

DECISION NOTICE
FINDING OF NO SIGNIFICANT IMPACT
Santa Rosa Ranger District Travel Management Project
USDA Forest Service
Santa Rosa Ranger District, Humboldt-Toiyabe National Forest
Humboldt County, Nevada

Introduction

This Decision Notice documents my decision to adjust the Forest transportation system on the Santa Rosa Ranger District to meet recreation and administrative needs in an environmentally sustainable fashion. I am also restricting motor vehicle use to designated roads and trails on the Santa Rosa Ranger District, in accordance with 36 CFR 261.13.

The environmental effects of my decision are documented in an Environmental Assessment (EA) for the Santa Rosa Ranger District Travel Management Project. This EA and my decision comply with the requirements of the National Environmental Policy Act (NEPA, 40 CFR 1500-1508), the National Forest Management Act (NFMA, 36 CFR 219), and the Humboldt National Forest Land and Resource Management Plan (Forest Plan), as amended. The EA documents the analysis of three alternatives, including the “No Action” alternative and two action alternatives designed to meet the purpose and need for the project.

Background

The Chief of the Forest Service identified unmanaged recreation, including impacts from off-highway vehicles (OHVs), as one of four threats facing the nation’s forests and grasslands today. In response to that issue, the Forest Service released revised regulations (36 CFR 212, 251, 261, and 295) for Travel Management, Designated Routes, and Areas for Motor Vehicle Use. The final rule was published in the Federal Register on November 2, 2005. The final rule requires designation of those roads, trails, and areas open to motor vehicle use.

On the Santa Rosa Ranger District there is an established network of National Forest System (NFS) roads and trails. This system provides access across the District and into the backcountry, primarily for high-clearance vehicles. These routes provide access for hunters and anglers. They provide opportunity for OHV enthusiasts to explore the District and drive on challenging high-clearance four-wheel drive roads. They also serve as primary access routes for ranchers and miners. They also are used by those seeking access to quiet and solitude. Most areas on the District, excluding those within the Santa Rosa-Paradise Peak Wilderness, can be accessed by this system of roads.

Outside Wilderness, the District is currently open to cross-country motor vehicle use. As a result, at least 55 miles of user-created routes have developed over time. These user-created routes have never been formally evaluated, adopted, or managed as a part of the forest transportation system. However, some of them are well-situated and provide access into areas of

the District not accessible from NFS routes. They also provide access to dispersed campsites or other recreation sites.

Purpose and Need for This Action

As discussed in the Environmental Assessment, the purpose of the Proposed Action is to provide the convenience, speed, and enjoyment of motorized access to meet recreation and management objectives, while limiting environmental impacts and ensuring a sustainable transportation system across the District. The number of user-created routes across the District has increased over the last several years. These routes are sometimes established where there is potential for resource damage. Restricting motor vehicles to designated roads and trails would reduce the effects to natural resources caused by cross-country travel. This action responds to the goals and objectives outlined in the Humboldt Forest Plan (USFS 1986), and helps move the project area towards desired conditions described in the Plan by allowing motor vehicle use where it will not unacceptably impact forest resources or unnecessarily impact other forest users.

Public Involvement and Issues Identified

The proposal was listed in the Schedule of Proposed Actions (SOPA) on July 1, 2006 and has been included on all subsequent SOPAs. The proposal was provided to the public and other agencies for comment during scoping on June 23, 2006. In addition, as part of the public involvement process, the agency conducted open houses in Winnemucca between June and November of 2005. Forest maps displayed system and user-created routes. Attendees identified routes they felt were needed for recreation and access. Comments received during the open houses were used to develop the Proposed Action.

Using the comments from the public, other agencies, and tribes (see Issues section, EA page 7), the interdisciplinary team identified two relevant issues regarding the effects of the Proposed Action: 1) the effects of the Proposed Action on inventoried roadless areas, and 2) the effects of the Proposed Action on recreation access (see EA page 7). To address these concerns, the Forest Service created two action alternatives described below in addition to the No Action Alternative.

Throughout the public process on this project, we have listened carefully to the perspectives offered by all interested parties. These ideas and concerns were incorporated into the EA as either part of the Proposed Action, alternatives, or issues.

On December 8, 2006, the Forest Service published a legal notice outlining the Proposed Action in the Elko Daily Free Press. This notice was also published in the Humboldt Sun on December 15, 2006. Corresponding to the publication of the legal notice, the Notice of Proposed Action document was mailed to approximately 135 individuals, government agencies, tribes, and non-government organizations and published on the forest internet site:
<http://www.fs.fed.us/r4/htnf/projects/>.

The District received seven comments from the public and federal and state agencies. These comments were used while preparing the EA.

Decision

Based upon my review of all alternatives, I have decided to implement the Proposed Action, as described and analyzed in the EA. This decision consists of the following:

- Adding 28 existing user-created routes (17.0 miles) to the Forest transportation system (EA, Table 1). These routes will be open to all vehicles. Noxious weed sites near these added routes will be prioritized for treatment. The routes consist of:
 - 23 motorized trails (16.08 miles). These routes will receive little maintenance and will be very rough and difficult to travel.
 - 5 high-clearance four-wheel drive roads (0.9 miles)
- Implementing “Design Elements Common to All Action Alternatives”: 1) prioritize noxious weed sites near the proposed 28 routes for treatment; and 2) monitor vehicle use and reproductive success of nesting goshawks near Alkali Creek for two seasons; if monitoring suggests reproductive failure, impose an annual seasonal vehicle closure during the nesting/fledging period from March 15-September 15.
- Reclassifying 1 current NFS road (Route 10002, 0.48 miles) as a motorized trail
- Removing 17 current NFS roads (12.7 miles) from the Forest transportation system because they are either physically impassable (13 routes) or no longer needed (4 routes). (EA Table 2)
- Restricting motor vehicle use on 2 current NFS roads (2.0 miles) which are over grown and impassable (EA, Table 3). Retain these roads on the system for potential future use
- Restricting motor vehicle use to designated routes, in accordance with 36 CFR 261.13. The District will continue to be open to cross-country travel by horseback, hiking, and cross-country skiing, and, outside Wilderness, by bicycling and over-snow vehicle use.

Following the decision, designated routes would be identified on a Motor Vehicle Use Map. Motor vehicles would be restricted to designated routes under 36 CFR 261.13.

With the proposed changes, the Forest transportation system for the District will include a total of 406.03 miles of roads and trails, of which 327 will be open to motor vehicle use. The remaining 79.26 miles of roads and trails on the transportation system will be open only to non-motorized use. Designated NFS roads and NFS trails would remain open to both highway-legal and non-highway-legal vehicles (i.e., ATVs).

Table 1. Forest Transportation System on the Santa Rosa Ranger District

	Open for Motorized Use		Closed to Motorized Use		Total	
	#	Miles	#	Miles	#	Miles
Roads	162	310.5	22	13.15	184	323.65
Motorized Trails	24	16.54	0	0	24	16.54
Non-Motorized Trails	N/A	N/A	13	66.11	13	66.11
Total	186	327.04	22	79.26	208	406.03

Other Alternatives Considered

In addition to the selected alternative, I considered two other alternatives. A comparison of these alternatives can be found in the EA on pages 13-19.

Alternative 1: No Action

Under the No Action alternative, current travel management direction would remain in effect. The No Action Alternative would not change the Forest transportation system, and does not restrict motor vehicles to designated routes.

This alternative serves as the baseline for the analysis and addresses the recreation access issue, since under this alternative motor vehicles users would be permitted to travel on and off routes in pursuit of their recreation activity.

Alternative 3: Current System Alternative

Under this alternative, no user-created routes would be added to the Forest transportation system and several existing NFS roads would be decommissioned or closed. After these adjustments to the motorized access routes in the Forest transportation system are taken into account, 158 system routes, totaling approximately 310 miles, would serve as the motorized access routes into and across the District. Map 1 shows the current Forest Service road system as it is open to the public (gold routes).

This alternative would also adjust the current Forest transportation system by removing 17 routes that have been washed out or are no longer needed. These are the same 17 routes that are removed under the selected alternative (Alternative 2) discussed above. As in Alternative 2, this alternative would also restrict use on two routes that are currently impassable, but may be needed in the future. Following the decision, designated routes would be identified on a Motor Vehicle Use Map. Motor vehicles would be restricted to designated routes under 36 CFR 261.13, as in Alternative 2.

This alternative addresses the potential impacts of designating routes in IRAs. Under this alternative, no user-created routes would be designated in IRAs, although current National Forest system routes in IRAs would remain open.

Rationale for My Decision

I based my decision to implement the selected alternative after considering both the Purpose and Need for Action and the issues raised by the public during our public involvement process.

The Purpose and Need for Action presented above and in the EA requires a balance between providing the convenience of motorized access to the area and the protection of the environmental values of the Santa Rosa Mountains and surrounding District. A variety of public opinions exist on where the balance should be struck between human use and environmental

protection. Some might argue that the environmental values of the area would best be served by eliminating or severely restricting motorized access to the entire area. Others hold that any restriction of motorized access is an infringement on personal freedom. I do not find either position consistent with our Agency mission as outlined in law, regulation, and policy or the direction contained in the our Humboldt National Forest Plan. In selecting an alternative, I weighed these competing interests.

I did not select Alternative 1 (the No Action Alternative) because it fails to address the long-term impacts of an expanding network of user-created roads and motorized trails on the environmental values of this area. The No Action Alternative basically keeps us on a course of minimal regulation of motorized use. With the exception of the Paradise Peak Wilderness, the entire Santa Rosa Ranger District would continue to be open to motorized travel on roads, trails, and cross country. I find this last issue, continued cross country travel and the subsequent proliferation of new routes, most problematic from an environmental perspective as well as a source of potential conflicts between users of the National Forest. The rapid increase in the number and power of both highway-legal as well as all-terrain vehicles compels us to be more active in our management of this use.

In short then, in my estimation the No Action Alternative does not sufficiently address critical elements of the Purpose and Need for Action, most specifically the need to regulate the impacts of expanding motorized use. My contacts with the public indicate that users largely understand that we must work together to limit these impacts on our National Forests.

Although differing in approach, both of the action alternatives (Alternatives 2 and 3) can reasonably be said to meet the Purpose and Need for Action. They vary in the way in which they address the issues of roadless area protection and recreation access. In selecting between them, I carefully considered both issues.

Alternative 3 (the Current System Alternative) would only allow motorized travel on routes that are currently part of the Forest transportation system and are currently designated for motorized travel. Motorized travel on user-created routes would be prohibited and nine system roads in IRAs would be removed from the Forest transportation system. This would eliminate most, but not all motorized travel from IRAs that are incorporated in the 2001 Roadless Rule.

To explain why I did not select Alternative 3 (the Current System Alternative) requires a brief review of the complexities of roadless area designation in the Forest Service and on the Humboldt-Toiyabe National Forest. The management of roadless areas and the related issue of Forest Service recommendations to Congress for wilderness area designation have been extremely controversial for decades. These issues go to the core values of how the American public would use and enjoy these lands, and they pit widely held utilitarian values and human needs against the deeply held desire of others to preserve the natural order of these lands from human meddling. It is not surprising that the Forest Service has long struggled to reconcile these positions and that one outcome has been an ongoing trail of litigation by those dissatisfied with agency decisions.

Since at least 1970, the Forest Service has inventoried and studied roadless areas for their potential for wilderness designation. These inventories were updated and reevaluated during

preparation of the existing Humboldt National Forest Plan in the mid-1980's; however, controversies remained.

In 2000 and 2001, the Forest Service attempted again to resolve the long standing issues on the management of roadless areas. Following an extensive inventory to identify areas suitable for roadless designation, the Agency issued a Roadless Area Conservation Rule in January, 2001. The primary effect of this rule was to prevent road construction in about 58 million acres of National Forest identified on a national inventory map. Although these areas are widely referred to as "roadless", it is commonly acknowledged the 2001 Roadless Rule did not prohibit motorized travel in these areas (although separate prohibitions might apply). In fact, as is the case on the Humboldt-Toiyabe National Forest, many of these areas contain user-created routes and even system roads.

The apparent contradiction in labeling areas as roadless that in fact contain motorized routes has caused considerable confusion in the public. Indeed in my discussions with the public in open forums I am commonly confronted with the suspicion that the Agency's true agenda is to eliminate long-standing motorized use from these areas.

In response to a variety of concerns about the 2001 Rule the agency implemented a 2005 Roadless Rule that sought to engage the governors in a process that would help define a final inventory of roadless areas on a state-by-state basis and would define the standards under which these areas would be managed. However, this 2005 Rule has been overturned following judicial review in a Federal District Court. In her decision, the judge also reinstated the 2001 Roadless Rule and its associated inventory.

The reinstatement of the 2001 Roadless Rule has had several impacts on our travel planning on the Santa Rosa District. The roadless area inventory provided in the 2001 Rule is inflexible and may not be changed on an individual National Forest unless the agency goes through a formal rulemaking process, including associated compliance with the National Environmental Protection Act (NEPA). Such a process is obviously quite time-consuming and subject to additional judicial review. Thus, there is little immediate prospect for a forest- or district-specific rule change that would alter our roadless area inventory.

It is clear from my review of the 2001 inventory of roadless areas on the Santa Rosa District that all of these areas contain routes that have been used for motorized access. It is also clear from our review of the routes I am considering for designation that these routes are longstanding and pre-date the 2001 Roadless Rule. Most are relatively short (less than a quarter mile) and many access long-used, traditional dispersed camping areas. I have seriously considered that these routes and associated dispersed picnic and camp sites in our 2001 roadless areas have been incorporated into the public's traditional use pattern for the Santa Rosa District.

The last complication I must consider following the reinstatement of the 2001 Roadless Rule is the reasonable, although by no means universal, interpretation that the Rule prohibits the designation of new system roads in inventoried roadless areas. I have decided to address this issue by designating and managing all motorized routes in inventoried roadless areas as part of our motorized trail system. Although some might see this as semantic sleight of hand, there are differences between managing a route as a trail and managing as a road. Although many of these routes are currently accessible by vehicles of all types, over the long run the maintenance that a

route would receive as part of the trail system would not guarantee access by vehicles of all types.

As I discussed above, I recognize that our management of inventoried roadless areas is of interest to many people. I have also considered that the routes I would designate under this decision would have very little impact on the roadless characteristics of these areas (EA pg 54-56). None of these routes bisects a roadless area. My decision does not permanently eliminate any future management options for inventoried roadless areas. My decision does not preempt us from recommending that Congress designate any of these areas as Wilderness. The decisions on revising and updating current Wilderness recommendations on the Humboldt National Forest will be made during our Forest Plan revision process, a process that has also been ensnared in long-running litigation.

For the reasons outlined above, I have decided to add to the Forest transportation system 17 motorized routes totaling 5.5 miles in areas identified as roadless under the 2001 Roadless Area Conservation Rule. By restricting motor vehicle use to designated routes my decision also prohibits the expansion of routes in these roadless areas and thus will help protect those roadless characteristics for generations to come.

I also considered the impacts of designating user-created motorized routes outside inventoried roadless areas. Of particular interest to me was the effect of my decision on District recreation opportunities. Many of the routes outside roadless areas also provide access to popular dispersed campsites (EA pg. 3-6). Other routes provide motorized access into portions of the Santa Rosa Ranger District that are not accessed by NFS roads but have been open for many years and used by Forest visitors (EA pg. 3-6). In many cases, the typical user would be hard-pressed to determine where the Forest transportation system ended and the longstanding user-created routes began. I believe the routes I have decided to incorporate into the Forest transportation system will allow the traditional use patterns to continue on the Santa Rosa District with minimal adverse environmental impact. In total, my decision adds 28 routes (17 miles) of existing motorized road and trail to the Forest transportation system. Designating these routes will help round out the system of roads and trails on the District.

For the reasons outlined above, I believe Alternative 2 (the Proposed Action Alternative) is preferable to Alternative 3 (the Current System Alternative). I believe it best accomplishes our goal of balancing the needs and interests of the motoring public with the need to protect the environmental values that attract them to this area. The selected alternative will prohibit motorized use off designated routes, leaving 327 miles of roads and trails open to motor vehicle use, ranging from main roads through the District to some challenging and rugged trails. I believe that this decision will allow us to continue to provide good motorized recreation opportunities for responsible OHV users (EA, pp. 52-54).

Finally, while developing the Proposed Action and preparing the Travel Analysis Process Report, I considered the safety of Forest visitors. Part of this consideration was whether to allow both highway-legal and non-highway-legal vehicles use on all NFS roads and NFS motorized trails. Currently, all routes are open for use by all vehicles types. All designated routes would continue to be open to all vehicle types including OHVs. Routes on the Santa Rosa Ranger District have both very low traffic volumes and, because of the condition of the roads, very low speeds. Very few motor vehicle accidents have occurred over the past 10 years. Informal

monitoring by District employees has not indicated any potential problems related to allowing mixed use on Districts roads and motorized trails. Responsible and prudent users who drive defensively, and are aware of road conditions and their own ability, will have a safe experience. Appropriate signing will be placed along major access routes to warn visitors of the presence of a variety of vehicles using District roads and motorized trails. Leaving NFS roads on the Santa Rosa Ranger District open to all motor vehicles retains the status quo under Nevada traffic law.

As part of my decision I have considered the following criteria for designation of roads and trails under 36 CFR 212.55 and Executive Order 11644:

- Natural and cultural resources (EA pg, 20-59);
- Public safety (EA p.20);
- Recreation opportunities (EA p.52-54);
- Access needs (EA pg, 1-3);
- Conflicts among uses (EA, pg. 52-54);
- Need for maintenance and administration of roads and trails with available funds. The roads and trails to be added to the forest transportation system do not require regular maintenance (EA, pg. 59);
- Damage to soil, watershed, vegetation, and other forest resources (EA pg. 20-59).
- Harassment of wildlife and the potential for significant disruption of wildlife habitats (EA pg. 32-43);
- Conflicts between motor vehicles use and existing recreational uses (EA p. 52-54);
- Compatibility of motor vehicle use in populated areas. The Santa Rosa Ranger District is not located near populated areas;
- Wilderness areas and primitive areas. (EA pg. 52-54).

The Decision helps the Forest meet the following Goals identified in the Humboldt National Forest Land and Resource Management Plan (USFS 1986):

- Goal 4: Provide a broad spectrum of dispersed recreation opportunities (EA p. 2; 52)
- Goal 8: Provide opportunities for the use of motor vehicles where they will not unacceptably impact Forest resources or unnecessarily impact other Forest users (EA p. 2).
- Goal: 9: Provide a pleasing visual landscape in the Humboldt National Forest (EA p. 50-51).
- Goal 12: Coordinate recreation program with local county, state and other Federal recreation agencies (EA p. 7).
- Goal 24: Emphasize the control of priority 1 noxious weeds (EA pg. 28-32).
- Goal 32: Design and implement practices on-the-ground that will re-establish acceptable soil, hydrologic, and vegetative conditions which are sufficient to secure and maintain favorable water flow (EA pg. 20-25).
- Goal 45: Protect National Forest lands from trespass and undesirable occupancy (EA p. 2).
- Goal 48: A road management program will be established to develop and maintain a safe, economical, functional and environmentally sound transportation system that serves the resource elements (EA p. 2).
- Goal 56: Public Involvement – Ensure appropriate public participation in National Forest planning (EA p. 7).

This decision is also consistent with the standards and guides related to the Recreation Opportunity Spectrum, and visual landscapes (IV-18), Off-road Vehicle Management (IV-26), Trail System Maintenance (IV-27) of the Forest Plan (USDA FS 1986).

Finding of No Significant Impact

After considering the environmental effects described in the EA, I have determined that these actions will not have a significant effect on the quality of the human environment considering the context and intensity of impacts (40 CFR 1508.27). Thus, an environmental impact statement will not be prepared. I base my finding on the following:

1. My finding of no significant environmental effects is not biased by the beneficial effects of the action.
2. There will be no significant effects on public health and safety, because all routes designated are already open to public use, are used at low levels and low speeds, and represent a very small net change in the size of the Forest transportation system (EA p. 20).
3. There will be no significant effects on unique characteristics of the area, because aside from the Santa Rosa-Paradise Peak Wilderness and inventoried roadless areas, there are no such areas on the District. None of the alternatives proposed route designation within the Wilderness. The analysis of the effects of the Proposed Action on inventoried roadless areas is documented in the EA (pg. 54-56).
4. While the project itself may be controversial, there is no known credible scientific controversy over the impacts of the project (see EA pages 20-59).
5. We have considerable experience with the types of activities to be implemented. The effects analysis shows the effects are not uncertain, and do not involve unique or unknown risk (see EA pages 20-59).
6. The action is not likely to establish a precedent for future actions with significant effects, because the analysis and decision is specific to the Santa Rosa Range District. The project restricts motor vehicle use to designated routes. The project does not prevent the District from adding new routes to the system if proposed in the future, or closing routes that it finds may be unneeded or causing resource damage.
7. The cumulative impacts are not significant (see EA pages 20-59).
8. The action will have no significant adverse effect on districts, sites, highways, structures, or objects listed in or eligible for listing in the National Register of Historic Places, because, with the exception of one potentially eligible prehistoric site, none of these items have been found in proximity to the routes addressed in this decision. Effects to heritage resources are discussed in the EA (pg. 48-50). One potentially eligible site was discovered during field studies conducted for this project. On June 29, 2007 the Forest

received a letter from the State Historic Preservation Office concurring with the finding of No Adverse Effect.

9. The action will not adversely affect any endangered or threatened species or its critical habitat under the Endangered Species act of 1973. The U.S. Fish and Wildlife Service, provided concurrence with the Biological Assessment for this project (by letter dated July 27, 2007).
10. The action will not violate Federal, State, and local laws or requirements for the protection of the environment. Applicable laws and regulations were considered in the EA. The action is consistent with the Humboldt National Forest Land and Resource Management Plan (EA pg. 2-3).

Findings Required by Other Laws and Regulations

This decision is consistent with the intent of the Forest Plan's long-term goals and objectives (pages IV-2 to IV-17) and desired future condition for Recreation (IV-83) and Transportation (IV 88-89) (USFS 1986). The project was designed in conformance with Forest Plan standards. The project also meets Forest Plan direction specific to the Santa Rosa Management Area (District): maintain a travel plan to control off-road vehicle use and provide protection for vegetation, soil and other resources (p IV-202).

This decision is also consistent with 36 CFR Parts 212, 251, 261, and 295, the Final Rule for Travel Management and Designated Routes and Areas for Motor Vehicle Use, as published in the Federal Register on November 9, 2005. As required in these regulations, my decision to designate roads and trails (212.51) considered:

- Public comment on designation (212.52);
- Effects on natural and cultural resources, public safety, provision of recreational opportunities, access needs, conflicts among uses, the need and availability of resources for maintenance and the administration of roads and trails (212.55);
- Criteria for the designation of roads and trails (212.55).

Implementation Date

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

Implementation of this decision will be followed by the publication of a Motor Vehicle Use Map that will be made available to the public as soon as practicable (212.56). Following publication of the map, possession or operation of motor vehicles on the Santa Rosa Ranger District, other than in accordance with my designations, will be prohibited (261.13). Exemptions to the prohibition, listed in 212.51[a], include:

- Aircraft;

- Watercraft;
- Over-snow vehicles;
- Limited administrative use by the Forest Service;
- Use of any fire, military, emergency, or law enforcement vehicle for emergency purposes;
- Authorized use of any combat or combat support vehicle for national defense purposes;
- Law enforcement response to violations of law, including pursuit; and
- Motor vehicle use that is specifically authorized under a written authorization issued under Federal law or regulation (e.g., woodcutting permits, term grazing permits, approved plans of operations).

Administrative Review or Appeal Opportunities

This decision is subject to administrative review (appeal) pursuant to 36 CFR Part 215. The appeal must be filed (regular mail, fax, email, hand-delivery, or express delivery) with the Appeal Deciding Officer. Written comments must be submitted to: Appeal Deciding Officer, 324 25th Street, Ogden, UT 84401; fax: (801) 625-5277; e-mail: appeals-intermtn-regional-office@fs.fed.us. Office business hours for those submitting hand-delivered appeals are: 8:00 a.m. to 4:30 p.m. Monday-Friday, excluding federal holidays. Electronic appeals must be submitted in a format such as an email message, plain text (.txt), rich text format (.rtf), and Word (.doc).

The appeal must have an identifiable name attached; otherwise a verification of identity will be required. A scanned signature may serve as verification on electronic appeals.

Appeals, including attachments, must be filed within 45 days from the publication date of this notice in the Elko Daily Free Press, the newspaper of record. Attachments received after the 45 day appeal period will not be considered. The publication date in the Elko Daily Free Press 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.

Individuals or organizations who submitted comments or otherwise expressed interest during the comment period specified at 215.6 may appeal this decision. The notice of appeal must meet the appeal content requirements at 36 CFR 215.14.

Contact

For additional information concerning this decision or the Forest Service appeal process, contact:

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/s/ Edward Monnig
EDWARD MONNIG
Forest Supervisor
Humboldt-Toiyabe National Forest

December 13, 2007
Date

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