisory Board and stakeholder groups, will initiate a review of the ORV law (MCL 324.81101-50, 1994 PA 451 -- Off Road Recreation Vehicles) to assist in the implementation of this management plan and to more effectively manage the ORV program.

Addressing Illegal ORV Use:

A. Education:

1. In an attempt to reduce or eliminate illegal ORV use, the Department will adopt a catch phrase campaign or theme that would last 12 to 24 months. This theme should be developed either in-house, through an advertising company, a university, or the Department could utilize an existing theme such as “Tread Lightly”.

2. The Department will utilize various magazines such as those associated with the Michigan United Conservation Clubs (MUCC), Hunting, 4-wheel drive, etc., to promote the theme. This is one opportunity to reach various user groups to get the message out.

3. The Department will partner with surrounding states, such as Wisconsin and Minnesota, to learn how they are managing illegal ORV use. The Department hosted officials from

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the Minnesota Department of Natural Resources in the summer of 2006 to share experiences related to ORV management and enforcement, as a part of this effort. This effort will continue with additional communication between these great lakes states.

4. The Department, through the ORV Advisory Board, will network with the trail riding community, including clubs and grant sponsors, for support of the campaign. The Department cannot achieve success in reducing or eliminating illegal ORV use without the support of the riding community.

5. The Department will review and update the existing ORV Education video tape and provide it to any interested partners and user groups including Hunter Education courses, to promote legal ORV riding.

6. The Department will work with ORV manufacturers and dealers as a partner in an effort to utilize posters and billboards to promote the theme. The use of billboards in strategic locations is another important opportunity to get the message out to the public that illegal ORV use is unacceptable.

7. The Department will update and maximize the use of the Department's web page to promote the theme and to provide information on the damage caused by illegal ORV use.

8. Where possible, the Department will utilize Public Service Announcements (PSAs) as an opportunity to promote the theme. These announcements can be created in-house, through an advertising company, university or utilize existing PSAs such as those that exist through Tread Lightly.

9. The Department will display the theme at all Operations Service Centers, State Parks and Recreation Areas, and field offices. The Department will request that the Michigan Department of Transportation display the theme at all Welcome Centers and Rest Areas. Outdoor banners, placed in highly visible areas, could be utilized at these locations. Posters should also be placed indoors in high traffic areas at these locations.

10. The Department will revise all Department guidebooks such as the Hunting Guidebook, Fishing Guidebook, Firewood Guidelines, Recreation and Camping Guidebook, etc. The revision should include the theme and emphasize the legal use of ORVs, the environmental damage caused by illegal ORV use, the consequence of being ticketed for illegal use and the potential loss of ORV riding opportunities if illegal use continues.

B. Law Enforcement:

1. The Department will continue to use the Handbook of Michigan Off-Road Vehicle Laws to promote legal use of ORVs and to explain the negative impacts of illegal use. An example of this initiative is the letter that has been placed in the 2006 ORV Handbook from the Chiefs of Law Enforcement Division (LED) and Forest Mineral and Fire

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Management (FMFM), regarding Forest Certification and the negative impacts that result from illegal ORV use.

2. The Department continues to support requiring the ORV Youth Education/Certification Program to be mandatory, and emphasize the importance of legally operating ORVs. The program will continue to emphasize the environmental damage that results from illegal ORV use. This is an opportunity to teach our youth about riding only on designated trails/areas.

3. The Department will increase enforcement through priority violations such as emphasizing law enforcement initiatives for violations that occur off-trail, in wetlands, in streams, and along lakeshores.

4. The Department will increase the use of Conservation Officer (CO) group patrols to deal with illegal high environmental damage/high use sites.

5. The Department will consider increasing the number of COs in order to have adequate staffing levels to effectively enforce this initiative.

6. The Department will explore the potential of increased ORV law enforcement funding in order to fund additional law enforcement activities.

7. The Department will utilize a 1-800 (toll-free) number for reporting illegal ORV use, similar to the Report All Poaching (RAP) line; possibly using the same 1-800 number and same operators as the current RAP line. The new reporting number could be called the RED line (Report Environmental Damage), as an example. The 1-800 number should be incorporated into the theme and be prominent in all publications, the Department web site, video, billboards, etc.

8. The Department will consider the feasibility of reformatting the ORV license to include a readily identifiable number for law enforcement use.

9. The Department will continue to improve its partnership with local law enforcement officials through improved coordination in the field. The Department must also communicate its enforcement priorities to local law enforcement agencies. The Department should consider increased funding for local law enforcement officials for ORV enforcement and also develop an improved evaluation process of how these funds are utilized. Finally, the Department should develop an ORV Enforcement Program for local enforcement officials to allow enforcement by part-time officers similar to the snowmobile program. This will require a revision in the ORV law.

10. The Department will seek an increase in penalties for illegal ORV use. Currently, when a user is fined for illegal ORV use, the penalty may be so insignificant as to not be a deterrent to a user to stop that illegal use. This would likely involve educating local prosecuting attorneys and judges as well as legislative action. The Department (possibly

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the Conservation Officers should make presentations to the Prosecutor's Association and Magistrate meetings conveying these recommendations.

C. Restoration of Environmentally Damaged Sites:

1. The Department will improve documentation of existing environmental damage areas caused by illegal ORV use. The Department has recently completed the development of a database known as the Resource Damage Report (RDR). This database is being used to document environmental damage sites, including those caused by illegal ORV use. The database can also be used for determining the overall scope of this problem on a statewide basis.

2. The Department will use the following established criteria for prioritizing restoration projects on an annual basis and securing grant funding:

    1. Reduce or eliminate erosion into any body of water
    2. Restore ORV damage in a designated roadless area, or designated wild and scenic river corridor
    3. Restore ORV damage in an aesthetically sensitive area
    4. Any other categories of ORV damage restoration on public land

3. The Department will increase the use of non-profit groups (such as ORV clubs, environmental groups, soil conservation agencies, etc.), to complete restoration projects. The Department does not have enough staff to complete all restoration projects with existing staff. In order to make significant progress in restoring damaged sites, the Department must rely on, and work with outside interests.

4. The Department will improve accountability regarding who is responsible for project management. There have been some communication breakdowns between the restoration grant requestor, grant management and the project manager. It must be made clear on every project who the responsible party is for assuring the project is completed.

5. The Department will consider hiring additional staff, or receive assistance in completing projects the Department identifies by contracting the project oversight, including project development and completion.

6. The Department will consider contracting a significant number of outstanding restoration projects to a single contractor. The contract should include project oversight.

7. The Department will identify and correct the initial cause of the problem at environmentally damaged sites. There have been examples of restoration projects that have been completed successfully, only to be damaged again by illegal ORV use. A Land Use Order by the Director (LUOD) may be necessary to prevent a reoccurrence of the problem during and after restoration work. A LUOD is necessary to close forest roads.

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