

United States
Department of
Agriculture

Forest Service

Intermountain
Region

January 2008

**Payette National Forest
Weiser Ranger District
Snow-free Season**

Travel Management Plan

Record of Decision



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Record of Decision

for Snow-Free Travel Management on the Payette National Forest, Weiser Ranger District USDA Forest Service

Located in Washington, County, Idaho

January 2008

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Weiser Ranger District ROD Travel Map attached in a map package

Introduction

The Payette National Forest (PNF) completed a Final Environmental Impact Statement (FEIS) to assess and designate a system of roads, trails, and areas open to motorized and non-motorized uses during both snow covered and snow-free periods. The environmental analysis was completed in compliance with the National Environmental Policy Act (NEPA), the PNF Land and Resource Management Plan (Forest Plan) and other relevant federal and state laws and regulations and discloses effects of travel management designations for both summer and winter travel uses on the portion of the Payette National Forest outside of the Frank Church-River of No Return Wilderness (FC-RONRW).

Due to the complexity of the Forest-wide analysis, I decided to separate my decision by Ranger District for snow-free travel management. This decision document pertains to the Weiser Ranger District for snow-free travel management. The map included with this decision will designate motorized and non-motorized roads and trails on the Weiser Ranger District. The Weiser Ranger District Motor Vehicle Use Map (MVUM) will be issued during the implementation phase, and will designate motorized use on roads and trails by vehicle class and time of year (seasonal roads and trails).

The analysis of alternatives and public comment received on the FEIS for the Payette National Forest Travel Management Plan serves as the basis for my decision for snow-free travel management on the Weiser Ranger District. My decision incorporates by reference the analysis of effects and management direction disclosed in the FEIS, the errata to the FEIS located in Appendix A, and the planning record in its entirety.

Background

Management of the PNF is guided by the Forest Plan as directed in the 1976 National Forest Management Act (NFMA). Regulations implementing the NFMA require the Regional Forester to revise forest plans and provide the basis for revision. The initial PNF Forest Plan completed in 1988 identified travel management planning as a significant issue and led to the release of a Forest Travel Map. This Forest Travel Map was revised in 1995 and has been updated on a yearly basis by the PNF *Backroads* map. These maps provided visitors with information on roads, trails, and areas open for various forms of travel on the Forest.

In 2003, the Payette National Forest revised the Forest Plan under regulations formulated in the Code of Federal Regulations (36 CFR 219) in 1982. The purpose of the revision was to guide all natural resource management activities, address changed conditions and directions, and meet the objectives of federal laws, regulations, and policies.

The *Southwest Idaho Ecogroup Land and Resource Management Plan Final EIS* for the Forest Plan identified travel management, including winter access management as issues not analyzed in detail. The responsible official decided to not address travel management in the revision process “due to the broad array of localized issues with travel management that occurs at scales below a Forest Planning unit.” The decision was made to address travel management under a separate, more localized planning process (Forest Plan 2003: V.1: 2-6; USDA Forest Service, 2003a: ROD: 8).

National direction for travel management, specifically off-road use of motor vehicles on federal lands, is provided by Executive Order (E.O.) 11644 (February 8, 1972) as amended by E.O. 11989 (May 24, 1977). Forest Service rules at Title 36, Code of Federal Regulations, part 295 codify the requirements in E.O. 11644 and E.O. 11989. Regulations regarding travel management on National Forest System lands were recently modified (36CFR212, 215, 261 & 295). These regulations provide further direction for travel management specifically requiring the designation of roads, trails and areas open to motor vehicle use, and prohibiting the use of motor vehicles off the designated system.

These changes in travel management regulations coupled with increased motorized and non-motorized uses on the PNF necessitate the need for designation of a travel system that will strive to balance travel management needs between different forest uses while sustaining natural resource values.

Purpose and Need for Action

The Payette National Forest Supervisor identified the following as the **purpose** for a revised Travel Management Plan:

- Meet Forest Plan and national direction.
- Limit indiscriminate motorized cross-country travel.
- Designate a system of roads, trails, and over-snow use areas.
- Balance management considerations (such as maintenance costs and public safety) with recreation opportunities.
- Reduce impacts to Forest resources.
- Reduce conflicts between recreational uses.

The **need** for revision of the Travel Management Plan was identified in the 2003 PNF Forest Plan and Record of Decision (ROD) (Forest Plan 2003). The responsible official for the Forest Plan made the decision to address travel management under a separate, more localized planning process. The Forest Plan provided a framework for travel management planning. This framework requires that travel management emphasize maintenance and restoration of watershed conditions, species viability, terrestrial and aquatic habitats, and functioning ecosystems. The clear identification of roads, trails, and areas for motor vehicle use will enhance management of National Forest System lands; sustain natural resource values through more effective management of motor vehicle use; enhance opportunities for motorized recreation experiences on National Forest System lands; address needs for access to National Forest System lands, and preserve areas of opportunity on each National Forest for non-motorized travel and experiences.

During the Forest Plan revision process, Payette National Forest specialists identified a variety of resource concerns related to travel management including conflicts between recreational uses, and impacts to wildlife, fish, and water quality from cross-country motorized travel, and use of unauthorized roads. These concerns were captured in the Payette National Forest Travel Plan FEIS as “Management Requirements” (FEIS page 2-5-through 2-56). Inconsistent travel management direction across the Forest was also causing

problems with the enforcement of travel regulations. Much of the eastern portion of the PNF was closed to cross-country motorized travel, while large areas on the western portion of the PNF were open to cross-country motorized travel.

The **need** for revision of the PNF Travel Management Plan is also supported by a nationwide awareness within the Forest Service of the harmful effects of indiscriminate off-road travel. The proliferation of user-created routes is a major challenge on the Payette National Forest and examples of significant environmental damage, safety issues, and use conflicts are well established. This led to the Forest Service Final Rule (Final Rule) in the Federal Register: 36 CFR Parts 212, 251, 261, 295 “*Travel Management; Designated Routes and Areas for Motor Vehicle Use*” (Federal Register 2005: 70 FR 68264). This Final Rule requires designation of roads, trails, and areas open to motor vehicle use. The Final Rule prohibits use of motor vehicles off the designated system, as well as use of motor vehicles on routes and in areas inconsistent with the designation.

Designations and prohibitions under the Final Rule do not apply to legally documented rights-of-way held by States, counties, or other local public road authorities. Only National Forest System (NFS) roads and NFS trails may be designated for motor vehicle use under the Final Rule and in this travel plan for the Weiser Ranger District.

Decision

After a thorough review of the Payette National Forest Travel Management Plan FEIS, consideration of Tribal, cooperator, agency and public comments, and resource specialist input, I have selected to implement Alternative E as described in the FEIS, for the Weiser Ranger District (Which includes the analysis for portions of MAs 2 and 3) with the following modifications:

Snow-free Travel Management Modifications:

- In MA 2, trail #259 and Trail #287 are open to two-wheel motorized use on a seasonal basis, from July 1 – September 15. This is the existing condition of these two trails due to a previous decision, but the seasonal closure information was missing from the FEIS. Trail #259 ties into seasonal road 50044. A 5.1 mile portion of road #50044 is open seasonally from July 1 through September 15, this is an existing condition and was missing from the FEIS map and open road mile analysis. This 5.1 miles of road #50044 will be designated open to seasonal motorized use. Due to conflicting information and differing perceptions held by several members of the public and various agencies, I am requesting the Weiser District Ranger to review all previous environmental documents related to the 50044 road.
- In MA 2, two-wheel motorized trail #250 will remain a two-wheel motorized trail, but the trail is barely visible on the ground. Until reconstruction can be funded and implemented on this trail, it will not show up as an open designated trail on the MVUM.
- In MA 3, a 0.3 mile portion of unauthorized road 501641500 will be closed, as shown in Alternative D, because of cultural resource findings on the road bed.

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- When cultural resource mitigation can be accomplished, the route will be designated open to OHV. Cost of mitigation will dictate the timing on re-opening this section of trail/road.
- In MA 3, trail #352 continues as a 1.7 mile OHV trail connecting road 51155 to ATV trail #352 (leading to Rush Peak). This route has been an exiting 4-wheel drive road, and appears on the 1995 Payette National Forest travel map, but was not featured on the most recent Backroads map, used as the base for “existing condition”. I am adding it to the designated motorized trail system. This section of existing open trail was missing from the FEIS maps and OHV trail mile analysis. It adds 1.7 miles of OHV trail to the motorized designated open trail system.

For the remainder of this document, Alternative E – modified will be referred to as the Selected Alternative. Implementing the Travel Management Final Rule and designating a system of roads and trails will eliminate unregulated motorized cross country travel. Motorized travel on unauthorized routes will no longer be allowed. There are no areas designed where unregulated cross country motorized travel is allowed. Forest users may travel up to 300 feet from the centerline of designated roads and 100 feet from designated motorized trails for the purpose of dispersed camping only. Traveling off of designated roads or trails for any other purpose, except those that I discuss below, may only be accomplished with a written authorization. Game retrieval using motorized vehicles off of designated roads and motorized trails is prohibited. Fire wood permits, operating plans, plans of operation are some of the written authorizations that will incorporate explicit allowances for cross country motorized travel.

Because I have chosen to issue separate district wide decisions, and the FEIS analyzed the Forest by Management Areas, to avoid confusion I have developed and incorporated into my decision tables 1 and 2 located in Appendix C describing all road and trail designation specific to the Weiser Ranger District as analyzed in Alternative E, adapting the modifications to the alternative listed above. My decision designates a system of motorized roads and trails that are generally similar to those managed under the 1995 Travel Plan as amended by the most current Backroads publication.

My decision is consistent with the 2003 Payette National Forest Land and Resource Management Plan and the 2005 Travel Management; Designated Routes and Areas for Motor Vehicle Use; Final Rule (Federal Register 2005: 70 FR 68264). In addition my decision is based on a review of the record that shows a thorough review of relevant scientific information, a consideration of responsible opposing views, and the acknowledgment of incomplete or unavailable information, scientific uncertainty, and risk. Motorized designation will be by vehicle class (roads open to highway legal vehicles only, roads open to all vehicles, trails open to vehicles 50” or less in width, trails open to all vehicles, trails open to motorcycles only) and time of year. The Motor Vehicle Use Map (MVUM) developed using this decision will display this information using the National Mapping standards for MVUMs.

Rationale for the Decision

During the travel planning efforts I have gained an increased understanding and appreciation for the complexities and controversy surrounding travel management on the PNF. For this decision regarding snow-free travel management on the Weiser Ranger District I have considered the site specific public comments and resource issues identified through the planning process and have strived to strike a balance between the various motorized and non-motorized uses, and the natural and cultural resource values across the PNF. I am sure that no single user or group will completely agree with my decision, but I do hope they can appreciate that their comments and concerns have been heard and considered in context of all the comments and resource issues associated with travel management on the PNF.

With the Selected Alternative, use on the Forest will in many ways continue on as it has in the past. Users will continue to be able to camp in both dispersed and developed recreation sites. Under different authorizations and permitting, users will be able to continue to collect firewood, harvest Christmas trees, conduct mining, grazing and timber operations, and conduct other authorized uses on the forest. Work associated with these activities will continue as they do now, through operating plans, plans of operation, special use authorizations, and established authorization processes.

As stated in the Final Rule, motor vehicle use that is specifically authorized under a written authorization issued under Federal law or regulations is exempted from designations made under 36CFR 212.51 and restrictions and prohibitions established by the Final Rule. Section 261.13 states that while the written authorization is an exemption, use of motor vehicles contrary to the written authorization is prohibited.

While this decision does not address every issue or resource concern associated with travel management, it makes important steps towards meeting Payette NF Forest Plan requirements and implementing national direction for travel management. Specifically, this decision will eliminate unmanaged cross country motorized travel and provide a network of designated travel routes for motorized and non-motorized uses during snow-free seasons on the Weiser Ranger District.

The Selected Alternative was developed based on input received on the draft EIS and reflects the most inclusive integration of site-specific comments received from our diverse forest recreational users. The Selected Alternative provides for a diversity of motorized and non-motorized opportunities for the snow-free seasons in a manner that reduces the potential for conflict between uses, improves public safety and maintains and protects important natural and cultural resource values.

While making my decision I considered effects on the Payette National Forest's natural and cultural resources, public safety, provision of recreational opportunities, access needs, conflicts among uses on the Forest, the need for maintenance and administration of roads and trails designated by my decision, the criteria for designation of roads and trails as listed in 212.55(b) of the Final Rule; and the availability of resources for that maintenance and administration. As part of my decision to designate the system of roads and trails as

identified in the Selected Alternative I am counting on the help offered by the many volunteers and cooperators in their comment letters to supplement Forest resources for maintenance of the designated travel system. I chose an alternative that proposed a designated system of roads and trails that I believe the District can maintain with the available funding allocations (including grants) and human resources (volunteers) to accomplish the work. I may need to consider closing portions of this system in the future if funding is reduced.

Given the quantity of information received and compiled as part of this process, it is likely that there may be minor errors or unforeseen consequences associated with some travel designations. As a starting point, errors identified through the public and internal review of the FEIS have been captured and documented in Appendix A of this decision.

As we proceed with implementation of this decision, I assure you that through monitoring and continued public input we will work collaboratively with the public, Tribes, cooperators, and other agencies to address and work through potential issues in an open and constructive manner. This kind of collaborative and adaptive approach is imperative to build public support and to successfully implement travel management on the PNF now and into the future.

In addition it is important to realize that this decision reflects the best available information for this point in time. The Forest does not expect road and trail management objectives to remain static over time. The Final Rule recognizes that designations to travel routes are not permanent and that unforeseen environmental impacts, changes in public demand or monitoring may lead to responsible officials revising designations, and 36CFR 212.54 provides for revision of designations as needed to meet changing conditions. I recognize there may be a need for changes and will be open to addressing these needs as they arise. Necessary changes or alterations to travel management will continue across the Forest through site specific project analyses and continued public collaboration and feedback on travel management across the PNF.

Snow-free Travel Opportunities

I believe the Selected Alternative will improve our ability to meet the demands of current and future recreational use while providing for increased public safety and protection of important natural and cultural resources across the district.

Specifically, the Selected Alternative maintains 200.8 miles of motorized open and seasonally open forest roads on the Weiser Ranger District, representing no reduction from existing condition (FEIS pp. S-22, 23; 2-57). The level of forest roads in the Selected Alternative will provide for efficient access for forest users, and on-going forest management and administration activities across the district. Funding of needed road maintenance will remain challenging and the Forest will continue to do strategic prioritization of future maintenance needs and expenditures with the help of volunteers and partnerships and local interested groups.

I also received comments from publics that believe a greater reduction in forest roads (especially on the west side of the PNF) is needed to reduce watershed and wildlife impacts. In making my decision, I considered these impacts and believe that the elimination of motorized cross-country travel, and reduction in motorized use on unauthorized roads will lead to a reduction in watershed and wildlife impacts ultimately benefiting these and other resources over the short and long term.

The Selected Alternative expands the mileage of ATV and OHV trails by providing for 21.5 miles of ATV trail (5.7 miles over the existing condition of 15.8 miles ATV trail), and provides for 7.6 miles (4.8 miles over the existing condition of 2.8 miles OHV) of OHV road (identified as “motorized-full size vehicle” in the MVUM). These miles were provided in response to demands for this type of motorized experience (FEIS pp. S-22, 23; 2-57). In addition, legally permitted ATV’s and their licensed riders will also have over 200 miles of riding opportunities on the open and seasonally open road system.

The Selected Alternative designates 66.4 miles of two-wheel motorized single track trail. While this a reduction from Alternative A (the Selected Alternative reduces two-wheel motorized trail mileage by 8.8 miles from the current condition), the reduction is partially offset by the increase in ATV and OHV trails that are also available for two-wheel motorized users (FEIS pp. S-21 to 23; 2-57, 3-54). Much of the reduction in two-wheel motorized trails is associated with rarely used, poorly designed trails where two-wheel motorized use is considered potentially unsafe and likely to result in resource damage (FEIS pp. 3-54 to 3-57). The Selected Alternative retains many challenging single-track trails for the more experienced riders seeking a highly technical two-wheel motorized experience (such as trail #245 – Boundary Creek, and trail #258 – Brownlee Creek).

There are 68.3 miles of non-motorized trails designated on the Weiser Ranger District in the Selected Alternative, an increase of 5.2 miles of non-motorized trail (FEIS pp. S-21 to 23; 2-57, 3-56). The increase in non-motorized trails is in large part associated with changes from two-wheel motorized to non-motorized on trails receiving little or no past two-wheel use (FEIS pp. 3-54 to 3-57).

The Selected Alternative maintains access to areas important to all Native American Tribes who use the Weiser Ranger District and helps to preserve local Native American culture by providing for the continued ability to practice inherent tribal treaty rights and traditional uses of the forest.

Forest Plan Consistency

My decision to implement the Selected Alternative is consistent with Forest Plan goals and objectives, and standards and guidelines as documented in each resource section in Chapter 3 of the FEIS and in the Rationale Section of this ROD. In addition, my decision incorporates management requirements from the Forest Plan that are designed for the protection of Forest resources and to ensure consistency with forest plan direction. These are discussed and summarized in the FEIS on pages 2-15 to 2-56. No Forest Plan amendments are needed to implement this project.

Public Involvement and Alternatives Considered

Public Involvement

Public involvement in this project officially began in October of 2004 when the proposed action was issued to 616 members of the public. A Notice of Intent (NOI) was published in the Federal Register on October 4, 2004. Public comment was taken through January 7th, 2005. Many comments were received including: 130 comment forms, 165 emails, 34 faxes, 254 letters, and 964 postcards. All comments received were reviewed and categorized by issue. Major issues were incorporated into the design of two new alternatives. Documents detailing the review of public comments and how the agency incorporated the substantive comments into new alternative design are available in the Project Record.

Five public meetings were held in September and October of 2004, in McCall, Riggins, Council, New Meadows, and Weiser, Idaho. Informational meetings were held at the request of many stakeholders during the scoping phase of the project.

The project (including the Proposed Action, press releases, and additional information) was featured on the PNF website at <http://www.fs.fed.us/r4/payette>. The Proposed Action maps, narratives, and summaries were available for review at the Weiser Ranger District, the Council Ranger District, the New Meadows Ranger District, the Hell's Canyon National Recreation Area in Riggins, and the Payette National Forest Supervisor's Office in McCall.

Scoping letters were sent to three Tribal Nations: Shoshone-Bannock Tribes, Shoshone-Paiute Tribes of Duck Valley, and Nez Perce Tribe. Formal government-to-government consultation has occurred with the Nez Perce, Shoshone-Bannock, and Shoshone-Paiute Tribes including briefings to the tribal councils and their technical staff.

The DEIS was published in early February of 2006. The comment period on the DEIS officially began on February 17, 2006 when the Notice of Availability was published in the Federal Register. The Forest initially established a 46-day comment period. The comment period was extended an additional 46 days at the request of members of the public.

Five public meetings were held in February and March of 2006, in Boise, Weiser, Council, New Meadows, and McCall. The DEIS and accompanying maps were featured on the PNF website. Copies of the DEIS and the maps were available at all Forest offices.

Copies of the DEIS were sent to three Tribal Nations: the Shoshone-Bannock Tribes, the Shoshone-Paiute Tribes of Duck Valley, and the Nez Perce Tribe. Formal government-to-government consultation on the project continued with the Nez Perce Tribe, Shoshone-Bannock and the Shoshone-Paiute Tribe.

During the 92-day comment period on the DEIS, the Forest received approximately 450 comments including letters, emails, and faxes. All comments received were reviewed and categorized by issue. The Forest then developed a new action alternative, Alternative E, to respond to these comments and to address Ranger District specific needs and preferences.

The FEIS was published in April 2007 and a final 30-day comment period officially started on May 25, 2007 with publication of the notice of availability in the Federal Register. The comment period was extended from June 25 to July 10, 2007 based on public request for additional time to comment. While there is no requirement for a comment period on a FEIS, I felt it was important to gain feedback from the public on the newly developed Alternative E before making a final decision.

Since the end of the comment period the Forest has continued to engage with various publics including formal information sharing meetings with travel plan cooperators including members of the winter recreation forum, Adams, Idaho and Valley County commissioners, Idaho Fish and Game and Idaho Department of Parks and Recreation. Aside from these formal meetings travel plan team specialists have been responsive to numerous public requests for additional information or clarification on the travel plan. This final comment period generated over 2000 letters, e-mails, and faxes from a range of individuals, groups and other agencies. These comments were reviewed and evaluated by myself and travel plan team members, and my decision reflects responsiveness to many comments and concerns received on the FEIS.

Besides formal public involvement numerous newspaper articles and press releases regarding the travel planning effort have been published in the local and regional papers since spring of 2004, including the *Star News* (McCall), *Long Valley Advocate* (Cascade), *Adams County Record* (Council), *Weiser Signal American* (Weiser), and *Idaho Statesman* (Boise). Legal Notices of comment and availability were published in the *Star News*, *Idaho Statesman*, *Adams County Record*, *Idaho County Free Press*, and *Weiser Signal American*. In addition, the Forest has maintained a website providing public access to the current information, environmental documents, maps, and other items pertaining to travel management.

Response to Primary Comments Received in the FEIS that pertain to the Weiser Ranger District

The following sections document my consideration and responsiveness to the main issues and concerns brought forth during the FEIS comment period both general and specific to the Weiser Ranger District. A summary of public comments and agency responses is provided in Appendix B of this document.

Inventoried Roadless Areas (IRA)

The Payette National Forest is committed to protecting and managing roadless areas as an important component of the National Forest System. The comments on roadless areas expressed a wide range of views. Most comments pertained to IRAs on other districts on the Forest. Some individuals and groups felt these areas should be made available for additional motorized use, while others felt motorized uses should be eliminated to protect roadless values.

Comments received during the scoping period drove the development of the “Roadless Character and Wilderness Issue 1” in the DEIS and FEIS. Indicators were developed that could measure potential effects to IRAs. The two indicators developed were 1) Effects to wilderness potential, and 2) Effects to wilderness attributes, which included natural appearance, natural integrity, opportunities for solitude, opportunities for primitive recreation, and special features.

There are two IRAs within the Weiser Ranger District; Cuddy Mountain IRA, which is in a 4.1c management prescription, and the Sheep Gulch IRA, which is in a 3.2 management prescription (PNF Forest Plan pages II-44 – 46). The Roadless Area Re-Evaluation (Appendix, Volume 3; PNF Forest Plan; pages C-194- C198 and C- 246 – 250) did not recommend either IRA for wilderness, and both would be available for low levels of development, but, undeveloped character of each IRA needed to be evaluated for any change during project level NEPA analysis.

Under the Selected Alternative there is no effect to the two IRA’s character or attributes (FEIS p. 2-63) resulting from the road and trail designations, as there is no change to the current motorized trail network within the IRAs. Motorized cross-country travel was already prohibited in both IRAs so there is no change to existing condition with the selected alternative (FEIS p. 3-74).

Firewood Gathering

Many individuals commented about the impacts of the travel plan on firewood gathering opportunities and expressed concern with the evaluation of firewood gathering as a non-significant issue. I understand firewood gathering is significant to many of our local publics and recognize the importance of firewood for providing a source of fuel. The decision to categorize firewood gathering as a non-significant issue is not because I believe it is not significant to the public, but rather because the collection of firewood is already regulated through the firewood permitting process.

The Final Rule provides for off-road motor vehicle use that is specifically authorized pursuant to a written authorization issued under Federal law (36CFR261.13). The existing firewood map allows for travel 300 feet off designated roads. Based on the comments I received regarding firewood gathering I have directed the Weiser District Ranger to look at analyzing potential firewood cutting areas that may be designated through the Firewood Permit Process for the 2009 field season. The existing Firewood map would be used this 2008 field season until the analysis is complete. The firewood permit will specify the areas for fuel wood collections and allow for off-road motor vehicle use in those areas.

Unauthorized Roads

There were many comments received on the closure of unauthorized roads across the forest and impacts this would have on the public’s ability to gather firewood, recreate and enjoy the forest. An “unauthorized road or trail” (36CFR212.1) is “A road or trail that is not a forest road or trail or a temporary road or trail and that is not included in a forest transportation atlas”. This includes, for example, user created trails/roads, and some temporary roads created for past forest management practices. The difficulty with

unauthorized roads lies in the fact that the forest does not have complete information on their level or type of use, condition, or location. Many felt the forest should implement a complete inventory of these roads before making any travel management decisions. While this was considered, it was not feasible to complete such a task with our existing budgets and personnel, and such an inventory may never be complete, as new routes will continue to be created during the inventory process.

In the past, user-created routes were developed without agency authorization, environmental analysis, or public involvement and do not have the same status as National Forest System roads and trails included in the forest transportation system. The Final Rule recognizes this and indicates complete inventories are not necessary in order to complete the designation process. The Final Rule does allow for designating unauthorized roads as part of the transportation system **through the public involvement process** for travel planning. The Forest followed this direction and provided the opportunity for the public to bring forward unauthorized roads suitable for travel or recreational opportunities. This desire and intention was communicated from the beginning through public meetings, press releases, and continued throughout the planning process.

No additional roads were added to the designated system on the Weiser Ranger District, but motorized trails were added as referenced in my above decision.

In response to the concern over loss of access associated with unauthorized roads I asked team specialists to compile what was known about the unauthorized roads. There are an estimated 3000+ miles of unauthorized roads across the entire Payette National Forest. Past analysis and inventories (1996-2003) have collected information on approximately one-third of those forest-wide roads, 1020 miles. At the time these roads were surveyed, approximately 31% were passable by a full size vehicle, 34% passable by an ATV or motorcycle, and the remaining 35% by foot or horse traffic. Many of these inventories are 5-10 years old so the condition of many roads may have changed (grown in, washed out, opened up etc.) or new user created routes may have been pioneered since the inventories were completed.

Further assessment of the inventoried unauthorized roads reveals that approximately 300 miles (30% of the inventoried unauthorized roads) have been analyzed and proposed for decommissioning through past NEPA projects that included public involvement, and approximately 240 miles (24% of inventoried roads) occur in areas that have been previously closed to motorized cross-country travel (the old A and B areas). The remaining 46% of inventoried roads are located in areas that were previously (prior to this decision) open to motorized cross-country travel. As stated in my rationale for this decision, closing these areas will meet national direction and end unrestricted motorized cross-country travel.

Continual site-specific project planning efforts on the districts will allow the public future opportunities to look at additional unauthorized routes becoming designated routes. It is my desire that during these small scale, site specific levels of planning, meaningful public input and dialogue on the unauthorized roads can occur.

Access to Private Lands

Several respondents who own land adjacent to or are surrounded by National Forest land expressed concern over changes in travel designations and their ability to access private lands. In instances where road or trail designations change on routes leading to private lands, landowners will still be allowed access to their properties through the regular special use permit issuance process. No decisions on access to private lands will be made with this travel plan decision (FEIS p. 1-12). This decision pertains to designations for general recreational uses.

Section 1323(a) of Alaska National Interest Lands Conservation Act of 1980 (ANILCA) provides property owners within the boundaries of the NFS certain rights of access across NFS lands. While ANILCA provides certain rights to property owners, those rights are subject to such reasonable terms and conditions as the Forest Service may prescribe in a written authorization. This decision affects all roads on the Weiser Ranger District, including those leading to private lands. Private roads needed only for the purpose of accessing private property will not show up on the MVUM. Private land owners will need to have a Forest Service issued special use authorization issued under Federal Law (36CFR 261.13) to access their property, if the road accessing their land is not shown as open to motorized use on the map.

Access for Mining Activities

No decisions on access to mining claims will be made with this travel plan decision. Access for mining activities will continue to be directed by Forest Service Handbook (FSH) 2817.25. For activities determined by the authorized officer to not likely result in significant disturbance to surface resources no special authorization for access is necessary. To assist in this determination, an operator must submit a notice of intent describing proposed exploratory activities to the authorized officer if traveling off the designated open motorized system of road and/or trails. If the authorized officer determines the activity is not likely to result in significant disturbance of surface resources no special authorization for access is necessary including the use of unauthorized roads designated as closed by this decision. If the authorized officer determines that such activities are likely to result in significant disturbance to surface resources, then use of unauthorized roads designated as closed through this decision would be authorized for use through the plan of operations approval process. As such, access for mining activities will not be affected by this decision.

Economic Analysis

Some individuals and user groups disagreed with the use of the Gallatin economic study, and stated the need for additional economic analysis. I reviewed and considered other economic studies and took into account public comments, and feel I had enough information to make a reasoned decision on the potential economic impacts of this travel management decision.

The FEIS clearly discloses the rationale for citing the Gallatin economic study. Given the scale and diversity of the total economy in the counties, the fact that a variety of recreational uses are maintained under all alternatives and that economic effects related to

travel on National Forest System lands are more driven by national trends than by the supply of recreation areas, reliance on this study as an indicator of the economic relationship of travel management on the PNF was appropriate.

Under this decision, changes in use opportunities vary little from existing condition and do not represent an elimination or massive reduction of any one particular use. This decision maintains a variety of uses and as such is not expected to have a measurable effect on local businesses reliant on recreational users and uses on the Weiser Ranger District.

The addition of several new ATV routes and associated loop opportunities provides an opportunity for local counties and businesses to capitalize on this newly expanded form of recreational opportunity. In summary, when compared with the force of national trends, regional and local demographics and larger economic factors influencing the economies of Washington County, the relatively small changes in different recreational travel designations on the Weiser Ranger District are unlikely to have measurable economic impacts.

Recreational Opportunity Spectrum (ROS)

My decision to implement the Selected Alternative would not result in any changes to ROS classes/summer on the Weiser Ranger District (Table 1). See Appendix D for the ROS map.

Table 1. Weiser Ranger District ROS Acreage

| ROS | Alternative A – Current Condition | Alternative E - Modified |
|-------------------------------------|-----------------------------------|--------------------------|
| Semi-Primitive Non-Motorized (SPNM) | 19,180 | 19,180 |
| Semi-Primitive Motorized (SPM) | 20,560 | 20,560 |
| Roaded Natural (RN) | 16,700 | 16,700 |
| Roaded Motorized (RM) | 59,290 | 59,290 |
| Total acres | 115,730 | 115,730 |

Other Alternatives Considered

In addition to the Selected Alternative, I considered 5 other alternatives including 4 that were analyzed in detail.

Alternative A – No Action

This alternative is required by the National Environmental Policy Act (NEPA) and serves as a baseline for analyzing effects. The No-Action Alternative represents “no immediate change” from current summer travel management. As the FEIS discloses, this alternative would have the greatest environmental impacts and would be inconsistent with national direction related to travel management. In addition, the no action alternative would not address one of the four main threats identified by the agency (unmanaged recreation), and continuing current travel management would make achievement of many important forest plan standards related to watershed, fisheries and wildlife difficult to achieve.

Alternative B – Proposed Action

This alternative was proposed by the Forest Service to meet the purpose and need for a revised Travel Management Plan and address important significant issues related to travel management. It responds to direction to limit cross-country motor vehicle use, protect Forest resources, minimize maintenance costs, and reduce conflicts between uses.

Alternative B served as a starting point to address the stated purpose and need and was the catalyst for public input that led to the development of additional alternatives.

Alternative C – Additional Motorized Opportunities

Alternative C responds to issues raised by summer motorized user groups. This alternative would maintain opportunities for motorized uses in summer by retaining most of the current motorized trails, and adding ATV and OHV trail. This alternative would meet national direction to limit cross-country motor vehicle travel, but does less to minimize maintenance costs and protect Forest resources than Alternative B, D, or E.

Alternative D – Additional Non-motorized Opportunities

Alternative D responds to issues raised by non-motorized users relating to a need for more non-motorized opportunities. It also addresses associated concerns with noise and safety related to motorized and non-motorized uses in the same area. This alternative would create more opportunities for summer non-motorized uses. It also responds to direction to limit cross-country motor vehicle use, protect Forest resources, minimize maintenance costs, and reduce conflicts between uses.

Alternative E – Preferred Alternative

Alternative E responds to issues raised during the comment period on the Draft EIS. Alternative E was developed by the Forest Supervisor, the interdisciplinary team, local county commissioners, and representatives from Idaho Department of Parks and Recreation. These parties worked to balance resource protection, input from the public, and non-motorized and motorized recreation opportunities. Alternative E represents the most inclusive integration of public comments received on travel management on the Payette NF. It is essentially a blend of all the alternatives that strives to balance motorized and non-motorized uses with resource protection needs.

Compliance with Environmental Laws and Regulations

Clean Air Act of 1970, as amended

The purpose of the Clean Air Act is to protect and enhance the quality of the nation's air resources. This is addressed under Issues Not Analyzed in Detail, FEIS Section 1.10.2 on page 1-17. The Travel Management Plan is not expected to have discernible effects on air quality and therefore I have determined this decision is consistent with the Clean Air Act.

Clean Water Act of 1948, as amended

The objective of this Act is to restore and maintain the integrity of the nation's waters. This objective translates into two fundamental goals: (1) eliminate the discharge of pollutants into the nation's waters; and (2) achieve water quality levels that are fishable and swimmable. This act establishes a non-degradation policy for all federally proposed

projects. The non-degradation goals would be accomplished through implementation and monitoring of Best Management Practices (BMPs) as described in Appendix C of the FEIS. The Clean Water Act is also addressed through Table 2-27 Management Requirements, Section 2.3.2 Project Design Features and in the Soil and Water (Section 3.4) effects discussions in the FEIS. Based on my review of the FEIS including required project design features, BMPs and water related effects analysis, I have determined that this decision is compliant with the Clean Water Act.

Compliance with American Indian Treaty Provisions

The Forest Service is acting as a representative of the United States with regard to treaty rights reserved by the Nez Perce Tribe, the Shoshone-Bannock Tribes, and the Shoshone-Paiute Tribes. With regard to reserved rights, the agency is not attempting to balance this proposal against the rights the Tribes have reserved unto themselves. In the absence of action by the United States, the Forest Service is required to preserve the rights reserved by the Tribes. The Forest understands and respects the trust responsibility to Tribes to manage lands in a manner that protects and preserves Indian trust assets and treaty resources. This travel management decision will not conflict with American Indian treaty provisions or federal trust responsibilities, and will preserve the rights of the Tribes.

Endangered Species Act (ESA) of 1973, as amended

The purpose of this act is to provide for the conservation of endangered fish, wildlife, plants, and their habitats. Biological Assessments must be prepared to document possible effects of proposed activities on endangered and threatened species within the analysis area potentially affected by the project. Appropriate coordination, conferencing, and consultation with the USDI Fish and Wildlife Service (USFWS) and National Marine Fisheries Service (NMFS) will be completed as necessary. Documentation shows that no ESA listed species are affected by actions on the Weiser Ranger District. Therefore, consultation with USFWS and NMFS is not required for this portion of the travel management decision. Biological Evaluations for the Weiser Ranger District – snow free travel were prepared for both Fisheries and Wildlife.

The project botanist prepared a Biological Evaluation (BE) to evaluate the impacts of the proposed travel management decision on threatened, endangered, proposed, candidate and sensitive plant species. Based on this analysis the botanist concluded that the proposed action should not affect any threatened, endangered, proposed or candidate plant species. No populations or habitat of any threatened, endangered, proposed or candidate plants are currently known to occur on the Weiser Ranger District. With regards to sensitive species the botanist concluded that the proposed action may impact individual sensitive plants but will not affect long-term viability or result in the federal listing of any sensitive plant on the Payette National Forest.

Federal Noxious Weed Act of 1974

This Act provides for the control and management of non-indigenous weeds that injure or have the potential to injure the interests of agriculture and commerce, wildlife resources, or the public health. The FEIS addresses noxious weeds and provides for management

requirements and project design features aimed at reducing levels of noxious weeds across the forest consistent with this Act (FEIS pp. 1-14, 2-7, 2-51).

Migratory Bird Treaty Act of 1918, as Amended and Executive Order 13186

The purpose of this Act is to establish an international framework for the protection and conservation of migratory birds. Executive Order 13186 directs executive departments and agencies to take certain actions to further implement the Migratory Bird Treaty Act. Federal agencies that undertake actions that may affect migratory birds must develop and implement a Memorandum of Understanding with the USFWS that would promote the conservation of migratory birds. Federal agencies must also “ensure that environmental analysis of federal actions required by NEPA ...evaluate the effects of actions and agency plans on migratory birds, with emphasis on species of concern.” Migratory Birds are addressed in the EIS and effects determination made that migratory bird habitat would not be measurably impacted and no significant effects are anticipated from this action (FEIS pp. 3-189 to 190; 3-236 to 237).

National Environmental Policy Act of 1969, as amended (NEPA)

NEPA establishes the format and content requirements of environmental analysis and documentation. The process of preparing this environmental analysis was undertaken to comply with NEPA and its implementing regulations. Information on the process of preparing this analysis can be found within this document and the Project Record. This ROD and the Payette National Forest Travel Management Plan FEIS comply with NEPA and its implementing regulations (40 CFR 1500-1508).

National Forest Management Act of 1976 (NFMA)

This Act guides development and revision of National Forest Land and Resource Management Plans. NFMA also has several specific provisions including maintenance of biodiversity. Project and activity decisions need to be consistent with a number of provisions of NFMA. The Payette Forest Plan was developed to implement NFMA. All action alternatives in this project’s EIS were developed to meet the Payette Forest Plan and comply with NFMA (FEIS p. 1-20).

Environmental Justice (E.O.12898)

As required by Executive Order, all Federal actions will consider potentially disproportionate effects on minority or low-income communities. Potential impacts or changes to low-income or minority communities within the planning area due to the proposed action must be considered. Where possible, measures should be taken to avoid negative impacts to these communities or mitigate adverse affects. This decision is not anticipated to disproportionately impact minority or low income communities who use the Weiser Ranger District.

National Historic Preservation Act of 1966, as Amended (NHPA)

This Act requires federal agencies to consult with the State Historic Preservation Office (SHPO) and American Indian Tribes when nonrenewable cultural resources, such as archaeological sites and historic structures, may be affected by a federal action. Section 106 of this Act requires federal agencies to review the effects project proposals may have

on cultural resources in the project area. The Idaho State Historic Preservation Officer has been consulted concerning proposed activities in the project area. Two separate 106 reports were prepared and sent into SHPO on new roads and/or trails that would be added to the designated open to motorized use system on the Weiser Ranger District. The report for proposal 3-45 (portion of a proposed OHV route) was determined to have potential adverse effects on cultural resources and has been dropped from this decision in order to protect cultural resources in this area. If future mitigation can be done to the 0.3 mile route, it may be designated in the future. More information can be found in the FEIS (FEIS pp. 1-19, 1-20 and 1-22).

Environmentally Preferred Alternative

Regulations implementing the National Environmentally Policy Act (NEPA) require agencies to specify the alternative(s) considered to be environmentally preferable (40 CFR 1505.2(b)). Forest Service policy further defines this as the Alternative that best meets the goals of Section 101 of NEPA. In determining the environmentally preferred alternative, I referred to the goals of Section 101 and determined that Alternative D is the Environmentally Preferred Alternative. Alternative D is considered the environmentally preferred alternative since it will cause “the least damage to the biological and physical environment”. However, the Selected Alternative, over the long-term, will “attain the widest range of beneficial uses of the environment without degradation, risk to health or safety, or other undesirable and unintended consequences”. The Selected Alternative provides a mix of recreation opportunities and settings; while moving forest resource conditions to the desired future conditions identified in the plan. The emphasis of Selected Alternative is to maintain many of the existing recreation opportunities that exist today, while decreasing site-specific travel impacts to forest resources.

Alternative D would result in the greatest improvement to overall riparian conditions and fisheries habitat, but would not provide the desired motorized access for recreational users. Improvements to resource conditions are expected to occur under the Selected Alternative, but at a slower rate than Alternative D.

The goals of Section 101 of NEPA require consideration of, among other things, a “variety of individual choice” and “balance between populations and resource use.” Given those parameters, the Selected Alternative maintains forest resources while providing for a variety of recreational choices, both now and into the future.

Unavoidable Adverse Environmental Impacts

The Selected Alternative likely will produce adverse effects on some components of the environment that cannot be avoided or mitigated. Actions that benefit one component can have at least temporary adverse effects on another. The Selected Alternative includes management requirements and mitigation measures designed to avoid or reduce adverse environmental effects. Monitoring and evaluation was incorporated to measure how effective the management requirements and mitigation measures are in reducing adverse environmental impacts.

Implementation

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

Implementation includes the publishing of the official Weiser Ranger District Motor Vehicle Use Map (MVUM). The final rule places a responsibility on users to get motor vehicle use maps from Forest Service offices or websites and to remain on routes and in areas designated for motor vehicle use. Travel routes will be “closed” unless designated open” to motorized use as shown on the MVUM. These maps will be available at all district offices, and also on the Forest web page. They will be free of charge and meet Forest Service-wide MVUM standards. Although new travel restrictions were designed to be less complex and easier to define on the ground, any change will require a period of adjustment for Forest visitors. During the first field season after this decision, forest staff will emphasize travel plan education with forest users. It is reasonable to assume there will be increased potential for violations during the initial stages of implementation. During the first field season, forest staff will strive for travel plan education, however, forest travelers will be cited if they are causing resource damage.

Enforcement of new travel restrictions will require additional emphasis by the PNF, with assistance from other public agencies and the public. Implementation of the travel plan will take several seasons of concentrated education efforts with the public via on-the-ground discussions, posting of travel information at high use trailheads and campground, articles in the local newspapers, dispersing of travel maps, and continued signing of the designated system of roads and trails on the ground. Many of the trails lack adequate signing, and one of the keys to successful implementation and enforcement is a well signed system of roads and trails. Signing will indicate the allowed types of vehicle travel. The map produced for each ranger district will also display the vehicle class and time of year designation on the motorized trails and roads. A different map for winter motorized travel will be published under a separate decision at a later date.

Dispersed camping along open roads and motorized trails in the General Forest Area or within the Concentrated Use Areas will be closely monitored to identify the impacts of motor vehicle use. Those campsites that do not have an acceptable access route will be closed and restored as appropriate based on resource concerns. The District will prioritize the removal of dispersed campsites and installation of physical barriers to eliminate crossing live streams and where motor vehicle use will result in damage to vegetation, wet meadows, riparian areas or other sensitive resource concerns.

I want to emphasize implementation of this plan will require not only education of users but also enforcement of restrictions. I has been correctly pointed out that not all of our closures have been effective and that our maps and regulatory signing is in need of improvement. The Weiser Ranger District personnel are committed for the long-haul to implementing this plan. They are committed to prioritizing the available funding they have and to developing partnerships with state agencies, local governments, adjacent private

land owners and volunteers to ensure that signing and designation of routes open to various means of travel is in place. They will annually print new motorized vehicle use maps, continue the process of signing, maintaining and installing gates to implement seasonal closures and begin to organize volunteers to embark on a program of public information. They are also committed to work with local motorized trail clubs, environmental groups, and other interested organizations to form volunteer patrols to assist with signing and public awareness. They will focus on leveraging the appropriate dollars we receive on new partnership agreements to implement these types of activities.

Monitoring and Mitigation

My decision incorporated monitoring plans as described in the FEIS. Monitoring Plans are listed in the FEIS – Appendix E, pages E-1 through E-10. Monitoring is also discussed in the FEIS on pages 2-8.

In addition, my decision incorporates mitigation measures and project design features aimed at avoiding or reducing environmental impacts associated with implementation of travel management designations.

These project design features are listed in the FEIS on pages 2-6 and 2-7 and will be implemented before new road or trails are designated for motorized use as described in the FEIS.

Administrative Appeal

This decision is subject to appeal pursuant to Forest Service regulations at 36 CFR 215. Appeals must meet the content requirements of 36 CFR 215.14. Any notice of appeal must be fully consistent with 36 CFR 215.14 and include at a minimum:

- A statement that the document is a Notice of Appeal filed pursuant to 36 CFR Part 215.
- The name, address, and telephone number of the appellant.
- Identification of the decision to which the objection is being made.
- Identification of the document in which the decision is contained, by title and subject, date of the decision, and name and title of the Deciding Officer.
- Identification of the specific portion of the decision to which objection is made.
- The reasons for appeal, including issues of face, law, regulation, or policy and, if applicable, specifically how the decision violates law, regulation, or policy.
- Identification of the specific changes(s) in the decision that the appellant seeks.

Only individuals or organization that submitted comments or otherwise expressed interest in the project during the comment periods may appeal. Appeals must be postmarked or received by the Appeal Deciding Officer within 45 days of the publication of the legal notice of decision in the Idaho Statesman newspaper. This date is the exclusive means for calculating the time to file an appeal. Timeframe information from other sources should not be relied on. Incorporation of documents by reference in an appeal is not allowed.

Appeals must be sent to the Appeal Deciding Officer, Harv Forsgren, Regional Forester of the Intermountain Region. Appeals can be mailed, faxed, e-mailed or hand delivered to:

Regional Forester of the Intermountain Region
USDA-Forest Service
324 25th Street
Ogden, UT 84401
Fax: 801-625-5277
E-mail: appeals-intermtn-regional-office@fs.fed.us

Emailed appeals must be submitted in rich text (rtf), Word (doc) or portable document format (pdf) and must include the project name in the subject line. Hand deliveries can be made to the address above during the regular business hours of 8:00 a.m. to 4:30 p.m. Monday through Friday.

Contacts

More information on the FEIS and the ROD for the Weiser Travel Management Plan for Summer/Fall can be obtained by contacting one of the following people:

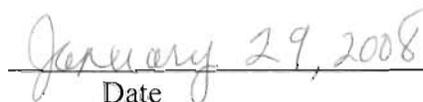
Jane Cropp
Travel Plan Revision Team Leader
800 W. Lakeside Ave.
McCall, ID 83638
Telephone: (208) 634-0757
E-mail: jcropp@fs.fed.us

Or

Public Affairs Officer
800 W. Lakeside Ave.
McCall, ID 83638
Telephone: (208) 634-0784

For the past four years, Payette National Forest personnel have worked with Tribal staff, cooperators, other agency personnel, and members of the public to complete the Draft and Final EIS for the Payette Travel Plan. With this Record of Decision for the Weiser Ranger District, the public can see the result of this work in the first phase of decisions that will continue over the next several months for the other districts on the Forest. I look forward to moving on with implementation of the Travel Plan in cooperation and collaboration with all who use and enjoy the Payette National Forest.


SUZANNE C. RAINVILLE
Forest Supervisor
Payette National Forest


Date

Appendix A – Errata Information for the PNF Travel Plan EIS Document and Maps

Errors Identified in Body of EIS Document and/or additional information:

1. Reference FEIS Page 3-57 – First sentence in “Miles of ATV trail” section. Sentence should state “Designated ATV trails increase by approximately 33 miles under Alternative E.” Sentence incorrectly states 18 miles.
2. The following is an addendum to the FEIS – Chapter 6 - Public Comments and Responses, #97, page 6-71, and is to correct inconsistencies regarding public water systems within MA3:

The City of Weiser drinking water system consists of two surface water intake structures, one in the Weiser River, and one in the Snake River, both southeast of town. The Weiser River intake system is ranked moderate in susceptibility to contamination, with the land use being predominately being represented by irrigated agriculture, commercial and industrial. To protect water systems from such potential pathways, the EPA required that the entire drainage be delineated upstream from the intake to the hydrologic boundary of the drainage basin (MA 3). Recognizing that an intake could have an extensive drainage basin the EPA recommends the basin be segmented in to smaller areas. The delineation process for the Weiser River extends from the intake upstream 25 miles or the 4-hour streamflow time-of-travel boundary (IDEQ 2000)

This extends the boundary onto the Payette National Forest north into the Middle Mann Creek and Upper Monroe Creek 6th level HUC subwatersheds. The subwatershed areas on the Payette NF for these two subwatersheds are only 319 acres and 629 acres, respectively. These acres are at the edge of the 25 mile delineation boundary. There are 0.3 miles of road within the Middle Mann Creek subwatershed and 4.1 miles of road on the acquired State section in the Upper Monroe Creek subwatershed.

Contaminants of concern are primarily related to volatile and synthetic organic contaminants, inorganic contaminants and microbial bacteria which may be related to the potential contaminant sources associated to the varied land use within the delineated source water area of the City of Weiser include businesses such as fuel stations, dairy, automotive, taxidermy, medical, contracting, storage, food processing, a cemetery, quarry/mines, waste water treatment, and water treatment discharge (IDEQ 2000).

In summary, out of the 47,818 acres delineated as the Weiser River intake surface water source, 948 acres are located on the Payette NF. None of the contaminants of concern or potential contaminate sources identified are located on Payette NF lands.

3. Reference Chapter 2, page 2-4: Under the heading at the top of the page, “Roads fall into one of two categories”, the verbage “Classified roads” will be changed to read

“Authorized roads”. Roads are either Authorized or unauthorized. The definition in the Final Rule did not change as to what an unauthorized road is, but the wording “unclassified” was removed, and the definition is now for “Unauthorized road or trail” only. (36CFR 212.1 definitions.)

4. Reference Chapter 3, page 3-24: Some information was contained in that paragraph that was not correct. The paragraph should read as follows: “All action alternatives would provide a consistent Forest-wide policy for cross-country travel in the non-snow months. In all alternatives, cross-country motor vehicle use would not be allowed. Limited motorized access for dispersed camping would continue to be allowed within 300 feet of designated roads and 100 feet of designed motorized trails, if that use would not result in resource impacts. This off-route exception would provide motorized access for dispersed camping. Non-motorized cross-country travel would be allowed to continue in all areas across the Forest.”

5. Reference FEIS page 3-11 (3rd paragraph under Issue 5). This paragraph states: “Although a ROS for both summer and winter is identified in the Forest Plan, the Travel Plan analysis can modify the ROS without an amendment to the Plan (Forest Plan 2003).” This statement should be modified to read “Potential changes to ROS, outside of a “setting inconsistency” could result in a Forest Plan amendment.”((PNF Forest Plan (pg III-62) Objectives REOB02, REOB03, REOB04, and Appendix F for ROS, Figure F-1)).

6. Add to the existing condition information in the FEIS, under MA 2, Chapter 3: “Trail #259 and Trail #287 are open to two-wheel motorized use on a seasonal basis, from July 1 – September 15. This is the existing condition of these two trails due to a previous decision. Trail #259 ties into seasonal road 50044. A 5.1 mile portion of road #50044 is open seasonally from July 1 through September 15. This 5.1 mile section of road #50044 will be designated open to seasonal motorized use.”

Appendix B – Summary of Public Comments and Agency Response

This document summarizes comments and associated responses to general input received regarding summer issues on the Travel Plan and Weiser Ranger District specific comments received on the Payette NF Travel Plan FEIS. Comments have been summarized. Comments listed in this document are ones that were not addressed in the DEIS, suggest a new alternative or action, or questioned the analysis. Comments received that “voted” for an alternative have not been listed.

Comments on Specific Proposals

Proposal ID 3-58

1. *This proposal is shown as an ATV trail in Alternative E, but can only be accessed from two-wheel or non-motorized trail segments. How do ATV's access this trail?*

Agency Response: This proposal is associated with trail #352 that accesses the overlook at Rush Peak and can be accessed from road 51155 – the Buck Park road. The OHV road was missing from the FEIS map, and that error has been corrected. It added 1.7 miles of OHV trail to the motorized designated open trail system.

Comments on Trails or Roads not Included as Proposals

2. *To close a trail to one user group, because of lack of use, seems like an oxymoron in terms of management. Does this mean only moderate use is acceptable? What happens if there is too much use, does that warrant a closure as well?*

Agency Response: Not designating some trails for two-wheel motorized use was not determined solely by amount of use the trail received. It was based primarily on resource issues and trail design features. Lack of use was however used to describe the affects to certain user groups if they were to loose their opportunities on a trail; to describe the scope of the effect to the specific user group in numbers of users potentially affected.

3. *Low volume use on non-motorized trails should go through an on-the-ground investigation to determine if they are suitable to convert to motorized trails.*

Agency Response: Non-motorized trails providing a quiet, low volume of use provide a desired experience for many non-motorized users, and the Forest did not want to propose across-the board conversion of these types of trails to potential two-wheel motorized use. The Forest did propose some trail designations that differed from current condition, and in those cases did do an analysis to determine the affect of the change in designation (trail conversion from either non-motorized use to motorized use, or motorized use to non-motorized use). Low volume use on non-motorized trails was not used as an indicator to trigger a conversion to motorized use. Future on the ground investigations of individual trails are likely to occur as part of future specific trail projects.

4. *I request the Forest Service do a scientific study to convert all two-wheel motorized trails to ATV trails.*

Agency Response: This large-scale conversion of two-wheel motorized trails to ATV use was not a part of the project purpose and need and is outside the scope of this project. Conversion of all two-wheel trails to ATV trails would not maintain two-wheel motorized opportunities including a single track trail experience identified as an important opportunity to two-wheel motorized user groups. Two-wheel motorized trails offer a unique experience to those riders. To convert single track trails designed for two-wheel motorized to larger, wider ATV width would take a large-scale on the ground site specific study, and also, large amounts of trail reconstruction. Major site-specific analyses of over 500 miles of trails would be required for the whole scale conversion to ATV trails. Several individual two-wheel motorized trails were analyzed for conversion to ATV trails, and are shown as ATV trails in Alternative E.

General Comments on FEIS

All terrain Vehicles (ATV's)

5. *There has been no greater degeneration of public lands in the last 15 years than the out of control growth of motorized recreation abuse, especially ATVs. This document does not seriously address this problem on a per trail basis, instead it only insures that the destruction continues and becomes more widespread.*

Agency Response: With the selection of the Selected Alternative the Forest will implement the elimination of motorized cross-country travel Forest-wide, which will improve the condition of those areas currently open to motorized cross-country travel. The elimination of motorized cross-country travel by ATV's and other motorized vehicles is a major improvement over the current condition (Alternative A). The Forest team did look at the existing trail network, and put forward in different alternatives, changes to current motorized trail designations where resource problems were severe and irreparable with future maintenance, or where opportunities existed to reduce use conflicts.

6. *In my time in the wilderness I have met very few responsible ATV travelers. This holds less true for the bikers. There are no regulations, no fines, no teaching of respect for the lands. This is very troublesome.*

Agency Response: The Payette National Forest backcountry offers both motorized and non-motorized trails to give the public a choice on their recreation trail experience. The true "Wilderness" trails are restricted to non-motorized and non-mechanized travel. The national "Tread Lightly" campaign has been successful nation-wide in getting the message out to motorized users to pursue proper trail etiquette, with the least impacts to the land. The Forest will continue to work with the motorized community and the non-motorized

community to teach respect for the land through education via signing and on-the –ground ranger patrols.

7. *ATV's are loud, noisy, and pollute the environment - - to say nothing of frightening the wildlife. They also can negatively impact habitat for fish and wildlife. Please leave the roads designated as non-motorized as they are so that those of us who want to enjoy nature - naturally (i.e., hiking, backpacking, horseback riding, even mountain bikes) - - can do so.*

Agency Response: The Forest has tried to provide recreational opportunities for multiple uses, both motorized and non-motorized. To ensure a non-motorized opportunity, Alternative E modified designates 68 miles of non-motorized trails on the Weiser Ranger District.

8. *This plan would reduce opportunities and lessen the quality of experiences for hikers, mountain bikers, and horseback riders since ATVs and extremely loud and their use would affect habitat for fish and wildlife.*

Agency Response: This plan actually increases opportunities for non-motorized users by eliminating previous (authorized in the old – C, D and E areas) motorized cross-country travel off trail areas, and restricts users of motorized vehicles to remain on the designated motorized route system.

9. *Within the FEIS, ATV use is not given necessary consideration especially given the increased demand for this type of use. Two-wheel and non-motorized trail miles out number ATV trails by a ratio 5-1.*

Agency Response: The Selected Alternative provides 21.5 miles of ATV trail, an increase of 5.7 miles from existing condition on the Weiser Ranger District. There are also many miles of back country gravel roads open to ATV use if the licensed driver wants to ride on the road system where they may encounter passenger car vehicles. The Forest feels this is a very pro-active measure to provide for ATV riding opportunities. More opportunities can be explored in the future as funding becomes available, taking into account resource conditions on the ground and ability to adequately fund trail maintenance.

10. *To deny use of a closed or unauthorized road for an ATV route until the road is narrowed and reclaimed, and meets design features, seems to be an unreasonable overkill, because funding to accomplish it may be delayed for a long time.*

Agency Response: Many existing system roads and trails were able to be designated “as is”, but new roads or trails (which include any unauthorized routes or previously closed roads) need to meet design standards prior to designations. These design features were put in place to assure the Forest would not be condoning use on trails with unacceptable resource impacts. Since the Forest did not design many of these routes to address resource issues, safety issues, or hazard to stock because of trail clearance, they will not be formally designated as open to motorized use until design features can be met. With the help of the many volunteers and partners that offered their trails maintenance services and trail

construction funding, the district should be able to designate many of the routes in the near future. If the partnerships and volunteer support is not there, it will take longer using only allocated funds.

11. The time period the agency forecasts for actually implementing allowed use on the newly designated (previously unauthorized) routes needs to be clarified.

Agency Response: See the response to number 11 above. Some of the unauthorized routes converted to roads or trails already meet design feature requirements, and will be designated with the first MVUM. Other routes needing more work will not be designated (so use will not be allowed once the MVUM is published) until design features are met, which in some cases could take many years, as described in the FEIS under Chapter 3, the Recreation section titled “Cost Management” for each alternative. In the FEIS, Chapter 2, Alternatives, each table in the individual MA descriptions includes an * below the table, which denotes trails in the table that will need to have design features met prior to designation. See FEIS table 2-5 on page 2-19 for an example.

12. The current travel plan addresses ATV's but it is unclear whether utility vehicles are included in this designation.

Agency Response: Utility vehicles are not allowed on the ATV trail system, because the trails were not designed to accommodate their wider frames, but UTVs may use the OHV trails (7.4 miles included for designation in Alternative E) and as State of Idaho law allows, they can use the public road system. The MVUM will display the roads and/or trails the UTVs can use.

Cooperating Agencies/Cooperators

13. The cooperating agencies working with the Forest Service were not in agreement with Alternative E as presented in the FEIS and cooperators were not allowed to attend the final meeting comments of the IDT or make substantive comments before the DEIS was released.

Agency Response: Cooperating agencies have been involved with the Travel Plan throughout the planning process and were afforded the opportunity to assist with the development of alternatives prior to release of the DEIS. Cooperators were also provided a 2 week review of the FEIS before it was released to the public. Comments received from cooperators were considered and incorporated into the FEIS as appropriate. No alternative received complete consensus from each team member, they were developed to display a wide range of opportunities and better display a range of opportunities to the decision maker and public. The range of alternatives is meant to display responsiveness to various concerns from the public, and team members including cooperators.

Cross-country motorized travel

14. As the FEIS is currently written, the public is not being informed about the loss of access associated with closing all non-system roads.

Agency Response: The FEIS mentions in several key places within the document that unauthorized roads not identified to remain open with one of the alternatives would be closed. See pages S-10 (roads definition), page 1-4 Proposed Action, and most definitively on page 1-11, Access Opportunities where it states: “Allowance of indiscriminant access to unauthorized (also known as user-created, unclassified, or non-system) roads, trails, and/or areas would not meet the purpose and need for the project or Forest Plan and national direction. In many cases, these routes were developed without agency authorization, environmental analysis, or public involvement, hence they do not have the same status as NFS roads and trails included in the PNF Travel Management Plan. Through the public involvement process, the Forest Service was made aware of specific unauthorized routes that members of the public proposed be added to the Travel Plan system. All of these proposals were reviewed and several of the routes were placed into Alternative C, and the selected Alternative E - modified.”

15. The Off Road Vehicle Rule is just now providing directives for Forest Service personnel to use. It is premature to reach a decision on the travel plan at this time for ORV usage.

Agency Response: The agency’s mission to protect resources is sufficient justification to implement the Rule now. The Chief of the Forest Service gave everyone, including congress and the public, a promise that we would implement the Rule within 4 years and the need for improved travel management on National Forests is too great to wait. While the directives will provide more detailed guidance on the Rule, the Rule itself is clear about travel management requirements for Forests to consider during travel management planning.

Cumulative Effects

16. You must address the cumulative effects of the damages the counties have suffered from the Federal Governments failure under the 25% Act of 1908 and PILT.

Agency Response: This request is outside the scope of this project analysis.

17. The effects of previous road and trail closures must be incorporated into the analysis and a connection between the facts on the ground and in the travel plan should be clearly visible.

Agency Response: The project incorporated the existing system of roads and trails into Alternative A analysis. The existing system of open system roads and trails was used as the baseline. The cumulative effects section (page 3-63 through 3-66) for recreation discussed certain past and foreseeable future actions that could affect the recreation resource.

18. The Payette must consider cumulative effects associated with the travel management plan.

Agency Response: The FEIS includes consideration and disclosure of cumulative effects as required by federal laws and regulations. Cumulative impact is defined by CEQ regulation as the impact on the environment, which results from the incremental impact of the action, when added to other past, present and reasonable foreseeable future actions (40 CFR 1508.7). Additional guidance on analyzing cumulative effects was provided by CEQ in a memorandum. “Based on scoping, agencies have the discretion to determine whether, and to what extent, information about the specific nature, design, or present effects of a past action is useful for the agency’s analysis of the effects of a proposal for agency action and its reasonable alternatives. Agencies are not required to list or analyze the effects of individual past actions unless such information is necessary to describe the cumulative effects of all past actions combined” (CEQ Memorandum, June 24, 2005). Unmanaged recreation, specifically motorized or OHV use, is identified as one of the main threats to public lands and is a primary issue analyzed throughout the Payette National Forest Travel Management Plan.

Designation of Roads

19. *The designation of roads as closed unless identified as open should be reversed where a road is considered open unless marked as closed on the ground.*

Agency Response: The new national policy for managing OHV use on National Forest System lands established the same signing and mapping policy for all Forests across the nation, in an effort to provide consistency and reduce confusion. Once all Forests have completed their travel planning process, mapping for roads and trails will follow the national policy to display only open motorized routes. The Forest does not have the ability to change this designation process, it is outside the scope of our decision making ability.

Differences between the DEIS and FEIS

20. *What is being purported as the FEIS is not even close to the reviewed DEIS.*

Agency Response: The Forest developed Alternative E, the preferred alternative for the FEIS using the hundreds of comments received on the DEIS. The other four alternatives are very similar to what was presented in the DEIS and any changes between draft and final EIS were highlighted on page 2-1, 2-2, and 3-4, of the FEIS.

Dispersed Camping and Game Retrieval

21. *The same limits to off road travel should apply for game retrieval as for dispersed camping. The PNF Travel Plan should be consistent with the National Directive. The Forest Service should allow hunters motorized access to retrieve game as outlined in the National Travel Planning directive. Special accommodations may need to be made for handicapped hunters, and comments were made during scoping to include game retrieval areas during hunting season after 2 p.m. in IDFG units 22 and 23. Those requests were not placed into an alternative.*

Agency Response: The National Directive states that game retrieval will be decided at the local level, not by National Direction. The Selected Alternative prohibits game retrieval using motorized vehicles off designated routes. Idaho State Fish and Game Department

has stated they do not support motorized access for game retrieval. Reasonable restrictions on motor vehicle use, applied consistently to everyone, are not discriminatory.

22. *Having narrowed the allowed use in designated motorized corridors along designated motorized routes to only allow dispersed camping appears to be an arbitrary and capricious and pre-decisional decision.*

Agency Response: Under 36CFR (212.51 (b)) *Motor vehicle use for dispersed camping or big game retrieval*. States: “In designating routes, the responsible official may include in the designation the limited use of motor vehicles within a specified distance of certain designated routes, and if appropriate within specified time periods, solely for the purposes of dispersed camping or retrieval of a downed big game animal by an individual who has legally taken that animal”. In my Selected Alternative I allow limited use of motor vehicles within 300 feet of designated roads and 100 feet of designated motorized trails. This carries over the prior/past Payette National Forest Travel Plan which allowed for motorized off-road travel within 300 feet of a designated road or 100 feet of a designated trail to access undeveloped campsites. Based on information contained in by FEIS regarding potential damage to resources, and to try and be consistent with other Forest’s in Region 4, I am prohibiting retrieval of a downed big game animal using a motorized vehicle.

23. *Developed campgrounds often discourage horses in campgrounds due to conflicts with other campers. Therefore a horse camper will look for a dispersed camp site to comply and avoid a conflict.*

Agency Response: Several of the Payette’s campgrounds allow for horses, including Kennally, Secesh Horse Camp, Chinook, Hard Creek Dispersed campground, Cabin Flats dispersed campground, Hitt Mountain dispersed campground, Ponderosa Horse Camp, and Poverty Flats CG (horse hitching rails). Also, there are numerous dispersed camping areas within the 300 foot corridor which allow for overnight camping (including camping with livestock) throughout the majority of the Forest.

Economics, Visitor Use, and Enforcement

24. *The Forest Service did not analyze the economic contribution that active non-motorized has on the economy of the area.*

Agency Response: The Forest has provided for both motorized and non-motorized use opportunities throughout the Forest in both summer and winter months. The purpose of this travel plan was to designate a system of roads and trails open to use. Economic impacts of travel management including non-motorized uses are discussed in the FEIS on pages 1-15 to 1-16.

25. *To base a decision on educating the public through public meetings and brochures, knowing that industry wide standards prove that this means of marketing is not effective is irresponsible.*

Agency Response: The Forest plans to use many methods to inform the public on the new travel regulations including maps, internet information, newspaper articles, and signs, along with on-the-ground Forest Service Law Enforcement. It will take several years of intense work to familiarize the public with the new travel regulations for both winter and summer. See the “implementation” direction in the ROD.

26. *No real proactive mechanism for volunteer support has been identified to mitigate issues and proposed problems.*

Agency Response: Volunteers were identified in the FEIS as one means of implementing some of the work identified in this travel plan. During the travel planning process numerous individuals and groups have come forward to volunteer for trail maintenance projects. The Forest realizes that use of volunteers will take a great deal of coordination and work. As stated in the “Cost to Program Management” sections for each alternative, the Forest does not propose volunteers as a solution to the lack of trail maintenance. The implementation portion of the ROD states some techniques the Forest will use, including volunteer support, to accomplish future trail maintenance goals.

27. *There have been no visitor studies conducted in the preparation of this Travel Plan. The Forest Service must conduct visitor studies before implementing the Travel Plan.*

Agency Response: There is no requirement in the Travel Management Final Rule that Visitor Use studies be completed or conducted prior to designating a system of motorize roads, trails and areas. Even so, information gathered in the 2002 National Visitor Use Monitoring surveys was used and cited in the document. This survey documented user satisfaction, economic data, and visitor use figures on the Payette National Forest.

28. *Handicap accessible areas need to be identified on maps.*

Agency Response: The map protocol developed nationally for Motor Vehicle Use Maps (MVUM) does not indicate areas for the disabled. This is outside the scope of this project. Many existing brochures available at all of the districts on the Payette National Forest display handicap accessible features at our developed campgrounds.

Firewood Gathering

29. *The reduction in open roads will impact local lower income resident’s ability to gather firewood and place added impacts on remaining open roads*

Agency Response: The Payette agrees that access for firewood cutting is an important issue. However, this issue is outside the scope of route designation for travel management planning because it is handled by the Forest in a separate permitting process as disclosed in the DEIS and FEIS (see Chapter 1 Section 1.10.2 Non-Significant Issues for a discussion of access for firewood cutting). Please refer to the ROD section “Response to Primary Comments – Firewood Gathering” for a complete description of my decision.

Maps

30. *There has not been consistency in the maps between scoping, the DEIS and the FEIS*

Agency Response: Through each step of the Travel Planning process, scoping, DEIS and FEIS the Forest made a concerted effort to improve the map packages using comments received from the public at each juncture. Every effort was made to provide quality, understandable maps so the public could identify individual site specific proposals. The maps provided in the documents, on the internet web page, on CD upon request, and at each individual office in hard copy format, were of sufficient quality to distinguish and understand each proposal as described in the document. Maps included with the final ROD follow closely the national template for the upcoming Motor Vehicle Use Map that will follow in the implementation stage. The only exception is that the ROD map also includes the non-motorized trail system, where the MVUM will not.

31. *There are still some errors on the Alternative A, existing condition maps, missing roads, trails in the wrong location.*

Agency Response: The GIS team worked with the best available information when assembling the maps for this project. Since this project has been going on for over four years, many conditions change, and it has been difficult to track and map all changes. Several errors or omissions have been identified through the public review and an errata sheet has been compiled including identified corrections to maps. The MVUM to be published after the ROD is signed will show the best information available at that time as far as motorized roads and trails that will be open for motorized use. The maps will have the ability to be updated on a regular basis, and every attempt will be made to capture information during those updates.

Mixed Use Traffic Study

32. *The USFS must complete a mixed use traffic study.*

Agency Response: The Forest is required to do a mixed use study for our road system only when a road is designated for dual use as a trail by other types of motorized vehicles, such as UTVs, ATVs, two-wheel motorized cycles. The Forest chose not to dual designate any roads as trails within our jurisdiction, and instead is deferring to Idaho State Law which allows for licensed drivers, with up to date registrations for their vehicles, to travel on graveled Forest System roads.

Motorized Road and Trail Access

33. *Evaluate the impact of fewer access routes to the higher level of use on the remaining routes.*

Agency Response: The impact of fewer access routes to the higher level of use on the remaining routes was analyzed in Chapter 3, pages 3-23 through 3-62. Monitoring will continue after the signing of the ROD to assess any change in level of use, and associated need for alterations to the travel plan.

34. *The FEIS does not offer adequate justification as to why the Forest Service feels it needs to offer expert riding trails on the PNF.*

Agency Response: The Payette National Forest is known for the diversity of motorized and non-motorized trail opportunities provided to the public. When feasible, the Forest tries to offer a diversity of trail experiences from expert beginner terrain, similar to what a ski area does by providing skiers a range of skiing experience from expert black diamond slopes to easy, green circle slopes. This range of opportunities offers individuals a chance to experience the particular recreation opportunity they are searching for on the Forest.

35. *The analysis fails to include or discuss the “best available science” on recreation and its impacts. The analysis of vehicle use should be compared and contrasted to baseline data.*

Agency Response: The Forest incorporated the best available science related to recreation and its impacts in the discussion of the affected environment and potential environmental consequences on recreation for all five alternatives on pages 3-1 through 3-66. Summary tables on FEIS pages S-22 to S-26 and pages 2-57 to 2-59 provide a comparison of different types of vehicle use between the current condition (i.e. the baseline) and the various alternatives.

36. *There is no alternative that considers looking at increasing the number of road and trail miles open to the public although public use is increasing both in the summer and winter.*

Agency Response: There are alternatives that increase various road and trail miles for different uses. For example, ATV trail and OHV miles increase on the Forest in Alternatives B, C, and E. Additionally, non-motorized trail miles increase in Alternatives B, D and E. The decision maker is charged with designating a system of roads and trails that can be managed using existing resources and proposing large increases in any use would be irresponsible if the trails cannot be maintained or use effectively enforced.

37. *No additional motorized vehicle access or roads should be permitted within the Payette National Forest.*

Agency Response: Overall the travel plan strives to balance different uses while protecting natural and cultural resource values. In addressing the demand for all uses on the Payette, providing opportunities for both motorized and non-motorized recreation is necessary and the travel plan does include additional opportunities for both uses in Alternative E.

38. *You have not adequately defined OHVs. There is a new class of OHV that is larger than an ATV and seats two passengers.*

Agency Response: The MVUM will not display trails by “OHV”, “UTV” or “ATV”, but restricts designations to:

1. Roads Open to Highway Legal Vehicles Only
2. Roads Open to All Vehicles
3. Trails Open to Vehicles 50” of Less in Width (This is where ATV trails fit in)
4. Trails Open to All Vehicles (This is where OHV and UTVs fit in)
5. Trails open to motorcycles only.

Non-motorized trails will not appear on the MVUM, but are displayed on the ROD map included with this decision. Designation on the MVUM will be made by class of vehicle and, where appropriate, by time of year (Seasonal roads and trails).

39. Existing access roads should be left alone to facilitate dispersed recreation. Leave more miles open than you close.

Agency Response: Continued allowance of indiscriminant access to unauthorized roads, trails, and/or areas would not meet the purpose and need for the project or Forest Plan and national direction (Federal Register 2005: 70FR68264) for travel management.

Public Impacts/Local versus National

40. The proposed travel plan has stronger effects on the local public than public from outside the area.

Agency Response: The forest understands that the impacts on the public will be different. The agency must consider input from and effects on all the public when making decisions.

Public Involvement

41. The travel plan lacks collaboration with users

Agency Response: The ID team has worked over a four year period engaging the public through public meetings, newspaper articles, letters and formal comment periods. The Forest also involved cooperating agencies including Idaho Department of Parks & Recreation, Idaho State Fish & Game, and county commissioners or their appointed representatives from Valley, Washington, and Adams Counties. Idaho County declined to take part in the cooperating agency status for the project, but remained engaged through the comment periods. The Forest ID team also worked with the Winter Recreation Coalitions, which contains members from both the back country ski and snowmobile community. The ID team developed the original DEIS alternatives and Alternative E in the FEIS based on communication and collaboration with the public, and other state and federal agencies. Public involvement and collaboration has been on-going throughout the past several years of travel management planning.

Roadless Rule/Roadless Petition

42. There is nothing in the roadless petition that stops or requires the Forest Service to do anything. The Forest Service has total discretion as far as management.

Agency Response: See response to #253 in the DEIS. The Forest did not use the roadless petition to eliminate or develop any alternative in the Travel Plan document. The Forest used its recently completed Forest Plan and management prescriptions within the plan to guide current and future motorized and non-motorized road and trail management within the many IRAs across the forest.

R.S. 2477 (also see specific proposals for RS 2477 comments)

43. The FEIS fails to disclose a historic road analysis and ignores information and authority of cooperating agencies on road jurisdictions and R.S. 2477 designations.

Agency Response: If or when any future RS 2477 assertions are validated in court, the Forest will update the Weiser Ranger District MVUM to reflect these assertions.

Unauthorized Roads

44. Unauthorized roads are being closed without specific analysis of the need for closure, the Payette National Forest should complete an on the ground inventory of all routes in the open areas prior to closing them.

Agency Response: During the scoping period for travel management the Forest asked the public to help the Agency identify unauthorized routes receiving enough use to make their addition to the National Forest travel system worth evaluation. Both roads and trails were brought forward into analysis.

The Travel Management Final Rule implements Executive Order 11644 “Use of Off-Road Vehicles on the Public Lands” as amended by E.O. 11989. These Executive orders direct Federal agencies to ensure that the use of off-road vehicles on public lands will be controlled and directed so as to protect the resources of those lands, to promote the safety of all users of those lands, and to minimize conflicts among the various uses of those lands. The growing popularity and capabilities of OHVs demand new regulations. The magnitude and intensity of motor vehicle use has increased to the point the unrestricted cross-country travel cannot continue, because soil erosion, water quality, and wildlife habitat are affected.

User created routes were developed without agency authorization, environmental analysis, or public involvement and do not have the same status as NFS roads and trails included in the forest transportation system. Some user routes are well-sited and provide excellent opportunities, while others are poorly located and cause unacceptable environmental impacts. The Department disagrees that a complete inventory of user-created routes is required in order to complete the designation process. Such an inventory may never be fully complete as new routes will continue to be created during the inventory process. A complete inventory would be very time consuming and expensive, delaying completion of route designation. The Payette National Forest was committed to working with the public to accept and analyze specific user routes brought forward during scoping and the DEIS for designation into the system. Several of these routes made it into the Selected Alternative for the Weiser Ranger District.

45. *Not even the Clinton-era roadless regulations closed all IRAs to motorize use or treated them all as potential wilderness, yet “effects to future wilderness potential and wilderness attributes in IRAs” were analyzed as indicators. You have moved to treat every IRA as if it was designed wilderness. It is highly questionable that the indicators noted above are appropriate for recommended wilderness areas, they are absolutely inappropriate for inventoried roadless areas.*

Agency Response: No alternatives propose to close IRAs to existing motorized use in either the summer or the winter. IRA’s were not treated as if they were designed wilderness, not even the recommended wilderness IRAs, which currently contain motorized trails, and over-snow motorized use areas. We did however, address potential effects to wilderness character and wilderness potential associated with changes in travel management, because the Payette National Forest is committed to protecting and managing roadless areas as an important component of the National Forest System. Each IRA falls under a “management prescription” in the Payette National Forest Plan. These management prescriptions outline how these areas are to be managed. Some IRAs encompass several management prescriptions. Some prescriptions are more restrictive to change than others. While only two IRAs on the Forest are recommended for potential future wilderness, all IRAs have components of wilderness character and potential. That is why those elements were analyzed in the FEIS. Even the IRAs not recommended for potential future wilderness have guidelines in place to protect their dispersed, and in some cases more primitive recreation opportunities.

Wildlife Habitat Connectivity – Summer

46. *The Forest Service should consider that there is no documentation or data to support closure of any motorized routes in the project area to improve wildlife connectivity.*

Agency Response: Wildlife connectivity is discussed in Chapter 3. Forest management requirements for wildlife are listed in Table 2-27. Connectivity is improved when habitat is not fragmented by roads and trails. Fragmentation can lead to isolation of populations, reduced population size, and an increased risk of extinction (page 3-195). Both Alternative D and Alternative E provide winter closures to protect wildlife habitat (Chapter 2, Table 2-42). These closure acres improve wildlife connectivity by preventing habitat fragmentation. ESA direction requires protection for lynx and wolverine and their habitats. Forest Plan management direction states “manage recreational activities to maintain lynx habitat and connectivity” (TEOB30) (FEIS, Chapter 2, Table 2-27). Forest Plan direction (TEOB14) also states “identify and prioritize opportunities for restoration of habitat linkage zones to promote genetic integrity and species distribution” (Forest Plan, page III-9) and “provide well-distributed habitat and connective corridors important to sustaining wildlife species” (WIGO06) (Forest Plan, page III-5).

Wildlife Monitoring

47. *The Forest Service should consider collecting sufficient data about existing conditions in relation to wildlife, then, if a motorized closure is enacted, the Forest Service should collect data demonstrating effects of the closure, including significant measurable improvements.*

Agency Response: The Forest is committed to implementation and effectiveness monitoring for wildlife. Project design features in Chapter 2 are designed to evaluate the effectiveness of the route and area designation made with the travel management plan decision. Monitoring and evaluation plans for wildlife are located in Appendix E.

Scientific evidence

48. The Forest Service should consider that this EIS seriously lacks proper scientific foundation and evidence necessary to make critical sound wildlife management decisions, and,

The Forest Service should consider that supportive data for this EIS, on which wildlife management decisions were made, is lacking. Research studies conducted in other areas of the country are quoted. There is very little PNF collected data quoted, and,

The Forest Service should consider that wildlife statements have been made regarding Alternative E without a scientific basis.

Agency Response: The literature on the effects of motorized travel on wildlife is extensive as documented in the EIS and project files. The Travel Plan analysis has been conducted over a period of 4 years. During this time, additional scientific literature has become available. The wildlife biologists on the IDT attempted to ensure they used the latest and best scientific information. This information was determined to be sufficient to support travel management decisions. Travel plans are designed to be dynamic. If new information becomes available that would support site-specific changes, this information would be considered in future analyses.

49. The Forest Service should consider that the PNF has failed to adequately recognize that wildlife are affected far more by nature than by motorized visitors, and has failed to evaluate impacts with a relative sense of magnitude.

Agency Response: Forest Service management requirements arise from Forest Plan direction designed for protection of Forest resources (Forest Plan 2003). The Forest can attempt to manage “nature”, but the scope of this analysis was to address the effects of human travel, primarily motorized travel. Hence the evaluation of impacts was appropriate for the project purpose and need.

Summer Recreation Effects to Wildlife

50. The Forest Service should consider leaving roads designated as non-motorized because ATVs and motorcycles affect wildlife habitat.

Agency Response: The effects to wildlife habitat from ATVs and motorcycles are discussed in Chapter 3. Closure of additional roads and trails was analyzed as part of Alternative D in the DEIS and FEIS. Alternative D provides the greatest protection to wildlife from the effects of ATVs and motorcycles.

51. The Forest Service should consider that disturbance to wildlife and wildlife corridors by OHV use has been overstated. Wildlife populations have increased at the same time that OHV use is increasing.

Agency Response: Some wildlife populations may have increased at the same time as OHV use has increased, but populations of many other species (such as federally listed and sensitive species) have declined. Many studies have documented the effects of OHV use on wildlife (FEIS, chapter 3, pages 3-194 through 3-244.) Forest Plan direction requires that we design management actions to avoid or minimize adverse effects to wildlife including the effects of disturbance to listed species and their habitats (FEIS, Chapter 2, Table 2-27; Forest Plan, page III-10) and to other species (Forest Plan, pages III-26 through III-28.)

52. The Forest Service should consider that hikers disturb elk more than motor vehicles and that “disturbance of wildlife” should not be used as a reason to justify motorized recreation and access closures.

Agency Response: Although elk may be disturbed by both motorized and non-motorized recreationists, the impacts of motorized use extend over a larger area due to the greater noise and numbers of people associated with motorized travel (FEIS, Wildlife Analysis, chapter 3; project file). Rocky Mountain elk are a species of special concern on the Payette National Forest and are managed to achieve particular population goals. Long-term productivity of elk is partly based on the quality of summer and transitional ranges. Management of summer range includes consideration of disturbances that might discourage elk use of an area. As documented in the wildlife analysis, motorized use affects elk and other wildlife species by decreasing habitat effectiveness through disturbance, displacement, habitat loss, and human-caused mortality.

Roads and motorized recreation can disturb elk by discouraging use of an area, by lowering reproductive success, and by causing loss and fragmentation of habitat (page 3-191), Wisdom et. al. (2004) indicates that off-road recreation, including motorized and non-motorized, increases movement rates and flight responses for elk. Effects are more pronounced in response to OHV and mountain bike riding verses horseback and hiking activities.

53. The Forest Service should consider that there are no compelling reasons to justify road closures as a sought-after or necessary wildlife management criterion. Reasonable alternatives to the same outcomes sought by road closures include permit hunting and seasonal travel restrictions.

Agency Response: These concerns are addressed in the wildlife analysis (FEIS, chapter 3). An important aspect of elk management is limiting elk vulnerability during hunting season. This susceptibility is a function of access to elk and the quality of cover for elk. Roads provide access for hunters and poachers, leading to increased elk mortality. On the PNF, seasonal and year-round travel restrictions have been implemented in locations where elk lack secure habitat due to road densities and/or lack of cover. Requirements for special

permits to minimize the effects of hunting are outside the control of the Forest Service and administered by the Idaho Department of Fish and Game.

Big Game Retrieval

54. The Forest should consider allowing hunters to retrieve big game with ATVs because horses used for hunting may be injured by wolves or while retrieving game.

Agency Response: Game retrieval is addressed above (comments 22, 23, 24). The relative benefits (i.e., safety considerations) of game retrieval via horses, foot, or other means are outside the scope of this analysis.

55. The Forest Service should consider making special recommendations for handicapped hunters.

Agency Response: Access for people with disabilities is addressed in Chapter 1, page 12

Cooperation with IDFG and Counties

56. The Forest Service should consider incorporating previous commitments made to the Idaho Fish and Game into Travel Plan.

Agency Response: The Forest Service worked with the Idaho Department of Fish and Game (IDF&G) to identify and address previous and current wildlife management commitments. The FEIS (page 3-191) discusses FS direction for elk management; “While the IDFG has the primary role in this management, the PNF strives to compliment these objectives through management of open road densities and other activities that may impact elk populations.” The section: Changes between Draft and Final EIS (FEIS, page 3-175 to 3-177), provides a summary of some of the final changes made due to coordination with IDF&G. Many of the comments provided by IDF&G were supportive of the FS proposed management. For example, IDF&G stated they “applaud the RF’s direction to not allow an exception for motorized travel off of designated routes for game retrieval.”

57. The Forest Service should consider working with IDFG to enact a law mandating a hunting/fishing license revocation for access management violations pertaining to hunting and fishing.

Agency Response: Enactment of IDFG laws is outside the scope of this analysis, as well as outside the role of the PNF.

Summer Wildlife Closures by Management Areas

Management Area 2 – Snake River

58. The Forest Service should consider that there is no rationale for two-wheeled motorized closure with respect to elk disturbance/security on Trail 252 (proposal 2-7) on Cuddy Mountain. (Management Area 2)

Agency Response: Only the portion of trail 252 from the junction at trail 251 to the northeast road junction (6 miles of the 11.1 mile trail) is closed to motorized use. There are a number of reasons to close this portion of Trail 252 (Grouse Creek/Grizzly Creek Trail) to two-wheeled motorized use. The Forest does not have an easement on the private property section of this trail. Under Alternative A, motorcycles are allowed from July 1 – September 15 (this includes all trails in Dukes Creek, Camp Creek, and Grade Creek). As disclosed in the analysis (FEIS, chapter 3), closures benefit elk because motorized recreation can disturb elk by discouraging use of an area, by lowering reproductive success, and by causing loss and fragmentation of habitat. IDF&G has continued to express concern about elk security in this area of the PNF.

Appendix C – Weiser Ranger District Designated Routes Alternative E - modified (Selected Alternative)

Table C-1: Designated Trail Status on Weiser RD

| District | ID | ALT_E-modified | Miles |
|----------|------|----------------|-------|
| Weiser | 234 | motorized | 0.06 |
| Weiser | 235 | motorized | 0.07 |
| Weiser | 236 | motorized-atv | 2.37 |
| Weiser | 242 | close | 0.67 |
| Weiser | 242 | motorized-atv | 4.05 |
| Weiser | 245 | motorized | 9.08 |
| Weiser | 246 | non-motorized | 2.29 |
| Weiser | 250 | motorized | 2.55 |
| Weiser | 251 | motorized | 2.75 |
| Weiser | 252 | motorized | 0.97 |
| Weiser | 252 | non-motorized | 7.57 |
| Weiser | 253 | motorized | 5.24 |
| Weiser | 254 | motorized | 1.87 |
| Weiser | 255 | motorized | 0.80 |
| Weiser | 255 | non-motorized | 0.95 |
| Weiser | 256 | motorized | 2.71 |
| Weiser | 256 | non-motorized | 3.41 |
| Weiser | 257 | non-motorized | 7.93 |
| Weiser | 258 | motorized | 3.47 |
| Weiser | 259 | motorized | 3.42 |
| Weiser | 260 | motorized | 0.83 |
| Weiser | 261 | non-motorized | 1.46 |
| Weiser | 262 | non-motorized | 8.63 |
| Weiser | 263 | motorized | 7.93 |
| Weiser | 264 | motorized | 1.25 |
| Weiser | 264 | non-motorized | 1.48 |
| Weiser | 265 | non-motorized | 2.96 |
| Weiser | 266 | non-motorized | 3.70 |
| Weiser | 267 | motorized | 9.13 |
| Weiser | 268 | close | 0.05 |
| Weiser | 268 | motorized | 5.53 |
| Weiser | 268 | non-motorized | 0.42 |
| Weiser | 268a | close | 0.16 |
| Weiser | 269 | non-motorized | 3.12 |
| Weiser | 270 | non-motorized | 2.65 |
| Weiser | 271 | non-motorized | 2.59 |
| Weiser | 272 | non-motorized | 3.84 |
| Weiser | 273 | non-motorized | 2.89 |
| Weiser | 274 | non-motorized | 0.59 |
| Weiser | 275 | motorized-atv | 5.29 |

| District | ID | ALT_E-modified | Miles |
|----------|------|-----------------|-------|
| Weiser | 276 | motorized-atv | 2.85 |
| Weiser | 278 | motorized-atv | 1.28 |
| Weiser | 280 | non-motorized | 5.47 |
| Weiser | 281 | non-motorized | 2.56 |
| Weiser | 282 | motorized | 3.29 |
| Weiser | 283 | close | 2.55 |
| Weiser | 283 | non-motorized | 1.26 |
| Weiser | 285 | motorized-full | 2.75 |
| Weiser | 287 | motorized | 2.59 |
| Weiser | 288 | close | 1.70 |
| Weiser | 288 | non-motorized | 0.84 |
| Weiser | 335 | motorized | 3.08 |
| Weiser | 352 | motorized-atv | 4.25 |
| Weiser | 352 | motorized- full | 1.75 |
| Weiser | 352 | non-motorized | 1.68 |
| Weiser | P520 | motorized-full | 2.55 |
| Weiser | P521 | motorized-full | 0.31 |
| Weiser | P523 | motorized-full | 0.10 |
| Weiser | P574 | motorized-full | 0.17 |
| Weiser | P589 | motorized-atv | 1.37 |

Table C-2: Designated Road Status on Weiser RD

| District | ID | ALT E-modified | Miles |
|----------|-----------|----------------|-------|
| Weiser | 50005 | OPEN | 0.23 |
| Weiser | 50007 | CLOSED | 0.81 |
| Weiser | 50007 | OPEN | 0.14 |
| Weiser | 50007 | SEASONAL | 3.88 |
| Weiser | 500070000 | SEASONAL | 1.13 |
| Weiser | 500071000 | CLOSED | 0.84 |
| Weiser | 50008 | OPEN | 5.88 |
| Weiser | 50009 | OPEN | 13.12 |
| Weiser | 500099000 | CLOSED | 2.76 |
| Weiser | 500099030 | CLOSED | 0.55 |
| Weiser | 500099040 | CLOSED | 2.32 |
| Weiser | 50010 | OPEN | 1.74 |
| Weiser | 500100500 | CLOSED-OHV | 2.55 |
| Weiser | 500102000 | CLOSED | 0.53 |
| Weiser | 500102020 | CLOSED | 0.22 |
| Weiser | 500102030 | CLOSED | 0.19 |
| Weiser | 50011 | OPEN | 11.47 |
| Weiser | 50011X001 | CLOSED | 0.93 |
| Weiser | 50011X002 | CLOSED | 0.34 |
| Weiser | 50011X003 | CLOSED | 0.55 |
| Weiser | 50015 | CLOSED | 1.38 |
| Weiser | 50019 | CLOSED | 1.84 |
| Weiser | 50019 | OPEN | 7.50 |
| Weiser | 500190000 | CLOSED | 2.46 |
| Weiser | 500194700 | CLOSED | 0.16 |
| Weiser | 500195500 | CLOSED | 1.15 |
| Weiser | 50023 | OPEN | 6.64 |
| Weiser | 500231010 | CLOSED | 0.41 |
| Weiser | 500233010 | CLOSED | 0.20 |
| Weiser | 500234500 | CLOSED | 0.15 |
| Weiser | 500235010 | CLOSED | 0.07 |
| Weiser | 500235015 | CLOSED | 0.44 |
| Weiser | 500235020 | CLOSED | 0.30 |
| Weiser | 50024 | OPEN | 9.32 |
| Weiser | 50025 | OPEN | 9.77 |
| Weiser | 500252000 | CLOSED | 1.68 |
| Weiser | 50026 | CLOSED | 3.55 |
| Weiser | 500261000 | CLOSED | 0.21 |
| Weiser | 500262000 | CLOSED | 0.10 |
| Weiser | 50027 | OPEN | 4.62 |
| Weiser | 50030 | OPEN | 1.95 |
| Weiser | 500300500 | CLOSED | 0.55 |
| Weiser | 500301015 | CLOSED | 0.15 |
| Weiser | 500302015 | CLOSED | 0.71 |

| District | ID | ALT_E-modified | Miles |
|----------|-----------|----------------|-------|
| Weiser | 500303000 | CLOSED | 0.27 |
| Weiser | 50031 | OPEN | 6.21 |
| Weiser | 500310000 | CLOSED | 1.40 |
| Weiser | 50032 | OPEN | 1.72 |
| Weiser | 500320000 | CLOSED | 1.41 |
| Weiser | 500322000 | CLOSED | 0.35 |
| Weiser | 500324000 | CLOSED | 1.10 |
| Weiser | 500324050 | CLOSED | 0.28 |
| Weiser | 50032X001 | CLOSED | 0.34 |
| Weiser | 50036 | OPEN | 5.34 |
| Weiser | 50037 | CLOSED | 2.26 |
| Weiser | 50037 | OPEN | 3.68 |
| Weiser | 500378000 | CLOSED | 0.38 |
| Weiser | 500379050 | CLOSED | 0.20 |
| Weiser | 500379055 | CLOSED | 0.05 |
| Weiser | 50044 | CLOSED | 9.49 |
| Weiser | 50044 | OPEN | 2.34 |
| Weiser | 50044 | SEASONAL | 5.12 |
| Weiser | 50046 | OPEN | 2.11 |
| Weiser | 50055 | OPEN | 3.04 |
| Weiser | 500559000 | CLOSED | 0.59 |
| Weiser | 500559000 | CLOSED-OHV | 0.17 |
| Weiser | 50082 | OPEN | 0.19 |
| Weiser | 50082 | SEASONAL | 2.84 |
| Weiser | 50085 | OPEN | 12.55 |
| Weiser | 50087 | OPEN | 2.44 |
| Weiser | 50088 | OPEN | 0.18 |
| Weiser | 50095 | OPEN | 0.57 |
| Weiser | 50151 | OPEN | 0.41 |
| Weiser | 50164 | OPEN | 0.30 |
| Weiser | 501641500 | CLOSED-OHV | 0.31 |
| Weiser | 501641510 | CLOSED | 0.68 |
| Weiser | 501641515 | CLOSED-OHV | 0.10 |
| Weiser | 501641525 | CLOSED | 2.55 |
| Weiser | 50190 | OPEN | 0.66 |
| Weiser | 50220 | OPEN | 0.30 |
| Weiser | 50220 | SEASONAL | 4.67 |
| Weiser | 502202520 | CLOSED | 0.72 |
| Weiser | 502202525 | CLOSED | 0.14 |
| Weiser | 502204700 | CLOSED | 0.37 |
| Weiser | 50264 | OPEN | 0.49 |
| Weiser | 50322 | CLOSED | 1.43 |
| Weiser | 50322 | OPEN | 2.16 |
| Weiser | 50330 | CLOSED | 1.03 |
| Weiser | 50330 | OPEN | 1.03 |

| District | ID | ALT_E-modified | Miles |
|----------|-----------|----------------|-------|
| Weiser | 50334 | OPEN | 0.56 |
| Weiser | 50367 | CLOSED | 0.99 |
| Weiser | 503671000 | CLOSED | 0.92 |
| Weiser | 503671100 | CLOSED | 0.19 |
| Weiser | 50368 | CLOSED | 0.52 |
| Weiser | 50369 | CLOSED | 0.92 |
| Weiser | 50372 | CLOSED | 2.62 |
| Weiser | 503721000 | CLOSED | 0.23 |
| Weiser | 503721500 | CLOSED | 0.46 |
| Weiser | 50396 | CLOSED | 0.24 |
| Weiser | 50419 | CLOSED | 1.87 |
| Weiser | 504191000 | CLOSED | 0.64 |
| Weiser | 504192000 | CLOSED | 0.30 |
| Weiser | 50422 | SEASONAL | 0.46 |
| Weiser | 50449 | CLOSED | 1.03 |
| Weiser | 50470 | CLOSED | 0.49 |
| Weiser | 50472 | CLOSED | 0.12 |
| Weiser | 50473 | SEASONAL | 0.28 |
| Weiser | 50475 | OPEN | 0.07 |
| Weiser | 50532 | CLOSED | 0.11 |
| Weiser | 50573 | OPEN | 4.37 |
| Weiser | 50583 | OPEN | 0.51 |
| Weiser | 50583 | SEASONAL | 2.40 |
| Weiser | 50584 | CLOSED | 0.67 |
| Weiser | 50632 | OPEN | 0.14 |
| Weiser | 50632 | SEASONAL | 2.36 |
| Weiser | 50641 | SEASONAL | 2.23 |
| Weiser | 50642 | CLOSED | 0.09 |
| Weiser | 50642 | SEASONAL | 1.00 |
| Weiser | 50675 | SEASONAL | 1.68 |
| Weiser | 50679 | OPEN | 0.76 |
| Weiser | 50681 | CLOSED | 0.73 |
| Weiser | 50682 | CLOSED | 0.77 |
| Weiser | 50690 | CLOSED | 2.44 |
| Weiser | 50785 | OPEN | 0.01 |
| Weiser | 50814 | CLOSED | 1.33 |
| Weiser | 50819 | CLOSED | 1.04 |
| Weiser | 50820 | CLOSED | 1.08 |
| Weiser | 50846 | OPEN | 0.22 |
| Weiser | 50846 | SEASONAL | 4.05 |
| Weiser | 50847 | SEASONAL | 1.45 |
| Weiser | 50848 | SEASONAL | 1.57 |
| Weiser | 50998 | CLOSED | 0.31 |
| Weiser | 509981000 | CLOSED | 0.11 |
| Weiser | 50999 | CLOSED | 0.10 |

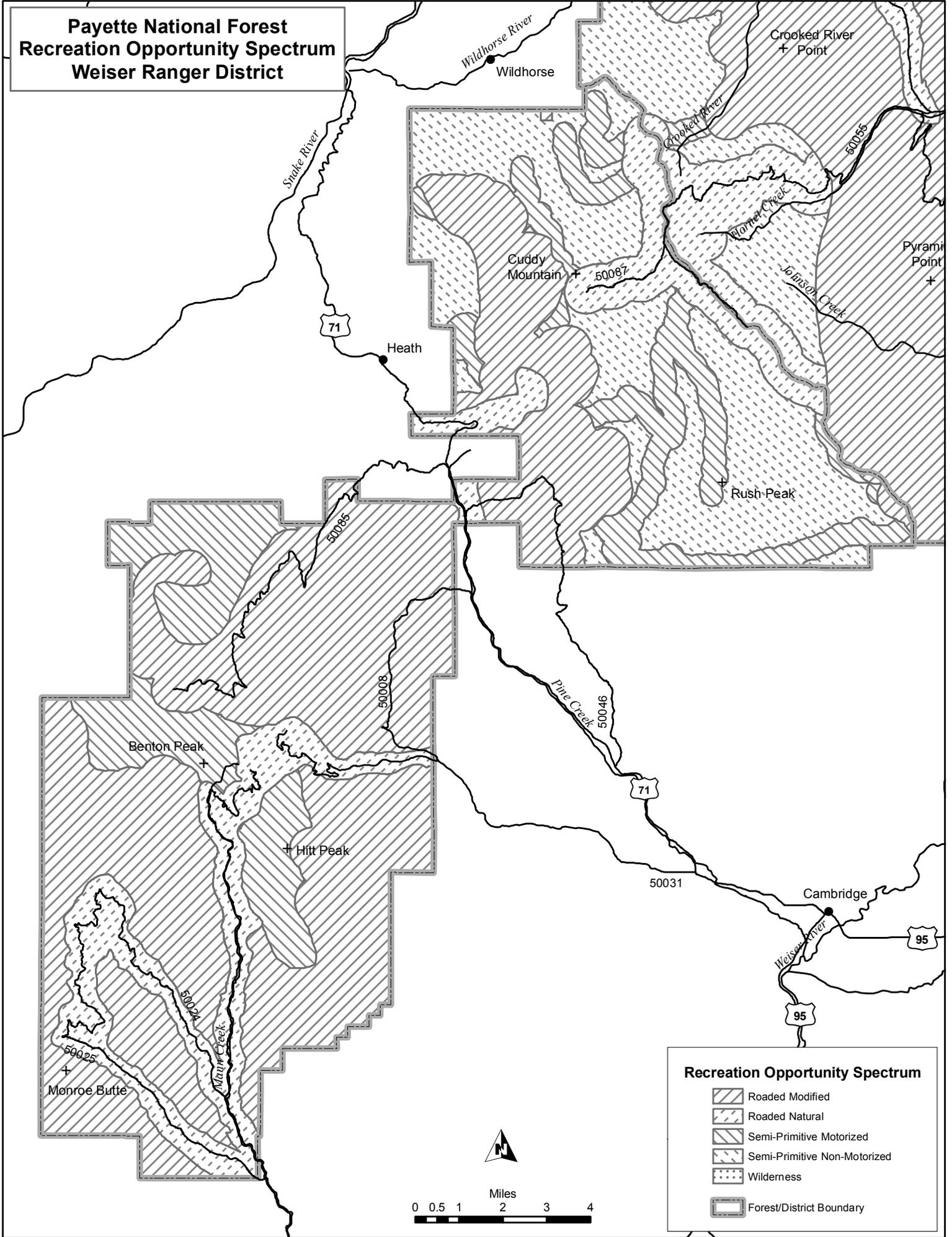
| District | ID | ALT_E-modified | Miles |
|----------|-----------|----------------|-------|
| Weiser | 51000 | CLOSED | 0.52 |
| Weiser | 51001 | CLOSED | 0.83 |
| Weiser | 51002 | CLOSED | 0.15 |
| Weiser | 510020500 | CLOSED | 0.55 |
| Weiser | 51003 | OPEN | 0.34 |
| Weiser | 51004 | OPEN | 0.13 |
| Weiser | 51005 | OPEN | 1.09 |
| Weiser | 51013 | CLOSED | 0.51 |
| Weiser | 51078 | OPEN | 0.71 |
| Weiser | 51155 | OPEN | 0.33 |
| Weiser | 51187 | CLOSED | 1.22 |
| Weiser | 51188 | CLOSED | 1.43 |
| Weiser | 51189 | CLOSED | 0.10 |
| Weiser | 51192 | SEASONAL | 0.36 |
| Weiser | 51193 | CLOSED | 1.40 |
| Weiser | 51197 | CLOSED | 0.90 |
| Weiser | 51217 | CLOSED | 1.65 |
| Weiser | 51217 | OPEN | 0.56 |
| Weiser | 51218 | OPEN | 0.20 |
| Weiser | 51218 | SEASONAL | 3.45 |
| Weiser | 512181000 | CLOSED | 0.79 |
| Weiser | 512181015 | CLOSED | 0.13 |
| Weiser | 51219 | CLOSED | 0.54 |
| Weiser | 51220 | SEASONAL | 1.57 |
| Weiser | 51221 | SEASONAL | 0.89 |
| Weiser | 51222 | OPEN | 0.19 |
| Weiser | 51222 | SEASONAL | 2.49 |
| Weiser | 51223 | CLOSED | 0.68 |
| Weiser | 51223 | OPEN | 1.15 |
| Weiser | 51224 | CLOSED | 0.18 |
| Weiser | 51225 | SEASONAL | 0.94 |
| Weiser | 51240 | CLOSED | 3.09 |
| Weiser | 51244 | CLOSED | 0.22 |
| Weiser | 51245 | CLOSED | 3.89 |
| Weiser | 51267 | OPEN | 0.15 |
| Weiser | 51267 | SEASONAL | 2.39 |
| Weiser | 51268 | SEASONAL | 0.62 |
| Weiser | 51269 | SEASONAL | 0.90 |
| Weiser | 51270 | OPEN | 0.46 |
| Weiser | 51271 | SEASONAL | 1.10 |
| Weiser | 51272 | CLOSED | 0.38 |
| Weiser | 512720500 | CLOSED | 0.34 |
| Weiser | 512720520 | CLOSED | 0.23 |
| Weiser | 51276 | CLOSED | 3.34 |
| Weiser | 51277 | CLOSED | 0.83 |

| District | ID | ALT_E-modified | Miles |
|----------|-----------|----------------|-------|
| Weiser | 51278 | SEASONAL | 0.38 |
| Weiser | 51293 | CLOSED | 0.36 |
| Weiser | 51296 | SEASONAL | 0.97 |
| Weiser | 51325 | OPEN | 0.15 |
| Weiser | 51343 | CLOSED | 0.72 |
| Weiser | 513431000 | CLOSED | 0.11 |
| Weiser | 513431010 | CLOSED | 0.10 |
| Weiser | 51344 | CLOSED | 0.91 |
| Weiser | 51345 | CLOSED | 0.52 |
| Weiser | 51346 | CLOSED | 0.15 |
| Weiser | 51347 | OPEN | 0.69 |
| Weiser | 51496 | CLOSED | 0.95 |
| Weiser | 51501 | CLOSED | 1.72 |
| Weiser | 51516 | CLOSED | 0.17 |
| Weiser | 51537 | OPEN | 0.21 |
| Weiser | 51556 | CLOSED | 1.60 |
| Weiser | 51557 | CLOSED | 1.30 |
| Weiser | 51558 | CLOSED | 2.99 |
| Weiser | 51559 | CLOSED | 0.26 |
| Weiser | 51560 | CLOSED | 1.35 |
| Weiser | 51561 | CLOSED | 0.64 |
| Weiser | 51562 | CLOSED | 1.86 |
| Weiser | 51563 | CLOSED | 0.10 |
| Weiser | 51564 | CLOSED | 0.30 |
| Weiser | 51565 | CLOSED | 0.61 |
| Weiser | 51566 | CLOSED | 0.78 |
| Weiser | 51567 | CLOSED | 0.18 |
| Weiser | 51646 | OPEN | 4.69 |
| Weiser | 51650 | CLOSED | 0.27 |
| Weiser | 51651 | OPEN | 3.77 |
| Weiser | 51652 | CLOSED | 3.96 |
| Weiser | 51653 | CLOSED | 0.50 |
| Weiser | 51654 | CLOSED | 0.34 |
| Weiser | 51655 | CLOSED | 0.52 |
| Weiser | 51656 | CLOSED | 1.07 |
| Weiser | 51657 | CLOSED | 1.12 |
| Weiser | 51684 | SEASONAL | 1.47 |
| Weiser | 51687 | CLOSED | 1.21 |
| Weiser | 516871000 | CLOSED | 0.28 |
| Weiser | 516872000 | CLOSED | 0.80 |
| Weiser | 51713 | OPEN | 2.61 |
| Weiser | 51714 | OPEN | 0.36 |
| Weiser | 51820 | OPEN | 1.85 |
| Weiser | 51872 | CLOSED | 1.16 |
| Weiser | 51873 | CLOSED | 1.30 |

| District | ID | ALT_E-modified | Miles |
|----------|-------|----------------|-------|
| Weiser | 51874 | SEASONAL | 1.04 |
| Weiser | 51875 | CLOSED | 0.15 |
| Weiser | 51876 | CLOSED | 0.97 |
| Weiser | 51877 | CLOSED | 0.90 |
| Weiser | 51878 | OPEN | 0.96 |
| Weiser | 51879 | OPEN | 0.18 |
| Weiser | 51880 | SEASONAL | 1.08 |
| Weiser | 51881 | CLOSED | 1.81 |
| Weiser | 51882 | CLOSED | 0.62 |
| Weiser | 51884 | OPEN | 0.57 |
| Weiser | 51885 | CLOSED | 2.21 |
| Weiser | 51889 | CLOSED-ATV | 1.37 |
| Weiser | 51893 | OPEN | 0.02 |

Appendix D – ROS map for Weiser Ranger District – snow-free season

**Payette National Forest
Recreation Opportunity Spectrum
Weiser Ranger District**



Recreation Opportunity Spectrum

-  Routed Modified
-  Routed Natural
-  Semi-Primitive Motorized
-  Semi-Primitive Non-Motorized
-  Wilderness
-  Forest/District Boundary

