



United States  
Department of  
Agriculture

Forest Service

Pacific  
Northwest  
Region

Okanogan and  
Wenatchee  
National Forests

Methow Valley  
and Tonasket  
Ranger Districts

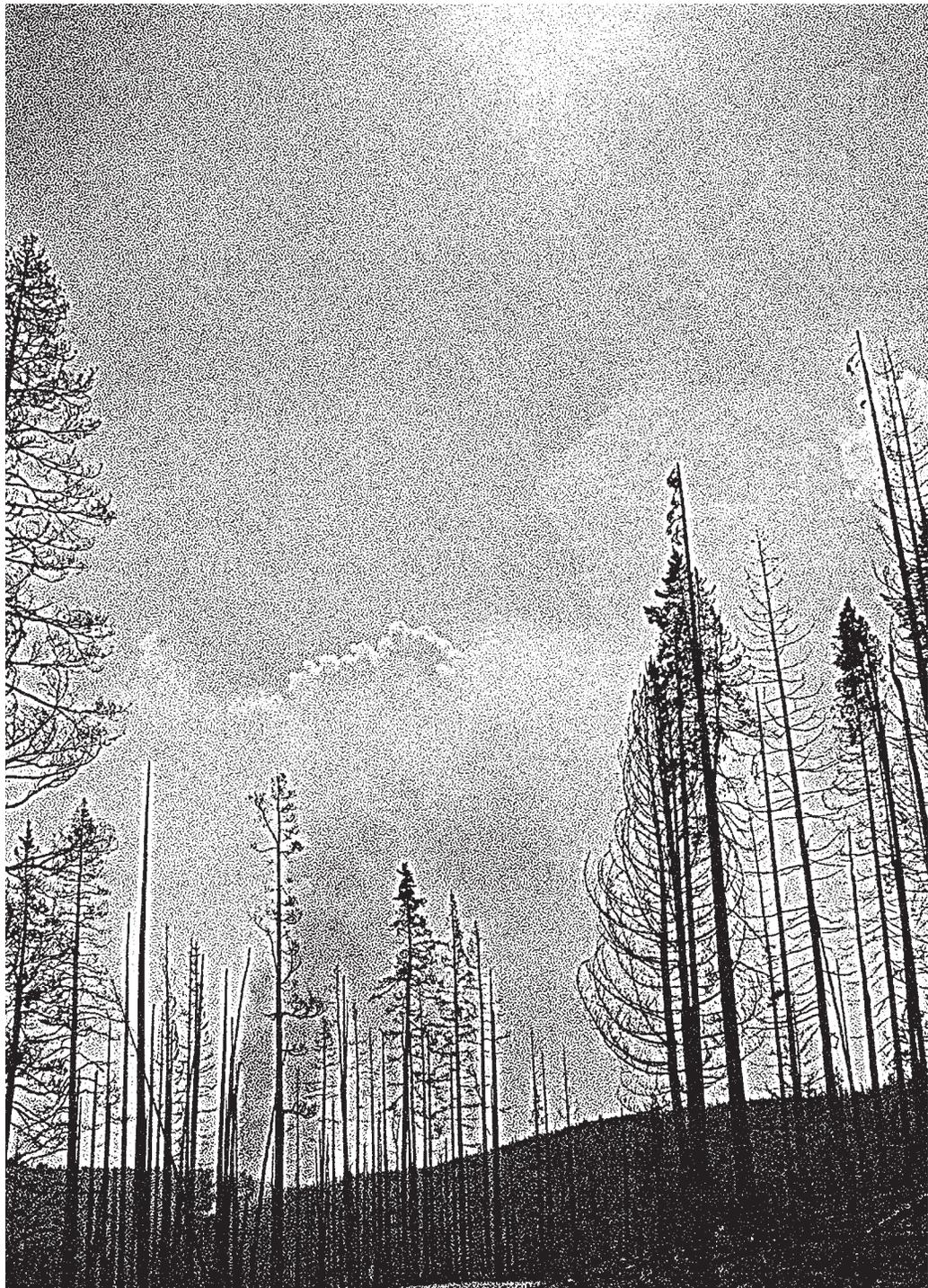
Okanogan County  
Washington

September  
2007



# Tripod Fire Salvage Project

## Final Environmental Impact Statement



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File Code: 1950-3-1

Date: September 11, 2007

Dear Forest Neighbor:

A Final Environmental Impact Statement (FEIS) has been completed for the proposed Tripod Fire Salvage Project. The analysis for the FEIS was conducted by an interdisciplinary team of Forest Service resource specialists. The project area is located approximately 5 miles northeast of Winthrop, WA. The proposed project is responding to the need to recover the economic value of a portion of the dead trees and fire-injured trees expected to die within one year of project implementation.

The Interdisciplinary Team (IDT) and responsible official have reviewed all public comments received during the 45 day comment period on the Draft EIS and have incorporated or responded to these concerns in the FEIS. The No Action and four Action Alternatives were analyzed in the FEIS. Alternative A is the No Action alternative. Alternative B, the proposed action and the preferred alternative, would salvage harvest dead and fire-injured trees expected to die within one year on 2,748 acres and falls and/or removes danger trees along roads that are open to the public and those that will be used for salvage operations. Alternative C is designed to salvage harvest dead and fire-injured trees expected to die within one year on 2,247 acres but avoids salvage harvesting in lynx habitat, including habitat currently in an unsuitable condition. Alternative D harvests an increased amount of dead and fire-injured trees expected to die within one year on 3,404 acres that would be available to local and regional economies. Alternative E is similar to Alternative B in that it would salvage harvest the same units, reforest the same units, treat activity fuels in a similar manner and utilize the same road systems. However it would not salvage harvest any live trees, dead trees, or fire-injured trees that are greater than our equal to 21 inches diameter breast height. Alternative E was added to the FEIS in response to public comments. Alternatives C, D and E also fall and/or remove danger trees along roads that are open to the public and those that will be used for salvage operations. All alternatives also provide for planting of salvage units where natural regeneration will be insufficient to ensure reforestation within 5 years. These alternatives were developed and analyzed in detail. At this time, the preferred alternative is Alternative B.

All action alternatives (B, C, D, and E) include project specific, non-significant Forest Plan amendments to: 1) Allow snowplowing and motorized use of designated groomed snowmobile routes to facilitate winter salvage harvest activities, 2) Allow salvage harvest operations to take place in deer winter range from December through March, and 3) Allow salvage harvest operations to take place in Management Area 12 from December through March. MA 12 has a management emphasis of providing lynx habitat while accessing the area for growing and producing merchantable wood fiber. In addition, Alternatives B, C, and D include a project specific, non-significant Forest Plan amendment to allow live trees greater than or equal to 21" diameter breast height to be salvage harvested. This amendment would allow salvage harvest of those fire-injured trees greater than or equal to



21” DBH with a low probability of survival within one year of project implementation.

Because of the expense of producing the FEIS in hard copy, a Summary FEIS has been provided unless a hard copy, a CD or website access was specifically requested in response to a mailing to people who commented on the DEIS. If you wish to obtain a different format than the copy you received, please contact us at the number provided below. The FEIS is available electronically on the Forest website at [www.fs.fed.us/r6/oka/projects/tripod-salvage.shtml](http://www.fs.fed.us/r6/oka/projects/tripod-salvage.shtml), under Methow Valley Ranger District projects.

The Okanogan and Wenatchee National Forests are also in the process of seeking an Emergency Situation Determination (based on anticipated substantial loss of economic value) from the Chief of the Forest Service for the Tripod Fire Salvage Project area. The Chief will determine if an emergency situation exists pursuant to 36 CFR 215.10 (b). An emergency situation is defined in 36 CFR 215.2 as “A situation on National Forest System (NFS) lands for which immediate implementation of all or part of a decision is necessary for relief from hazards threatening human health and safety or natural resources on NFS or adjacent lands; or that would result in substantial loss of economic value to the federal government if implementation of the decision were delayed.” This emergency situation exists because substantial loss of economic value to the Federal Government would occur if implementation of the decision were delayed. The determination that an emergency situation exists does not exempt an activity from appeal. The determination only eliminates the automatic stays built into the appeal review process. The final determination by the Chief will be published in the legal notice of the decision, 36 CFR 215.10 (d).

The decision document for this project will be mailed to those who requested it or to those who submitted comments during the 45 day comment period for the Draft EIS. If you have any questions, please contact Bob Stoehr at (509) 548-6977 or Leahe Swayze at (509) 996-4003.

Thank you for your participation in this project.

Sincerely,

JOHN E. NEWCOM  
District Ranger

# Tripod Fire Salvage Project

## Final Environmental Impact Statement

### Okanogan County, Washington

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USDA Forest Service

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**Abstract:** The USDA Forest Service is proposing to salvage harvest dead trees and fire-injured trees expected to die within one year, reforest salvage units, treat activity fuels and improve public safety by removing danger trees within the Tripod Fire Salvage project area. This project is located in Okanogan County, Washington on the Methow Valley and Tonasket Ranger Districts. Five alternatives, including the No Action Alternative, were analyzed in the DEIS. Alternative A is the No Action alternative. Alternative B, the proposed action and the preferred alternative, would salvage harvest dead and fire-injured trees expected to die within one year on 2,748 acres and falls and/or removes danger trees along roads that are open to the public and those that will be used for salvage operations. Alternative C is designed to salvage harvest dead and fire-injured trees expected to die within one year on 2,247 acres but avoids salvage harvesting in lynx habitat, including habitat currently in an unsuitable condition. Alternative D harvests an increased amount of dead and fire-injured trees expected to die within one year on 3,404 acres that would be available to local and regional economies. Alternative E is similar to Alternative B in that it would salvage harvest the same units, reforest the same units, treat activity fuels in a similar manner and utilize the same road systems. However it would not salvage harvest any live trees, dead trees, or fire-injured trees that are greater than our equal to 21 inches diameter breast height. Alternatives C, D and E also fall and/or remove danger trees along roads that are open to the public and those that will be used for salvage operations. All alternatives also provide for planting of salvage units where natural regeneration will be insufficient to ensure reforestation within 5 years.

Comments on the Draft EIS were considered and resulted in alternative and analysis modifications presented in the Final EIS. The Response to Comments on the Draft EIS is located in FEIS Appendix M. Changes between Draft and Final EIS are summarized at the beginning of each Chapter

**Website address for electronic copy of the FEIS and Summary:**

[www.fs.fed.us/r6/oka/projects/tripod-salvage.shtml](http://www.fs.fed.us/r6/oka/projects/tripod-salvage.shtml),

**Emergency Situation Determination:**

The Forest Supervisor is seeking a determination from the Chief of the Forest Service that an emergency situation exists in the Tripod Fire Salvage project area pursuant to 36 CFR 215.10 (b). This emergency situation exists because substantial loss of economic value to the Federal Government would occur if implementation of the decision were delayed. The final determination by the Chief will be published in the legal notice for the decision, 36 CFR 215.10 (d), that the Forest Service made a determination that all or part of a project decision is an emergency situation.

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# Tripod Fire Salvage Final Environmental Impact Statement

## Table of Contents

---

Summary .....	S-1
---------------	-----

### Chapter 1 - Purpose and Need for Action

Document Organization .....	1-1
Introduction.....	1-2
Background .....	1-3
Planning Framework.....	1-6
Desired Future Condition.....	1-15
Purpose and Need.....	1-21
Proposed Action .....	1-23
Public Involvement .....	1-26
Decision Framework.....	1-27
Environmental Issues .....	1-29
Issues Eliminated from Detailed Study.....	1-37

### Chapter 2 - Alternatives

Introduction.....	2-1
Alternative Development Process .....	2-2
Alternatives Considered in Detail .....	2-4
Alternative A – No Action.....	2-4
Description Elements Common to All Action Alternatives (B, C, D).....	2-5
Forest Plan Amendments .....	2-7
Alternative B – Proposed Action .....	2-12
Alternative C .....	2-14
Alternative D .....	2-16
Alternative E .....	2-18
Mitigation Measures and Design Criteria Common to all Action Alternatives.....	2-20
Wildlife .....	2-20
Hydrology and Fisheries .....	2-22
Soils .....	2-23
Forest Vegetation .....	2-27
Recreation .....	2-31
Air Quality .....	2-32
Transportation.....	2-32
Range .....	2-33
Sensitive Plants .....	2-34
Scenic Resources.....	2-35
Cultural (or Heritage) Resources .....	2-35

Monitoring.....	2-37
Alternatives Analyzed but Eliminated from Detailed Study .....	2-40
Comparison of Alternatives .....	2-50
Preferred Alternative.....	2-58

## **Chapter 3 - Affected Environment and Environmental Consequences**

Introduction .....	3-1
Past, Present, and Reasonably Foreseeable Actions.....	3-3
Affected Environment and Environmental Consequences.....	3-13
3.1 Economics.....	3-13
Affected Environment .....	3-14
Environmental Consequences.....	3-16
3.2 Wildlife.....	3-21
Affected Environment .....	3-22
Environmental Consequences.....	3-24
3.3 Fisheries/Hydrology .....	3-146
Affected Environment .....	3-156
Environmental Consequences.....	3-175
3.4 Soils .....	3-207
Affected Environment .....	3-208
Environmental Consequences.....	3-216
3.5 Forest Vegetation.....	3-233
Affected Environment .....	3-234
Environmental Consequences.....	3-241
3.6 Plant Communities .....	3-257
Affected Environment .....	3-258
Environmental Consequences.....	3-271
3.7 Invasive Plants .....	3-284
Affected Environment .....	3-286
Environmental Consequences.....	3-294
3.8 Recreation.....	3-306
Affected Environment .....	3-306
Environmental Consequences.....	3-307
3.9 Inventoried Roadless Areas/Areas with Undeveloped Character .....	3-311
Affected Environment .....	3-312
Environmental Consequences.....	3-313
3.10 Fuels and Fire Behavior .....	3-315
Affected Environment .....	3-318
Environmental Consequences.....	3-323
3.11 Air Quality.....	3-340
Affected Environment .....	3-341
Environmental Consequences.....	3-342
3.12 Transportation .....	3-347
Affected Environment .....	3-348
Environmental Consequences.....	3-349
3.13 Range.....	3-354
Affected Environment .....	3-355

Environmental Consequences.....	3-360
3.14 Sensitive Plants.....	3-373
Affected Environment.....	3-374
Environmental Consequences.....	3-375
3.15 Scenic Resources.....	3-381
Affected Environment.....	3-384
Environmental Consequences.....	3-387
3.16 Heritage Resources.....	3-397
Affected Environment.....	3-399
Environmental Consequences.....	3-401
3.17 Specifically Required Disclosures.....	3-404

## **Chapter 4 - List of Preparers**

Preparers.....	4-1
----------------	-----

## **Chapter 5 - Lists of Agencies, Organizations, and Individuals Receiving a Copy of the DEIS, DEIS Summary, or Notification of Web Availability**

List of Agencies, Organizations and Individuals.....	5-1
--	-----

<b>Glossary</b> .....	G-1
-----------------------	-----

<b>Literature Citations</b> .....	C-1
-----------------------------------	-----

<b>Index</b> .....	I-1
--------------------	-----

## **Appendices**

---

### **A - Maps**

Vicinity.....	A-01
Management Areas.....	A-02
Inventoried Roadless Area and Areas with Undeveloped Character.....	A-03
Forest Types.....	A-04
Burn Severity Levels.....	A-05
Alternative B & E.....	A-06
Alternative C.....	A-07
Alternative D.....	A-08
Locator by Township Range and Section.....	A-09
Pre-Fire Road status by Maintenance Level.....	A-10
Haul Routes for Action Alternatives.....	A-11
Danger Tree Falling Roads.....	A-12
Post-Project Road Status by Maintenance Level.....	A-13
HUC 5th and 6th Field Watersheds.....	A-14
Fish Distribution and Designated Critical Habitat.....	A-15
Soils Group Distribution for Alternative B & E.....	A-16
Soils Group Distribution for Alternative C.....	A-17
Soils Group Distribution for Alternative D.....	A-18
Landtype Association Distribution for Alternative B & E.....	A-19

Landtype Association Distribution for Alternative C .....	A-20
Landtype Association Distribution for Alternative D .....	A-21
Tree Mortality Levels.....	A-22
Fire Regimes.....	A-23
Grazing Allotments.....	A-24
Visual Significance and Scenic Viewshed.....	A-25

**B - Alternatives**

**C - Economics**

**D - Wildlife**

**E - Soils**

**F - Forest Vegetation and Plant Communities**

Implementation and Marking Guide .....	F-1
Implementation / Marking Guides – Danger Trees .....	F-7
Danger Tree Identification Procedure .....	F-8
Forest Vegetation.....	F-9

**G - Invasive Plants**

Prevention Analysis for Tripod Fire Salvage Project.....	G-1
Pertinent Standards for Invasive Species Prevention .....	G-6
Invasive Plants Crosswalk between the Old Direction and the New Direction.....	G-7

**H - Range**

Post-fire Vegetation Recovery Assessment for Livestock Grazing .....	H-1
--	-----

**I - Sensitive Plants**

**J - Transportation**

**K - Response to Papers Submitted by Commenters**

Vegetation .....	..K-1
Wildlife .....	K-22
Hydrology .....	K-23
Soils .....	K-24

**L - Fire Suppression Actions, Fire and BAER activities**

Suppression Actions .....	L-1
BAER Actions.....	..L-2

**M - Response to Comments**

Introduction.....	M-1
-------------------	-----

Reponses to General Comments.....	M-2
Responses to Conservation Northwest Comments.....	M-47

## N – Comment Letters from Public Agencies

### List of Figures

---

#### Summary

<b>Figure S-1:</b> Comparison of Alternative Activities	S-18
<b>Figure S.2:</b> Comparison of Alternatives by Purpose and Need and by Issues	S-19

#### Chapter 1 - Purpose and Need for Action

Description	Page
<b>Figure 1-1:</b> Management Allocations within the Tripod Fire .....	1-4
<b>Figure 1-2:</b> Burn Severity Categories within the Tripod Fire on National Forest lands.....	1-5
<b>Figure 1-3:</b> Forest Types within the Tripod Fire on National Forest lands .....	1-5
<b>Figure 1-4:</b> Watersheds and Sub-watersheds within the Tripod Fire Salvage Project Area.....	1-5
<b>Figure 1-5:</b> Management Areas (MA) within Tripod Fire Salvage Project Area in which salvage harvest, danger tree felling and associated actions are proposed .....	1-10
<b>Figure 1-6:</b> Management Areas within Tripod Fire Salvage Project Area in which only danger tree felling is proposed .....	1-11

#### Chapter 2 – Alternatives

Description	Page
<b>Figure 2-1:</b> Activity Timeframe .....	2-7
<b>Figure 2-2:</b> Comparison of Alternative Activities .....	2-50
<b>Figure 2-3:</b> Comparison of Alternatives by Purpose and Need and by Issues.....	2-51

#### Chapter 3 - Affected Environment and Environmental Consequences

Description	Page
<b>Figure 3-1:</b> Past Timber Sales.....	3-4
<b>Figure 3.1-1:</b> Loss of sawtimber stumpage values in the years after a fire .....	3-15
<b>Figure 3.1-2:</b> A comparison of predicted stumpage values by species group one year after the fire .....	3-15
<b>Figure 3.1-3:</b> Saw timber volumes and Values .....	3-19
<b>Figure 3.2-1:</b> Acres of tree mortality class by habitat type for the entire	

	fire area .....	3-23
<b>Figure 3.2-2:</b>	Proportion of burned area showing stand replacing and functionally intact effects within watersheds in which salvage harvest is proposed.....	3-24
<b>Figure 3.2-3:</b>	Okanogan N.F. Management Indicator Species and Limiting Habitat.....	3-28
<b>Figure 3.2-4:</b>	Effects of the Tripod Fire on mapped deer winter range, by BMU.	3-28
<b>Figure 3.2-5:</b>	Current conditions in deer winter range that burned, by BMU and fire intensity level .....	3-29
<b>Figure 3.2-6:</b>	Road densities in deer winter range (existing condition) .....	3-29
<b>Figure 3.2-7:</b>	Deer winter range road density for all action alternatives (B, C, D and E).....	3-31
<b>Figure 3.2-8:</b>	Estimated snags per acre by size class and habitat within the three watersheds where harvest is proposed .....	3-35
<b>Figure 3.2-9:</b>	Tree data used for this project analysis (120 B and B plots, 101 CVS plots).....	3-41
<b>Figure 3.2-10:</b>	Baseline pre-fire snag data used for this project analysis .....	3-41
<b>Figure 3.2-11:</b>	Relative values of habitat condition for burned forest species applied in 'neighborhood' analysis .....	3-43
<b>Figure 3.2-12:</b>	Acres burned in three watersheds where harvest is proposed.....	3-45
<b>Figure 3.2-13:</b>	Comparison of mortality levels within habitats in each watershed where harvest is proposed .....	3-45
<b>Figure 3.2-14:</b>	Total acres burned in each subwatershed where harvest is Proposed.....	3-46
<b>Figure 3.2-15:</b>	Acres burned by habitat type in the three watersheds where harvest is proposed.....	3-46
<b>Figure 3.2-16:</b>	Tree Mortality Assumptions .....	3-47
<b>Figure 3.2-17:</b>	Estimate of existing snags by habitat within the three-watershed Area by forest type .....	3-49
<b>Figure 3.2-18:</b>	Burned acres in each watershed and proportion proposed for harvest in each Alternative.....	3-51
<b>Figure 3.2-19:</b>	Burned acres proposed for harvest in three watersheds by Habitat type and alternative.....	3-51
<b>Figure 3.2-19a</b>	Proportion of total acres harvested by habitat type.....	3-52
<b>Figure 3.2-20:</b>	Harvest by mortality class and habitat type within three watersheds .....	3-52
<b>Figure 3.2-21:</b>	Alternative B and E-Total acres burned in each subwatershed and acres to harvest .....	3-53
<b>Figure 3.2-22:</b>	Alternative C -- Total acres burned in each subwatershed and acres to harvest .....	3-53
<b>Figure 3.2-23:</b>	Alternative D -- Total acres burned in each subwatershed and acres to harvest .....	3-54
<b>Figure 3.2-24:</b>	Acres of Complete, High, and Moderate tree mortality in each watershed and subwatershed where harvest is proposed (by habitat type), and largest percentage of harvest proposed in that burned habitat out of the four action alternatives .....	3-55
<b>Figure 3.2-25:</b>	Acres of Low tree mortality and Little Change Detected in each watershed and subwatershed where harvest is proposed (by habitat type), and largest percentage of harvest proposed in	

	that burned habitat out of the four action alternatives.....	3-55
<b>Figure 3.2-26a:</b>	Reference conditions from DecAID inventory data compared with conditions within the fire area for (> 10' dbh) snag densities.....	3-57
<b>Figure 3.2-26b:</b>	Reference conditions from DecAID inventory data compared with conditions within the fire area for (> 20' dbh) snag densities.....	3-59
<b>Figure 3.2-27a:</b>	DecAID snag density (>10" dbh) tolerance intervals compared with conditions after each alternative is implemented for the three watershed area.....	3-60
<b>Figure 3.2-27b:</b>	DecAID snag density (>20" dbh) tolerance intervals compared with conditions after each alternative is implemented for the entire three-watershed area.....	3-61
<b>Figure 3.2-28:</b>	Alternative B and E acres (and %) remaining unharvested within 100-acre 'neighborhoods' .....	3-63
<b>Figure 3.2-29:</b>	Alternative C – acres (and %) remaining unharvested within 100-acre 'neighborhoods' .....	3-63
<b>Figure 3.2-30:</b>	Alternative D – acres (and %) remaining unharvested within 100-acre 'neighborhoods' .....	3-63
<b>Figure 3.2-31:</b>	Large snags retained in burned habitat within three Watersheds.....	3-66
<b>Figure 3.2-32:</b>	Miles of road proposed for log haul route in each alternative .....	3-77
<b>Figure 3.2-33:</b>	Partners in Flight, focal species conservation focus (Altman 2000a, b) .....	3-80
<b>Figure 3.2-34:</b>	Relevant recent bird surveys in and near the project area .....	3-81
<b>Figure 3.2-35:</b>	Top 10 rankings by number of bird detections, by habitat type/study area .....	3-81
<b>Figure 3.2-36:</b>	Relative abundance of PIF Focal Species recorded during the Birds and Burning (2002-2003), bird point counts .....	3-82
<b>Figure 3.2-37:</b>	Number of species detected by habitat type/study area .....	3-82
<b>Figure 3.2-38:</b>	Percent of each subwatershed burned by habitat type.....	3-88
<b>Figure 3.2-39:</b>	Acres burned (over entire fire area) and highest percent of proposed harvest of the four Action Alternatives .....	3-89
<b>Figure 3.2-40:</b>	List of endangered, threatened, and sensitive wildlife analyzed.....	3-100
<b>Figure 3.2-41:</b>	Current availability of security habitat for gray wolves (and wolverine) in bear management units (BMU) .....	3-104
<b>Figure 3.2-42:</b>	Tally of proposed activities that may influence availability of prey for wolves, under alternatives B, C, D and E .....	3-106
<b>Figure 3.2-43:</b>	Current habitat conditions for lynx in LAUs with proposed Salvage harvest, due to combined effects from the Tripod Fire and timber harvest since 1980.....	3-113
<b>Figure 3.2-44:</b>	Availability of winter security habitat for lynx in LAUs with proposed salvage harvest.....	3-113
<b>Figure 3.2-45:</b>	Proposed salvage harvest in lynx habitat .....	3-115
<b>Figure 3.2-46:</b>	Affected environment for grizzly bears.....	3-123
<b>Figure 3.2-47:</b>	Amount of proposed salvage harvest in grizzly bear habitat,	
<b>Figure 3.3-1:</b>	Fish Species by Category Present in the Analysis Area by 5 <sup>th</sup> field HUC.....	3-125
<b>Figure 3.3-2:</b>	Fish Species Present within the Project Area by 6 <sup>th</sup> Field HUC .....	3-153

<b>Figure 3.3-3:</b>	Illustration of the 10-fold increase in average annual surface runoff predicted from WEPP modeling following the Tripod Complex Fire .....	3-162
<b>Figure 3.3-4:</b>	Watershed acres, percentage burned in the Tripod Fire, and existing road densities by watershed.....	3-163
<b>Figure 3.3-5:</b>	Summary of relevant habitat indicators and RMO existing condition by watershed.....	3-164
<b>Figure 3.3-6:</b>	Water Temperature Comparison of Boulder Creek and the Chewuch River: 2005 compared to 2002 .....	3-168
<b>Figure 3.3-7:</b>	Chewuch River Spawning gravel Sediment Comparison 2000-2006 .....	3-170
<b>Figure 3.3-8:</b>	Chewuch River Substrate, % Fines, Bank Erosion & Embeddedness by Reach .....	3-171
<b>Figure 3.3-9:</b>	Sediment delivery by 6 <sup>th</sup> field HUC .....	3-176
<b>Figure 3.3-10:</b>	Sediment delivery .....	3-177
<b>Figure 3.3-11:</b>	Illustration of the predicted increase in average annual surface runoff for the Lower Chewuch subwatershed .....	3-179
<b>Figure 3.3-12a:</b>	Chewuch Alternative A sediment.....	3-180
<b>Figure 3.3-12b:</b>	Chewuch Alternative A Sediment Delivery from Hillslopes and Roads .....	3-180
<b>Figure 3.3-14:</b>	Upper Beaver Creek Average Annual Surface Runoff.....	3-183
<b>Figure 3.3-15:</b>	Total Sediment Delivery to Drainage network for Upper Beaver Creek Six Year Return Period Values.....	3-184
<b>Figure 3.3-16:</b>	Salmon Creek Subwatershed Average Annual Surface Runoff .	3-186
<b>Figure 3.3-17:</b>	Salmon Creek Subwatershed Sediment Delivery 6-Year Return	3-187
<b>Figure 3.3-18:</b>	Percent change in the Average Annual from Current Condition..	3-189
<b>Figure 3.3-19:</b>	Approximate Miles of Temporary Road Construction by Alternative.....	3-191
<b>Figure 3.3-20:</b>	Unauthorized Road Treatments by watershed .....	3-191
<b>Figure 3.3-21:</b>	Approximate Miles of Existing Road by Surface Type Utilized for the Project .....	3-192
<b>Figure 3.3-22:</b>	Total Sediment Delivery to Drainage Network for Subwatersheds Encompassing the Tripod Fire Complex, 6-Year Return Values .....	3-193
<b>Figure 3.3-23:</b>	Accumulated Sediment Delivery to the Drainage Network by Alternative.....	3-194
<b>Figure 3.3-25:</b>	Cumulative % Sediment Delivery by Alternative .....	3-195
<b>Figure 3.3-25a:</b>	Chewuch River Mean % Fines < 0.85 mm Before and After the Thirtymile and Farewell Fires and Several Landslide Events.	3-196
<b>Figure 3.3-26:</b>	Lower Chewuch Watershed Sediment Delivery to Drainage Network from Roads and Hillslopes .....	3-198
<b>Figure 3.3-27:</b>	Middle Methow Subwatershed Sediment Delivery to Drainage Network from Roads and Hillslopes .....	3-199
<b>Figure 3.3-28:</b>	Salmon Creek Subwatershed Sediment Delivery to Drainage Network from Roads and Hillslopes.....	3-200
<b>Figure 3.3-29:</b>	Habitat Effects Summary all action Alternatives .....	3-195
<b>Figure 3.4-1:</b>	Soil-site Relationships (harvest units) .....	3-209

<b>Figure 3.4-2:</b>	Representative Soil Series.....	3-209
<b>Figure 3.4-3:</b>	Existing and Recommended CWD Fuel Loading .....	3-217
<b>Figure 3.4-4:</b>	Relative Soil Interpretations (based on soil/site factors and Okanogan-Methow Highlands Area Soil Survey information) .....	3-217
<b>Figure 3.4-5:</b>	Salvage harvest units by Soil Map Unit .....	3-219
<b>Figure 3.4-6:</b>	Dissected Glaciated Mountain slope Landtype acres for each Action Alternative .....	3-227
<b>Figure 3.4-6a:</b>	Harvest Units, Ground Based only, Cumulative Effect Summary.	3-228
<b>Figure 3.4-7:</b>	Cumulative Effect Summary .....	3-231
<b>Figure 3.5-1:</b>	Primary Forest Habitat Types in the Tripod Fire Salvage Project Area .....	3-235
<b>Figure 3.5-2:</b>	Forest Types in the Forest Vegetation Affected Environment.....	3-235
<b>Figure 3.5-3:</b>	Burn Severity in the Tripod Fire Salvage Project Area .....	3-238
<b>Figure 3.5-4:</b>	Forest Burn Severity in the Forest Vegetation Affected Environment .....	3-238
<b>Figure 3.5-5:</b>	Tree Mortality Levels in the Tripod Fire Salvage Project Area.....	3-239
<b>Figure 3.5-6:</b>	Tree Mortality Levels in the Forest Vegetation Affected Environment.....	3-240
<b>Figure 3.5-7:</b>	Forest Types Affected By Alternative B and E Forest Vegetation Treatments.....	3-243
<b>Figure 3.5-8:</b>	Detrimental Soil Disturbance Affecting Forest Regeneration in Alternative B and E Harvest Units .....	3-246
<b>Figure 3.5-9:</b>	Forest Types Affected By Alternative C Forest Vegetation Treatments.....	3-247
<b>Figure 3.5-10:</b>	Detrimental Soil Disturbance Affecting Forest Regeneration in Alternative C Harvest Units.....	3-248
<b>Figure 3.5-11:</b>	Forest Type Affected By Alternative D Forest Vegetation Treatments.....	3-249
<b>Figure 3.5-12:</b>	Detrimental Soil Disturbance Affecting Forest Regeneration in Alternative D Harvest Units.....	3-251
<b>Figure 3.6-1:</b>	Fire Severity within Types by Fire Area and Project Area .....	3-270
<b>Figure 3.6-2:</b>	Unique Habitats and Potential Post-fire Habitat Changes .....	3-270
<b>Figure 3.6-3:</b>	Alternative Comparison of Percent Burn Severity by Forest Type.....	3-271
<b>Figure 3.6-4:</b>	Comparison of High Severity Burn Acres Using Ground-based Logging Methods.....	3-274
<b>Figure 3.6-5:</b>	Comparison of High Severity Burn Acres Using Skyline Logging Methods. ....	3-275
<b>Figure 3.6-6:</b>	Comparison of High Severity Burn Acres Using Helicopter Logging Methods. ....	3-276
<b>Figure 3.7-1:</b>	Invasive Species Classification and Strategy for Treatment.....	3-287
<b>Figure 3.7- 2:</b>	Established New and Potential Invaders Found Within or Adjacent to the Tripod Salvage Project Area.....	3-288
<b>Figure 3.7- 3:</b>	Invasive Species Extent within Tripod Salvage Project Boundary.....	3-291
<b>Figure 3.7-4:</b>	Alternative Comparison: Disturbance by Type of Logging System .....	3-296
<b>Figure 3.7-5:</b>	Alternative Comparisons: Summarization of Logging System	

	Risk Level.....	3-296
<b>Figure 3.7-6:</b>	Alternative Comparisons: Disturbance Acres that Intersect Invasive Populations and Calculated Risk Potential Buffers .....	3-297
<b>Figure 3.7-7:</b>	Alternative Comparisons: Summarization of Soil Disturbance Acres Intersecting Invasive Populations with Risk Potential Buffers .....	3-297
<b>Figure 3.7-8:</b>	Alternative Comparison: Summary of Road Activities Intersecting Invasive Plant Populations .....	3-298
<b>Figure 3.7-9:</b>	Alternative Comparisons: Summary of Road Actions .....	3-299
<b>Figure 3.7-10:</b>	Alternative Comparisons: Summary of Road Action and Risk of Spread Potential .....	3-299
<b>Figure 3.7-11:</b>	Alternative Comparisons: Salvage harvest by Burn Severity Level and Logging System .....	3-300
<b>Figure 3.7-12:</b>	Alternative Comparisons: Summary of Acres for risk level by Alternative.....	3-301
<b>Figure 3.8-1:</b>	Groomed Snowmobile Routes by Road Number and Miles on FS Roads.....	3-307
<b>Figure 3.8-2:</b>	Potential Snowmobile Route Restriction Mileage by Alternative ..	3-308
<b>Figure 3.9.1:</b>	IRA and Areas with Undeveloped Character burned by the Tripod Fire .....	3-312
<b>Figure 3.9-2:</b>	BAER work in IRAs accomplished in 2006.....	3-314
<b>Figure 3.10-1:</b>	Historical fire intensity and associated effects varied by fire regime. ....	3-318
<b>Figure 3.10-2:</b>	Tripod Fire Salvage Project Natural Fire Regime Groups and Corresponding Forest Types .....	3-319
<b>Figure 3.10-3:</b>	See Appendix A - Fire Regimes Within Tripod Fire Salvage Project Area Map.....	3-319
<b>Figure 3.10-4:</b>	Estimated Post-fire and Optimum CWD Loadings .....	3-323
<b>Figure 3.10-5:</b>	Resistance-To-Control Rating Scheme .....	3-323
<b>Figure 3.10-6:</b>	Tripod Fire Salvage Harvest Systems by Alternative .....	3-328
<b>Figure 3.10-7:</b>	Estimated Current and Future Large Woody Fuel Loadings (tons/acre), 2007 - 2037 .....	3-330
<b>Figure 3.10-8:</b>	Comparing Estimated Attainment of Optimum CWD Ranges (2007 – 2037) .....	3-333
<b>Figure 3.10-9:</b>	Changes in Estimated Resistance-to-Control Ratings (2012 – 2037) .....	3-336
<b>Figure 3.11-1:</b>	Tripod Fire Salvage Particulate Matter by Alternative .....	3-344
<b>Figure 3.12-1:</b>	Current Open Road Density .....	3-349
<b>Figure 3.12-2:</b>	Summary of Road Actions by Alternative .....	3-351
<b>Figure 3.12-3:</b>	Road Density Comparison between Alternatives .....	3-352
<b>Figure 3.13-1:</b>	Permitted Use on Allotments within the Project Area .....	3-357
<b>Figure 3.13-2:</b>	Allotments and Pastures within Tripod Fire Perimeter .....	3-359
<b>Figure 3.13-3:</b>	Maximum Salvage Harvest Acres (Alternative D) for Pastures within Fire Perimeter and Capable Acres within Salvage Units...	3-363
<b>Figure 3.13-4:</b>	Estimated Disturbance Acres by Alternative and by harvest system within the affected allotments.....	3-364
<b>Figure 3.13-5:</b>	Acres of Salvage Harvest Units within ¼ mile of RHCAs .....	3-366
<b>Figure 3.13-6:</b>	Allotment Fire Recovery Measures .....	3-368
<b>Figure 3.15-1:</b>	Management Area Scenic Designations .....	3-382
<b>Figure 3.15-2:</b>	Scenic Integrity Level Conditions .....	3-384

<b>Figure 3.15-3:</b>	Visual description of the general appearance of High, Moderate, and Low Landscape Character and Scenic Condition .....	3-385
<b>Figure 3.15-4:</b>	View of mosaic burn pattern from Starvation Forest Road 4235 .	3-386
<b>Figure 3.15-5:</b>	View Ramsey Creek from Forest Road 5009 -400.....	3-387
<b>Figure 3.15-6:</b>	View from West Chewuch during the Tripod Fire .....	3-389
<b>Figure 3.15-7:</b>	Typical Foreground View from Brevicomis Area .....	3-389
<b>Figure 3.15-8:</b>	Post Fire Boulder Creek Area .....	3-391
<b>Figure 3.15-9:</b>	View from Methow Valley Ranger Station.....	3-392
<b>Figure 3.15-10:</b>	View of Spur and Tripod Fires from Conconully Area .....	3-394
<b>Figure 3.15-11:</b>	View of Spur and Tripod Fires from Conconully Lake.....	3-394
<b>Figure 3.15-12:</b>	Skyline and ground-based salvage harvest units within the foreground .....	3-395
<b>Figure 3.15-13:</b>	Skyline and ground-based salvage harvest units within the middleground .....	3-395
<b>Figure 3.16-1:</b>	Heritage resource sites within the Tripod Fire Salvage Project Area .....	3-401
<b>Figure 3.17-1:</b>	Unavoidable Impacts .....	3-408

## Appendices

<b>Figure B-1:</b>	Tripod Fire Salvage Project Alternatives .....	B-2
<b>Figure C-1:</b>	Economics – Alternative B .....	C-3
<b>Figure C-2:</b>	Economics - Alternative C .....	C-4
<b>Figure C-3:</b>	Economics – Alternative D.....	C-5
<b>Figure C-5:</b>	Economics – Alternative E.....	C-6
<b>Figure D-1:</b>	Wildlife: Key to Bird Species Acronyms .....	D-1
<b>Figure D-2:</b>	Broadscale trends of Management Indicator Species (MIS) for Tripod Fire area.....	D-3
<b>Figure D-3:</b>	Forest Management Direction for Cavity Dependent Species.....	D-4
<b>Figure E-1:</b>	Alternative B and E Treatments by Soil Map Unit .....	E-3
<b>Figure E-2:</b>	Alternative C Proposed Action Treatments by Soil Map Unit .....	E-5
<b>Figure E-3:</b>	Alternative D Proposed Action Treatments by Soil Map Unit .....	E-6
<b>Figure E-4:</b>	Past Sale Activity (overlapping harvest units) .....	E-9
<b>Figure E-5:</b>	Alternative B, E Estimated Existing Detrimental Soil (harvest units)	E-12
<b>Figure E-6:</b>	Alternative C Estimated Existing Detrimental Soil (harvest units) ...	E-15
<b>Figure E-7:</b>	Alternative D Estimated Existing Detrimental Soil (harvest units) ...	E-17
<b>Figure E-8:</b>	Alternative B and E Estimated Additional Potential Detrimental Soil and Estimated Active Soil Restoration (harvest units).....	E-22
<b>Figure E-9:</b>	Alternative C Estimated Additional Potential Detrimental Soil and Estimated Active Soil Restoration (harvest units) .....	E-25
<b>Figure E-10:</b>	Alternative D Estimated Additional Potential Detrimental Soil and Estimated Active Soil Restoration (harvest units) .....	E-28
<b>Figure E-11:</b>	Alternative B and E Estimated Additional Potential Detrimental Soil and Estimated Active Soil Restoration and Post Project Detrimental Soil (harvest units) .....	E-32
<b>Figure E-12:</b>	Alternative C Estimated Additional Potential Detrimental Soil and Estimated Active Soil Restoration and Post Project Detrimental Soil (harvest units).....	E-36

<b>Figure E-13:</b>	Alternative D Estimated Additional Potential Detrimental Soil and Estimated Active Soil Restoration Post Project Detrimental Soil (harvest units).....	E-38
<b>Figure F-1:</b>	Scoring guide for rating tree survival in the Tripod Fire.....	F-5
<b>Figure F-2:</b>	Minimum Tree Stocking Standards .....	F-9
<b>Figure F-3:</b>	Tree Planting Recommendations .....	F-10
<b>Figure F-4:</b>	Forest Habitat Types and Plant Association Groups.....	F-11
<b>Figure F-5:</b>	Scientific Common Plant Names.....	F-12
<b>Figure G-1:</b>	Crosswalk Table.....	G-7
<b>Figure I-1:</b>	Sensitive Plants and Species of Concern Found Within The Fire Perimeter and Project Area .....	I-1
<b>Figure I-2:</b>	R6 Sensitive Plant Species List, July 2004 Revision.....	I-6
<b>Figure I-3:</b>	R6 Sensitive Plants Suspected To Occur Within the Fire Perimeter of the Project Area. ....	I-8
<b>Figure I-4:</b>	Special Status Species List for Okanogan from the 2004 ROD to Remove Survey & Manage .....	I-13
<b>Figure J-1:</b>	Roads within the Project Area .....	J-2
<b>Figure K-1:</b>	Comparison of Post-Fire Tree Mortality Models.....	K-20

# **Tripod Fire Salvage Project Final Environmental Impact Statement Summary, September 2007**

## **Introduction**

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Lightning storms on July 3 and 24, 2006 ignited the Spur and Tripod Fires that ultimately burned together and became the Tripod Complex (hereafter called the Tripod Fire), burning a total of 175,184 acres. Of that total, 163,669 acres burned on the Okanogan National Forest, 11,408 acres burned on Washington State Department of Fish and Wildlife and Department of Natural Resources lands and 107 acres was in other ownership. The National Forest burned area is located on the Methow Valley Ranger District on the east side of the Chewuch River drainage and on the Tonasket Ranger District in the Salmon Creek watershed. Active fire suppression activities continued into the fall. The fire was declared contained on October 31, 2006 and was declared out on December 1, 2006. The project area for the Tripod Fire Salvage Project includes portions of the Tripod Fire that lie on National Forest lands on the Methow Valley and Tonasket Ranger Districts within Okanogan County (38,278 acres). The project area is located within the Lower Chewuch River, Middle Methow River and Salmon Creek watersheds. It also includes all land immediately adjacent to Roads 37 and 39 within the fire boundary.

The Forest Service has prepared this Final Environmental Impact Statement (FEIS) in compliance with the National Environmental Policy Act (NEPA) and other relevant Federal and State laws and regulations. This FEIS discloses the direct, indirect and cumulative environmental effects that would result from implementing the proposed action and alternatives to the proposed action. The Record of Decision, which is the decision document associated with this FEIS, is a separate document, written after completion of the FEIS.

## **Purpose and Need for Action**

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The purpose and needs are derived from the differences between existing and desired conditions in the project area.

The major purpose of this project is to recover the economic value of a proportion of dead trees and fire-injured trees expected to die within one year of project implementation in the Tripod Fire area. Removing fire-killed and damaged trees through salvage logging would provide sawtimber and other wood products to local and regional economies.

There are a large number of dead and dying trees located next to roads that are open for public use and are hazardous to road users. There is a need to improve safety along roads open to the public within the fire area.

Natural regeneration of conifers after a fire is dependent on seed dispersal from healthy trees. In many areas, particularly within high tree mortality areas of the fire, adjacent

seed sources are not available for conifer species such as Douglas-fir and ponderosa pine. There is a need to accelerate reforestation by re-establishing trees in salvage harvest units where there is insufficient seed source. Replanting with the appropriate species would ensure timely establishment of species desirable for long-term objectives. Salvage harvest on deforested, suitable (for timber production) lands that is driven by an objective to recover timber should be reforested within five years of harvest completion (USDA Forest Service 2002b).

## **Proposed Action – Alternative B**

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The proposed action is a proposal developed early in the NEPA process to authorize, recommend, or implement an action to meet stated purposes, needs, and goals based on the best information at the time. This proposed action salvages a proportion of the dead trees and fire-injured trees expected to die within one year of project implementation. It also employs mitigation measures that would reduce detrimental soil conditions in the short term (next ten years), move soil conditions towards a natural condition over the long term, and mitigate potential impacts to Threatened and Endangered Species.

### **Purpose and Design**

Alternative B was designed to maximize recovery of dead and fire injured trees expected to die within one year of project implementation that have positive net value. The volume recovered is part of the sustainable supply of sawtimber to local and regional economies. It provides for regeneration of harvest units. Public safety is improved by removal of danger trees along open road corridors.

### **Description**

#### **Salvage Harvest**

An estimated 2,748 acres would be commercially salvage harvested, with an estimated recovery of 17.9 million board feet (MMBF) of wood fiber. Only dead trees and fire-injured trees expected to die within one year of project implementation (when the salvage harvest unit is marked and cruised) would be considered for harvest. The following areas would not be harvested: areas with high soil damage, inventoried roadless areas (IRA), areas adjacent to the IRAs with undeveloped characteristics, old-growth habitat as defined in the Forest Plan, recently regeneration-harvested areas, suitable lynx habitat and PACFISH Riparian Habitat Conservation Areas (RHCA).

Salvage logging would focus on removing dead trees and fire-injured trees expected to die within one year of project implementation with a positive net value (log value exceeds logging and haul costs). In general, dead and dying conifer trees from 10 inches diameter at breast height (DBH) up to and including 28 inches DBH would be commercially harvested.

Ground-based harvesting would occur on approximately 2,156 acres with current road access and a sustained slope of 35% or less. Skyline logging would occur on approximately 591 acres in areas with road access and a sustained slope greater than 35 percent and in areas with slopes of 35 percent or less where terrain and road location require the use of cable logging systems.

### **Reforestation**

Native tree seedlings would be planted on approximately 1,659 acres within salvage harvest units that have insufficient residual seed source to ensure adequate and timely regeneration of conifer species. Ponderosa pine, Douglas-fir, Engelmann spruce, western larch, and lodgepole pine seedlings would be hand planted to ensure that salvage units would meet minimum tree stocking guides within five years of completion of harvest. Approximately 1,089 acres within salvage units are expected to regenerate naturally. Natural regeneration would re-establish forest stands in areas where there is a residual seed source that is sufficient to ensure adequate regeneration of conifer species within five years of salvage harvest.

### **Activity Fuels Treatment**

In the approximately 2,156 acres harvested with ground-based methods, fuels would remain on-site if trees were felled by hand, or would be removed to landings if a feller-buncher was used. Fuels brought to landings would be concentrated into piles for later burning. In the approximately 591 acres of skyline logging harvest, fuels would remain on-site.

### **Road Management**

Approximately 155 miles of open forest transportation system roads would be used for access to salvage units and for timber haul. Approximately 23 miles of closed system road would be opened for use and closed following harvest operations. There are about 7 miles of currently open road that would be used and closed, implementing a past decision from the South Twentymile EA. All other system roads would remain open.

There are approximately 3 miles of previously decommissioned or unauthorized roads that would be used as access spurs to salvage units. These roads would be decommissioned following harvest operations. An additional 3 miles of unauthorized roads were identified as having utility for management in the future. These roads would be re-opened, classified as a system road and closed following harvest operations.

Temporary roads would be constructed to access landing sites and allow landings to be less visible from roadways. Most individual temporary road segments would not exceed 500 feet in length. Total new temporary road length would be less than 3 miles. Temporary roads constructed during the project would be decommissioned and returned to productive ground following salvage harvest operations. No new permanent system roads or access routes would be constructed. There would be no long-term increase in open road density resulting from the salvage harvest.

## Forest Plan Amendments

Project specific, non-significant Forest Plan amendments are included to:

- 1) Allow salvage harvest of those fire-injured trees greater than or equal to 21 inches diameter at breast height (DBH), with a low probability of survival within one year of project implementation. These trees are currently alive, but are expected to die from fire related effects. Currently, Amendment #2 (Eastside Screens) directs maintenance of live trees greater than or equal to 21"DBH within stands subject to timber harvest.
- 2) Allow snowplowing and motorized use of designated, groomed snowmobile routes to facilitate winter salvage activities. Currently Forest Plan Forestwide Standard and Guideline 17-6 identifies roads that should not be snowplowed and should be closed to motorized wheel traffic from December 1 to April 1.
- 3) Allow timber salvage operations to take place in MA-26 deer winter range from December through March, in order to facilitate the recovery of deteriorating timber. Most of the deer winter range affected is currently not effective habitats as it was burned by the Tripod Fire.
- 4) Allow timber salvage operations to occur in Management Area 12 from December through March, in order to facilitate the recovery of deteriorating timber. MA-12 has a management emphasis of providing habitat to support a stable lynx population while accessing the area for growing and producing merchantable wood fiber. Most of the habitat affected is currently in an unsuitable condition for lynx.

## Public Involvement

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On December 28, 2006 a Notice of Intent to prepare an Environmental Impact Statement for the Tripod Fire Salvage Project appeared in the Federal Register and a press release was sent to regional media. On January 5, 2007, scoping packages for the Tripod project were sent to 530 addresses, which consisted of the Methow Valley and Tonasket Ranger Districts planning mailing lists, adjacent landowners, and others who indicated an interest in the Tripod Fire Salvage Project. Federal, state and local agencies and American Indian tribes were also invited to participate.

A public meeting was held in Winthrop, WA on January 16, 2007. The entire ID Team was on hand to explain their resource objectives and answer any questions. Sixteen people attended the meeting. Letters of public comment were received after the meeting. Articles about the project appeared in the *Methow Valley News* and *Omak Chronicle* newspapers. 208 written letters of input were received before the close of the public comment period on January 29, 2007.

The Notification of Availability of the Draft EIS appeared in the Federal Register on June 1, 2007. The DEIS or Summary was mailed or made available to those listed in the DEIS Chapter 5. 217 parties commented during the 45 day comment period which closed on July 16, 2007.

A public meeting was held in Winthrop, Washington on June 14, 2007. The entire Interdisciplinary Team was on hand to answer questions about the DEIS.

## **Environmental Issues**

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### **INTRODUCTION**

Issues are points of concern about environmental effects that may occur as a result of implementing the proposed action. They are generated by the public and are in response to the proposed action. Issues provide focus for the analysis of environmental effects and influence alternative development, including development of mitigation measures.

Key issues (also known as significant issues) are used to formulate alternatives, prescribe mitigation measures, and analyze environmental effects. In addition to “key issues,” “other” issues were raised by the public. They were considered as this project was developed, analyzed and may have generated design criteria. They are addressed in the effects analysis (Chapter 3).

The following is a listing of the issues:

### **KEY ISSUES**

#### **Economic Recovery**

The Proposed Action would economically recover material on less than 2% of the National Forest area that burned in the Tripod Fire. There was a concern that more acres should be harvested, especially in The Okanogan Forest Plan Management Area 25, where the goal is to intensively manage the timber resource to achieve a high present net value and a high level of timber outputs. There was a concern that helicopter logging was not included in the Proposed Action. The general concern was that these items could result in the Proposed Action not achieving economic recovery objectives.

#### **Wildlife - Lynx**

Salvage harvest has the potential to reduce the amount of tree establishment and growth, which could affect the recovery of lynx habitat. In twenty years many trees killed by the Tripod Fire will have fallen over, improving habitat for snowshoe hares and the lynx that prey upon them. Salvage harvest would remove a portion of these trees, which could remove components of lynx habitat in the future. In addition, creation of linear open areas in lynx habitat (such as construction of a temporary road) has the potential to attract snowmobile use during the winter season. This use could improve access for cougars and other predators to utilize lynx habitat and compete with or prey directly upon lynx.

### **Salvage Harvest of Trees greater than or equal to 21”DBH**

There was a concern about salvage harvesting trees greater than or equal to 21” DBH. These trees have value for wildlife, fisheries, and soil productivity at the stand scale. Modeling for the Methow Valley Ranger District showed a current shortage of snags over 20” DBH. The concern was that there was an ecologic need to maintain legacy structures for current and future habitat and structural purposes.

## **OTHER ISSUES**

### **Fisheries and Hydrology**

Salvage harvest activities within the project area such as removal of trees, log yarding by ground-based and skyline systems, and temporary road construction or road reconstruction have the potential to interfere with aquatic and riparian habitat recovery by changing the way water is stored and routed through the project area to riparian areas, stream channels, and wetlands.

The Tripod Fire consumed ground cover thereby exposing soils directly to rain events and runoff. This will result in accelerated erosion on hill slopes. Proposed log yarding operations and road construction and re-opening have the potential to increase soil disturbance and subsequent soil erosion. This could increase the delivery of sediment to water-bodies (especially 303(d) listed waterbodies), affecting water quality and native and threatened, endangered and sensitive fish.

### **Soils**

Detrimental soil disturbance from salvage harvest can increase soil compaction, decrease site productivity, and accelerate erosion. The loss of ground cover and surface organics as a result of the Tripod Fire may have elevated the sensitivity of soils to additional impacts from proposed salvage activities. Ground disturbance from log yarding or road work may affect soil productivity by increasing detrimental soil disturbance caused by soil compaction, displacement, and erosion. It may also affect micro-habitats for soil microbes. Removal of dead trees may affect the amount of coarse woody debris available for soil formation. On some areas, past activities may have already impacted soils.

### **Wildlife**

#### **Burned Forest Habitat**

Salvage logging activities would remove dead trees and fire-injured trees expected to die within one year from 10 DBH up to and including 28 inches DBH. Removal of these trees could adversely affect wildlife species that depend on burned forest and snags by reducing habitat effectiveness. Removal of dead trees could cause a loss of foraging and nesting habitat for cavity-nesting species.

### **Forest Vegetation**

There is a concern that large areas, particularly in the dry forest/ponderosa pine stands, would not be allowed to recover because of human intervention following the Tripod Fire.

Tree mortality levels are high in many of the proposed salvage harvest units in the Tripod Fire and will require reforestation to restore forest vegetation. In some areas, a seed source is located within or adjacent to units, and other areas this is not the case. Reforestation is required on deforested, suitable (for timber production) lands where salvage harvest activities are conducted (USDA Forest Service 2002b). Reforestation of these deforested areas should be completed within five years of completion of harvest activities. Salvage harvest activities such as log yarding can compact the ground, which could reduce the success of natural tree regeneration and reduce growth rates. Log yarding can also kill young trees that have regenerated if the logging is delayed too long.

### **Plant Communities**

Salvage harvest activities such as ground-based and skyline yarding, have the potential to slow the natural rate of vegetative recovery by stressing residual live root crowns and below-ground plant parts through site alteration, soil compaction, and/or soil displacement.

The Tripod fire burned over 175,000 acres of which 30% is considered high severity. A high severity burn produces a condition where the litter layer, soil organic horizons, and much of the coarse woody debris are consumed by fire. Root crowns and other below ground tissues may be damaged or killed via heating of plant parts in the upper soil layers. On high severity burn areas vegetative recovery is dependent on off-site species colonization and from residual species that re-sprout from deeply buried plant parts that were not damaged in the fire. With increasing fuel consumption there could be a decrease in the rate of natural vegetative recovery. Salvage harvest could further alter the site potential for native plant recovery, particularly on high severity sites, by increasing the time it takes for full post-burn plant recovery.

### **Invasive Plants**

Post-fire salvage activities such as ground-based, helicopter and skyline logging could contribute to the spread of invasive plants by further disturbing soil and shade and removing remaining cover provided by dead and dying trees. The soil disturbance caused by the Tripod fire could facilitate the introduction, spread, and establishment of invasive plant species. Since roads are the primary vector for weed dispersal, new and existing invasive plant species could be introduced to the area by equipment and vehicles from other locations.

### **Recreation**

The project area is used for dispersed recreation activities such as camping, hiking, hunting, driving for pleasure, mountain biking, horseback riding, motorcycling and snowmobiling. Salvage harvest operations such as tree falling, log yarding, and timber haul may make it unsafe for the recreating public to be in the area. To provide for safety, salvage harvest activities could restrict public access in and to portions of the project area. In addition, if salvage occurs in the winter, portions of roads that are normally groomed for snowmobile travel may be plowed for timber haul. This snowplowing and log haul may restrict routes that are normally used for snowmobiling, affecting snowmobile access to large areas outside as

well as within the project area. Creation of temporary roads and skid trails may provide OHV access to areas not currently used by OHV recreationists.

Salvage harvest-related traffic is comprised of logging truck hauling logs, heavy equipment transport, and contractor and administrative pickups and crew carriers. This salvage harvest-generated traffic produces noise, dust and congestion that could affect rural residences along haul routes.

### **Inventoried Roadless Areas and adjacent Areas with Undeveloped Characteristics**

In the middle portion of the fire area there are three Inventoried Roadless Areas (IRAs): Granite Mountain, Tiffany, and Long Swamp. Adjacent to these areas are additional areas that have an undeveloped character. The IRAs cover 115,860 acres and the undeveloped areas cover 27,701 acres, for a total area of 143,561 acres. Within the fire area, the IRAs comprise 73,342 acres and the adjacent undeveloped areas comprise 23,177 acres for a total area of 96,519 acres. Salvage activities such as road opening (increased access) and timber harvest (noise, dust and smoke) have the potential to affect the undeveloped character of these areas.

### **Fuels**

In fuels analysis coarse woody debris (CWD) is defined as dead standing and downed pieces larger than or equal to 3 inches in diameter. Salvage harvest would reduce CWD loadings by varying amounts throughout the Tripod Fire Salvage project area. An acceptable quantity of CWD that provides desired biological benefits, without creating an unacceptable fire hazard or potential for high burn severity is defined by Brown et al. (2003) as amended for the Okanogan National Forest by Harrod (2007). Salvage harvest could also affect the amount of small woody fuels which might increase short-term fire risk.

### **Air Quality**

Post-salvage fuels treatment activities such as landing-pile burning could temporarily decrease air quality in communities down wind of the project area.

### **Transportation**

There was a public concern about developing any further roads within the project area. Additional roads could reduce wildlife habitat effectiveness and cause additional erosion and sedimentation. There was also a public concern about management of existing roads; that no roads that were closed before the fire should be opened, nor that any roads that were opened before the fire should be closed.

### **Range**

Salvage logging activities could retard post fire forage vegetation recovery and increase the time needed to rest the pasture from livestock grazing by mechanical damage to regenerating plants and by creating additional soil disturbance with the potential for soil erosion and soil compaction.

Dense vegetation creates natural barriers that livestock do not ordinarily drift through. Grazing allotment and pasture division boundaries have been established along natural drift barriers. These drift barriers that have been opened by the fire could be further disturbed by salvage logging and result in increasing livestock drift.

Salvage logging activities could change livestock distribution patterns that increase the use of riparian areas. There is a potential that an increase in transitory range within watering distance (the distance livestock would typically travel to drink) of riparian areas would result in an increase in the occurrence of livestock using the stream, which could limit riparian vegetation recovery.

### **Scenic Viewsheds and Landscape Character**

Local residents, recreation users and tourists all value the scenery within the Tripod Fire Salvage Project area. Salvage harvest operations such as tree removal, establishment of skid trails and skyline corridors and road establishment could affect the scenic resource by altering the naturally established form, line, color and texture in the foreground and middleground of a given viewshed. There are four main areas that are analyzed in the context of viewsheds; the Chewuch Viewshed, the Middle Salmon-Boulder Viewshed, Methow Valley Viewshed, and the Conconully Viewshed.

### **Heritage Resources**

Heritage resources include any sites, buildings, structures, features, deposits and objects that contain evidence of past human activities and that are greater than 50 years old. Heritage resources also include sites that are associated with a continuing tradition of spirituality or are of cultural importance to a local community.

Seven heritage resource sites lie within the project area. Some of these sites have been determined to be eligible for listing in the National Register. These heritage resources are nonrenewable resources that can be vulnerable to ground disturbing activity and in some instances, to increased public access or alterations in the surrounding landscape. Proposed project activities could physically disturb known or undiscovered cultural sites.

# Alternatives Considered In Detail

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The Interdisciplinary Team developed alternatives to the proposed action which respond to the purpose and need and address key issues identified by the public. Each alternative is a mix of activities on specific parts of the landscape designed to accomplish a particular emphasis or theme. Five alternatives for managing land and resources in the Tripod Fire Salvage project area are described, analyzed and compared.

## ALTERNATIVE A – NO ACTION

### Purpose and Design

The purpose of Alternative A is to allow current processes to continue within the Tripod Fire Salvage project area. No salvage harvest, reforestation or roadside danger tree removal would take place. No temporary road construction, road re-construction road opening, road closures or decommissioning would occur. There would be no change in the level of on-going management activities. Previously approved or ongoing activities such as fire protection, road maintenance, dispersed recreation, invasive species management and Burned Area Emergency Response (BAER) projects would continue as authorized.

## DESCRIPTION OF ELEMENTS COMMON TO ALL ACTION ALTERNATIVES (B, C, D, E)

### Salvage Harvest

The following areas would not be salvage harvested: areas with high soil damage, inventoried roadless areas, areas with undeveloped character, old-growth habitat as defined in the Forest Plan, Late and Old Structure (LOS) stands as defined in Okanogan National Forest Screen 2 Mapping Guidelines, recently regeneration-harvested areas, lynx habitat currently in suitable condition and PACFISH Riparian Habitat Conservation Areas (RHCA).

Salvage logging would focus on removing dead trees and fire-injured trees expected to die within one year of project implementation. Dead conifer trees and fire-injured trees expected to die within one year of project implementation that are from 10 inches diameter at breast height (DBH) up to and including 28 inches DBH would be commercially harvested (except Alternative E which would not salvage harvest any tree greater than or equal to 21" DBH). Only dead conifer trees and fire-injured trees expected to die within one year of project implementation that are from 12 inches DBH up to and including 28 inches DBH would be commercially harvested within lynx habitat currently in unsuitable condition (as defined in the *Canada Lynx Conservation Assessment and Strategy* (Ruediger et al. 2000) (LCAS). Salvage harvest units (CE01, CE02, CE03, CE08, CE11, GA01, GA07) that were a part of the East Tripod Categorical Exclusion (USDA Forest Service 2007c) would harvest dead trees and fire-injured trees expected to die within one year of implementation, that are from 10 inches DBH up to and including 18 inches DBH. Approximately ten percent by area of dead trees and trees expected to die within these diameter classes would be retained. In

some places, larger leave islands of burned forest would be left to avoid creating large areas without snags. Dead trees and trees expected to die below the lower diameter limits and greater than 28 inches DBH (greater than or equal to 21 inches DBH in Alternative E) would be retained throughout harvest units. Large live and dead retained trees would provide legacy structures.

#### Criteria Common to Salvage Harvest Areas:

Retain all snags less than 10 inches DBH in all harvest units

Retain all snags less than 12 inches DBH in harvest units located in lynx habitat currently in an unsuitable condition. Refer to Appendix 2 for a list of harvest units located in lynx habitat currently in an unsuitable condition

Retain all snags greater than 28 inches DBH in all harvest units (except greater than or equal to 21" DBH in Alternative E)

Retain all snags greater than 18 inches DBH in harvest units CE01, CE02, CE03, CE08, GA01, and GA07

Retain ten percent of the area within each harvest unit in an unharvested condition by identifying small retention islands surrounding favorable burned wildlife trees 10-28" DBH  
Retain 40 acres of unharvested forest habitat (including standing and down trees) that is representative of post-fire conditions in all 100 acre neighborhoods within and adjacent to harvest units. Neighborhoods are a roving or moving area of 100 acres within which, the 40% retention criteria would be applied

Retain 6 acres of unharvested forest habitat (including standing and down trees) that is representative of post-fire conditions in all 20 acre neighborhoods within and adjacent to harvest units located in montane forest habitat. Refer to Appendix B for a list of harvest units located in montane forest habitat

Retain all fire injured trees that do not meet the description of a dead tree and have a moderate or high probability of surviving

Retain all down wood as of project implementation

Dead trees that existed before the Tripod Fire typically burned with higher intensity, sustained higher damage, and are not targeted for salvage harvest

#### **Roadside Danger Tree Removal**

Roadside danger trees would be felled along 47 miles of open (Maintenance Level 2 and above) roads within the project area to improve safety for road users (Danger Tree Falling Roads Map, Appendix A). Danger trees located within Riparian Habitat Conservation Areas (RHCA) would be cut and left in place to provide additional coarse woody debris.

#### **Road Management**

No new permanent system roads or access routes would be constructed. Although road densities would increase during implementation, there would be no long-term increase in open road density resulting from the salvage harvest. Generally, roads that were open before the Tripod Fire would remain open and roads that were closed before the fire would be closed.

### **Other Actions**

All of the action alternatives would be implemented through timber sale contracts and associated Sale Area Improvement, brush disposal and erosion control plans. Salvage harvest would begin in 2007 and could continue through 2009.

### **Forest Plan Amendments**

Implementation of all action alternatives includes the following site-specific amendments of the Forest Plan.

- 1) Allow salvage harvest of those fire-injured trees greater than or equal to 21 inches diameter at breast height (DBH), with a low probability of survival within one year of project implementation. These trees are currently alive, but are expected to die from fire related effects. Currently, Amendment #2 (Eastside Screens) directs maintenance of live trees greater than or equal to 21"DBH within stands subject to timber harvest.
- 2) Allow snowplowing and motorized use of designated, groomed snowmobile routes to facilitate winter salvage activities. Currently Forest Plan Forest-wide Standard and Guideline 17-6 identifies roads that should not be snowplowed and should be closed to motorized wheel traffic from December 1 to April 1.
- 3) Allow timber salvage operations to take place in MA-26 deer winter range from December through March, in order to facilitate the recovery of deteriorating timber. Most of the deer winter range affected is currently not effective habitat as it was burned by the Tripod Fire.
- 4) Allow timber salvage operations to occur in Management Area 12 from December through March, in order to facilitate the recovery of deteriorating timber. MA-12 has a management emphasis of providing habitat to support a stable lynx population while accessing the area for growing and producing merchantable wood fiber. Most of the habitat affected is currently in an unsuitable condition for lynx.

## **ALTERNATIVE B – PROPOSED ACTION**

### **Purpose and Design**

Alternative B is the alternative that the Forest Service proposed at the beginning of the NEPA process to respond to the agency's purpose of and need for action. It was designed to maximize recovery of dead and fire injured trees expected to die within one year of project implementation that have positive net value. The volume recovered is part of the sustainable supply of sawtimber to local and regional economies. It provides for regeneration of harvest units. Public safety is improved by removal of danger trees along open road corridors.

## **Description**

### **Salvage Harvest**

An estimated 2,748 acres would be commercially salvage harvested, with an estimated recovery of 17.9 million board feet (MMBF) of wood fiber. Only dead trees and fire-injured trees expected to die within one year of project implementation would be considered for harvest.

Ground-based harvesting would occur on approximately 2,156 acres with current road access and a sustained slope of 35% or less. Skyline logging would occur on approximately 591 acres in areas with road access and a sustained slope greater than 35 percent and in areas with slopes of 35 percent or less where terrain and road location require the use of cable logging systems.

### **Reforestation**

Native tree seedlings would be planted on approximately 1,659 acres within salvage harvest units that have insufficient residual seed source to ensure adequate and timely regeneration of conifer species. Approximately 1,089 acres within salvage units are expected to regenerate naturally. Natural regeneration would re-establish forest stands in areas where there is a residual seed source that is sufficient to ensure adequate regeneration of conifer species within five years of salvage harvest.

### **Activity Fuels Treatment**

In the approximately 2,156 acres harvested with ground-based methods, fuels would remain on-site if trees were felled by hand, or would be removed to landings if a feller-buncher was used. Fuels brought to landings would be concentrated into piles for later burning. In the approximately 591 acres of skyline logging harvest, fuels would remain on-site.

### **Road Management**

Approximately 155 miles of open forest transportation system roads would be used for access to salvage units and for timber haul. Approximately 23 miles of closed system road would be opened for use and closed following harvest operations. There are about 7 miles of currently open road that would be used and closed, implementing a past decision from the South Twentymile EA. All other system roads would remain open.

There are approximately 3 miles of previously decommissioned or unauthorized roads that would be used as access spurs to salvage units. These roads would be decommissioned following harvest operations. An additional 3 miles of unauthorized roads were identified as having utility for management in the future. These roads would be re-opened, classified as a system road and closed following harvest operations.

Temporary roads would be constructed to access landing sites and allow landings to be less visible from roadways. Most individual temporary road segments would not exceed 500 feet in length. Total new temporary road length would be less than 3 miles. Temporary roads

constructed during the project would be decommissioned and returned to productive ground following salvage harvest operations.

## **ALTERNATIVE C**

### **Purpose and Design**

This alternative responds to the key issue of reducing disturbances to lynx habitat. No salvage harvest would occur within lynx habitat, including habitat currently in unsuitable condition, as defined in the LCAS. Alternative C also meets the primary purpose and need of economic recovery and design described in Alternative B above.

### **Description**

#### **Salvage Harvest**

An estimated 2,247 acres would be commercially salvage harvested, with an estimated recovery of 14.0 million board feet (MMBF) of wood fiber. Only dead trees and fire-injured trees expected to die within one year of project implementation would be considered for harvest.

Ground-based harvesting would occur on approximately 1,896 acres with current road access and a sustained slope of 35% or less. Skyline logging systems would occur on approximately 351 acres in areas where road systems are in place and a sustained slope greater than 35 percent and in areas with slopes of 35 percent or less where terrain and road location require the use of cable logging systems.

#### **Reforestation**

Native tree seedlings would be planted on approximately 1,533 acres within salvage harvest units that sustained high levels of tree mortality (generally 70 percent or greater of the overstory trees) and have insufficient residual seed source to ensure adequate and timely regeneration of conifer species. Approximately 714 acres within salvage units are expected to regenerate naturally. Natural regeneration would re-establish forest stands in areas where there is a residual seed source that is sufficient to ensure adequate regeneration of conifer species within five years of salvage harvest.

#### **Activity Fuels Treatment**

In the approximately 1,896 acres harvested with ground-based methods, fuels would remain on-site if trees were felled by hand, or would be removed to landings if a feller-buncher was used. Fuels brought to landings would be piled for later burning. In the approximately 351 acres of skyline harvest, fuels would remain on-site.

#### **Road Management**

Approximately 123 miles of open system roads would be used for access to salvage units and for timber haul. Approximately 13 miles of closed system road would be opened for use

and closed following harvest operations. There are about 5 miles of currently open road that would be used and closed, implementing a past decision from the South Twentymile EA. All other system roads would remain open.

There are approximately 3 miles of previously decommissioned or unauthorized roads that would be used as access spurs to salvage units. These roads would be decommissioned following harvest operations. An additional 3 miles of unauthorized roads were identified as having utility for management in the future. These roads would be re-opened, classified as a system road and closed following harvest operations.

Temporary roads would be constructed to access landing sites and allow landings to be less visible from roadways. Most individual temporary road segments would not exceed 500 feet in length. Total new temporary road length would be approximately two miles. Temporary roads constructed during the project would be decommissioned and returned to productive ground following salvage harvest operations.

## **ALTERNATIVE D**

### **Purpose and Design**

Alternative D addresses the key issue of economics by providing increased amount of salvage timber that would be available to local and regional economies. However this additional timber includes salvage units with a higher logging cost or lower sawtimber value with a negative net value.

### **Description**

#### **Salvage Harvest**

An estimated 3,404 acres would be commercially salvage harvested, with an estimated recovery of 24.0 million board feet (MMBF) of wood fiber. Only dead and fire-injured trees expected to die within one year of implementation would be considered for harvest.

Ground-based harvesting would occur on approximately 2,156 acres with current road access and a sustained slope of 35% or less. Skyline logging systems would occur on approximately 716 acres in areas where road systems are generally in place and a sustained slope greater than 35 percent and in areas with slopes of 35 percent or less where terrain and road location require the use of cable logging systems. Helicopter logging would occur on approximately 532 acres in areas where other logging systems are not feasible.

#### **Reforestation**

Native tree seedlings would be planted on approximately 1,930 acres within salvage harvest units that have insufficient residual seed source to ensure adequate and timely regeneration of conifer species. Approximately 1,474 acres within salvage units are expected to regenerate naturally. Natural regeneration would re-establish forest stands in areas where

there is a residual seed source that is sufficient to ensure adequate regeneration of conifer species within five years of salvage harvest.

### **Activity Fuels Treatment**

In the approximately 2,156 acres harvested with ground-based methods, fuels would remain on-site if trees were felled by hand, or would be removed to landings if a feller-buncher was used. Fuels brought to landings would be piled for later burning. In the approximately 716 acres of skyline harvest, fuels would remain on-site. In the approximately 532 acres of helicopter harvest, fuels would remain on-site.

### **Road Management**

Approximately 156 miles of open system roads would be used for access to salvage units and for timber haul. Approximately 24 miles of closed system road would be opened for use and closed following harvest operations. There are about 7 miles of currently open road that would be used and closed, implementing a past decision from the South Twentymile EA. All other system roads would remain open.

There are approximately 3 miles of previously decommissioned or unauthorized roads that would be used as access spurs to salvage units. These roads would be decommissioned following harvest operations. An additional 3 miles of unauthorized roads were identified as having utility for management in the future. These roads would be re-opened, classified as a system road and closed following harvest operations.

Temporary roads would be constructed to access landing sites and allow landings to be less visible from roadways. Most individual temporary road segments would not exceed 500 feet in length. Total new temporary road length would be less than 3 miles. Temporary roads constructed during the project would be decommissioned and returned to productive ground following salvage harvest operations.

## **ALTERNATIVE E**

### **Purpose and Design**

Alternative E responds to the key issue of salvage harvesting dead and fire injured trees expected to die within one year of project implementation greater than or equal to 21" DBH. It is similar in many respects to Alternative B in that it proposes to salvage harvest the same units, reforest the same units, treat activity fuels in a similar manner and utilize the same road systems. However, it would not salvage harvest any live trees, dead trees or fire injured trees expected to die within one year of project implementation that are greater than or equal to 21" DBH.

## **Description**

### **Salvage Harvest**

An estimated 2,748 acres would be commercially salvage harvested, with an estimated recovery of 14.4 million board feet (MMBF) of wood fiber. Only dead trees and fire-injured trees expected to die within one year of project implementation less than 21" DBH would be considered for harvest.

Ground-based harvesting would occur on approximately 2,156 acres with current road access and a sustained slope of 35% or less. Skyline logging would occur on approximately 591 acres in areas with road access and a sustained slope greater than 35 percent and in areas with slopes of 35 percent or less where terrain and road location require the use of cable logging systems.

### **Reforestation**

Native tree seedlings would be planted on approximately 1,659 acres within salvage harvest units that have insufficient residual seed source to ensure adequate and timely regeneration of conifer species. Approximately 1,089 acres within salvage units are expected to regenerate naturally. Natural regeneration would re-establish forest stands in areas where there is a residual seed source that is sufficient to ensure adequate regeneration of conifer species within five years of salvage harvest.

### **Activity Fuels Treatment**

In the approximately 2,156 acres harvested with ground-based methods, fuels would remain on-site if trees were felled by hand, or would be removed to landings if a feller-buncher was used. Fuels brought to landings would be concentrated into piles for later burning. In the approximately 591 acres of skyline logging harvest, fuels would remain on-site.

### **Road Management**

Approximately 155 miles of open system roads would be used for access to salvage units and for timber haul. Approximately 23 miles of closed system road would be opened for use and closed following harvest operations. There are about 7 miles of currently open road that would be used and closed, implementing a past decision from the South Twentymile EA. All other system roads would remain open.

There are approximately 3 miles of previously decommissioned or unauthorized roads that would be used as access spurs to salvage units. These roads would be decommissioned following harvest operations. An additional 3 miles of unauthorized roads were identified as having utility for management in the future. These roads would be re-opened, classified as a system road and closed following harvest operations.

Temporary roads would be constructed to access landing sites and allow landings to be less visible from roadways. Most individual temporary road segments would not exceed 500 feet in length. Total new temporary road length would be less than 3 miles. Temporary roads

constructed during the project would be decommissioned and returned to productive ground following salvage harvest operations.

## Environmental Consequences

### Comparison of Alternatives

This section provides a side-by-side description of each alternative (Figure 2-2) and a summary of how each alternative responds to the Purpose and Need and each Key Issue (Figure 2-3). See Chapter 1 for background on the issues and Chapter 3 for a complete description of the effects and for the scientific basis for results in the summary table.

**Figure S-1: Comparison of Alternative Activities**

Activities	Unit of Measure	Alternatives				
		A (No Action)	B	C	D	E
<b>Harvest</b>						
Timber Salvage	Acres	0	2,748	2,247	3,404	2,748
Timber Salvage Volume	MMBF	0	17.9	14.0	24.0	14.4
<b>Harvest Method</b>						
Skyline	Acres	0	591	351	716	591
Helicopter	Acres	0	0	0	532	0
Ground Based	Acres	0	2,156	1,896	2,156	2,156
<b>Roads</b>						
Open system roads to be used	Miles	0	155.4	123.0	155.5	155.4
Temporary road construction	Miles	0	3.0	2.0	3.0	3.0
Closed system roads to re-open	Miles	0	22.7	13.4	23.7	22.7
Unauthorized roads to re-open	Miles	0	6.7	6.6	6.7	6.7
Open roads where danger trees would be felled and/or removed	Miles	0	47.0	47.0	47.0	47.0
<b>Post Harvest Treatment</b>						
Soil Active Restoration	Acres	0	129.5	116.5	129.5	129.5
Reforestation	Acres	0	1,659	1,533	1,930	1,659
Burn Landing Piles	Acres	0	122	135	143	122

**Figure S-2: Comparisons of Alternatives by Purpose and Need and by Issues`**

Purpose & Need and Issues	Unit of Measure	Alternatives				
		A	B	C	D	E
<b>Purpose and Need</b>						
Recover a portion of the dead trees and fire injured trees expected to die within one year while they have economic value	MMBF	0	17.9	14.0	24.0	14.4
	Total Value (\$)	0	533,000	446,000	-310,000	346,000
Improve safety within the fire area by reducing hazards associated with dead trees along roads open to the public by cutting &/or removing these trees.	Miles of Road where Danger Trees would be Felled	0	47	47	47	47
Re-establish trees in salvage harvest units where there is insufficient residual tree source.	Acres of reforestation	0	1659	1,533	1,930	1,659
<b>Key Issues</b>						
<b>Economic Recovery</b>						
Resource Recovery	Timber Salvaged (MMBF)	0	17.9	14.0	24.0	14.4
	Acres Salvaged	0	2,748	2,247	3,404	2,748
Economic Value	Tractor Log (acres)	0	2,156	1,896	2,156	2,156
	Skyline Log (acres)	0	591	351	716	591
	Heli Log (acres)	0	0	0	532	0
	Total Value \$	0	533,000	446,000	-310,000	346,000
<b>Lynx</b>						
Effect on Lynx Habitat	Capable	0	413	0	929	413

Purpose & Need and Issues	Unit of Measure	Alternatives				
		A	B	C	D	E
	Habitat Salvaged (acres)					
	Length of temporary road remaining open in lynx habitat	0	0	0	0	0
<b>Salvage of Trees ≥ 21" DBH</b>						
	Salvage units where all trees ≥ 21" DBH would be retained (acres)	NA	0	0	0	2,748
	Dead and high probability of dying trees ≥ 21" DBH per acre retained in salvage units	2.2	0.2	0.2	0.2	2.2
	Green and low to moderate probability	0.3-1.0	0.3-1.0	0.3-1.0	0.3-1.0	0.3-1.0

Purpose & Need and Issues	Unit of Measure	Alternatives				
		A	B	C	D	E
	of dying trees ≥ 21" DBH per acre retained in salvage units					
<b>Other Issues</b>						
<b>Fisheries and Hydrology</b>						
RHCAs	Protected (Yes/No)	Yes	Yes	Yes	Yes	Yes
Temperature	Qualitative	Natural increase from fires	No change from A			
Large Wood	Qualitative	Natural increase from fires	No change from A			
Water Yield	Qualitative	Natural increase from fires	Minor increase from A, not measurable with confidence	Minor increase from A, not measurable with confidence	Minor increase from A, not measurable with confidence	Minor increase from A, not measurable with confidence
Sediment	Tons above increase from fires (1 <sup>st</sup> year)	Natural increase from fires – 346,848	4,250	3,610	4,248	4,250
<b>Soils</b>						
Net increase in detrimentally disturbed soils	Acres	0	93	60.5	125	93

Purpose & Need and Issues	Unit of Measure	Alternatives				
		A	B	C	D	E
Salvage Harvest in areas susceptible to soil movement (ground based and skyline yarding)	Acres	0	1,832	1,270	1,951	1,832
<b>Wildlife/Burned Forest (BF) Habitat</b>						
Within harvest units: BF retained	Minimum % area retained	100	10	30	10	10
Within 100-acre neighborhoods: BF retained	Minimum % stand replacing burn retained (Figures 3.2-28 to 30)	100	75	68	66	75
Within three 5 <sup>th</sup> order watersheds: BF Harvested	acres (%) harvested by habitat type (Figure 3.2-19)	0	Dry 578 (11) M.C.1352 (7) Mont. 807(1)	Dry 578 (11) M.C.1314 (7) Mont. 0 (0)	Dry 626 (11) M.C.1465 (8) Mont. 1301(2)	Dry 578 (11) MC 1352 (7) Mont 807 (1)
<b>Forest Vegetation</b>						
Vegetation type to be salvaged compared to total vegetation type in Fire Area	Dry forest (ac/%) Mix conifer (ac/%) Montane (ac/%)	0/0 0/0 0/0	580 / 14 1510 / 13 658 / 3	580 / 14 1,359 / 12 308 / 1	629 / 15 1,805 / 16 970 / 4	580/14 1510/13 658/3
Reforestation (planting)	Acres planted	0	1,659	1,533	1,930	1,659
	Acres natural	0	1,089	714	1,474	

Purpose & Need and Issues	Unit of Measure	Alternatives				
		A	B	C	D	E
	regeneration					1,089
	% soil disturbance in natural regeneration units	0	12	12	11	12
<b>Plant Communities</b>						
Ground based (GB) and skyline logging in areas of high burn severity	GB Acres Skyline acres	0 0	151 207	19 53	151 193	151 207
<b>Invasive Plants</b>						
Closed system roads to be re-opened, then closed	Miles	0	22.7	13.4	23.7	22.7
Temporary road construction	Miles	0	3.0	2.0	3.0	3.0
Detrimental soil disturbance caused by logging system:						
Ground-based	Acres	0	323	284	323	323
Skyline	Acres	0	18	11	21	18
Helicopter	Acres	0	0	0	0	0
Current weed infestation in salvage units	Acres	0	112	108	119	112
High burn severity in salvage units by logging system:						
Ground-based	Acres	0	144	93	144	144
Skyline	Acres	0	178	53	181	178
Helicopter	Acres	0	0	0	139	0
Moderate burn severity in salvage units by logging system:						
Ground-based	Acres	0	813	697	813	
Skyline	Acres	0	330	247	387	
Helicopter	Acres	0	0	0	216	813

Purpose & Need and Issues	Unit of Measure	Alternatives				
		A	B	C	D	E
Skyline Helicopter						330 0
<b>Recreation</b>						
Potential public access restrictions	Acres	0	2,748	2,247	3,404	2,748
Log haul past rec. residences:						
Brevicomis tract	Truck trips	0	55	52	110	55
N. Salmon tract	Truck trips	0	45	0	54	45
Danger tree falling on open roads	Miles	0	47.2	47.2	47.2	47.2
Possible groomed snowmobile route restrictions	Miles	0	32.5	22.0	32.5	32.5
<b>Inventoried Roadless Areas and Areas with Undeveloped Character</b>						
Salvage Harvest Units	Acres	0	0	0	0	0
<b>Fuels</b>						
Coarse woody fuel loadings in 2037:						
Dry Forest	Tons/acre	6-26	6-11	6-11	6-11	8-20
Mixed Conifer	Tons/acre	9-31	6-11	6-11	6-11	6-20
Montane Forest	Tons/acre	12-38	7-17	7-17	7-17	7-26
Changes in resistance to control (RTC) compared to No Action, by year:						
2012 Low RTC	Percent	0	3	3	3	3
2012 High RTC	Percent	0	4	3	6	4
2022 Low RTC	Percent	0	3	3	3	3
2022 Mod. RTC	Percent	0	4	3	6	0
2022 High RTC	Percent	0	0	0	0	4
2037 Low RTC	Percent	0	7	6	9	3
2037 Mod. RTC	Percent	0	0	0	0	4

Purpose & Need and Issues	Unit of Measure	Alternatives				
		A	B	C	D	E
<b>Air Quality</b>						
Landing piles to be burned	No. Piles	0	122	135	143	122
Total particulate emissions:						
PM 10	Tons	0	61	68	72	59
PM 2.5	Tons	0	53	58	62	51
<b>Transportation</b>						
Roads to be used for salvage operations	Miles	0	187.8	145.0	188.9	187.8
Open road miles that would be closed post-project (previous NEPA decision)	Miles	0	7.0	4.9	7.0	7.0
Currently closed roads that would be open post-project	Miles	0	0	0	0	0
<b>Sensitive Plants</b>						
Sensitive plants within salvage harvest units	No. Plants	0	0	0	0	0
<b>Range</b>						
Salvage harvest units within pasture	Acres	0	2,707	2,206	3,263	2,707
Detrimental soil disturbance in grazing allotments	Acres	0	341	295	344	341
Capable/suitable rangeland within salvage harvest units	Acres	0	1,432	1,628	1,904	1,432
Natural livestock drift barriers modified by salvage operations	Miles	0	1.0	0.7	1.0	1.0
Salvage harvest units within ¼ mile of perennial RHCAs	Acres	0	860	735	918	918
<b>Scenic Viewsheds &amp; Landscape Character</b>						
Skyline and ground-based salvage harvest units within the	Acres	0	223	130	223	223

Purpose & Need and Issues	Unit of Measure	Alternatives				
		A	B	C	D	E
foreground visible from given viewsheds and viewpoints						
Skyline and ground-based salvage harvest units within the middleground visible from given viewsheds and viewpoints	Acres	0	384	384	384	384
<b>Heritage Resources</b>						
Heritage sites located w/in units	Known sites	0	0	0	0	0

## **Preferred Alternative**

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The Preferred Alternative is Alternative B.

