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Upper Snake East Travel Management Plan

Draft Environmental Assessment

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1 Introduction/Purpose and Need

1.1 Introduction

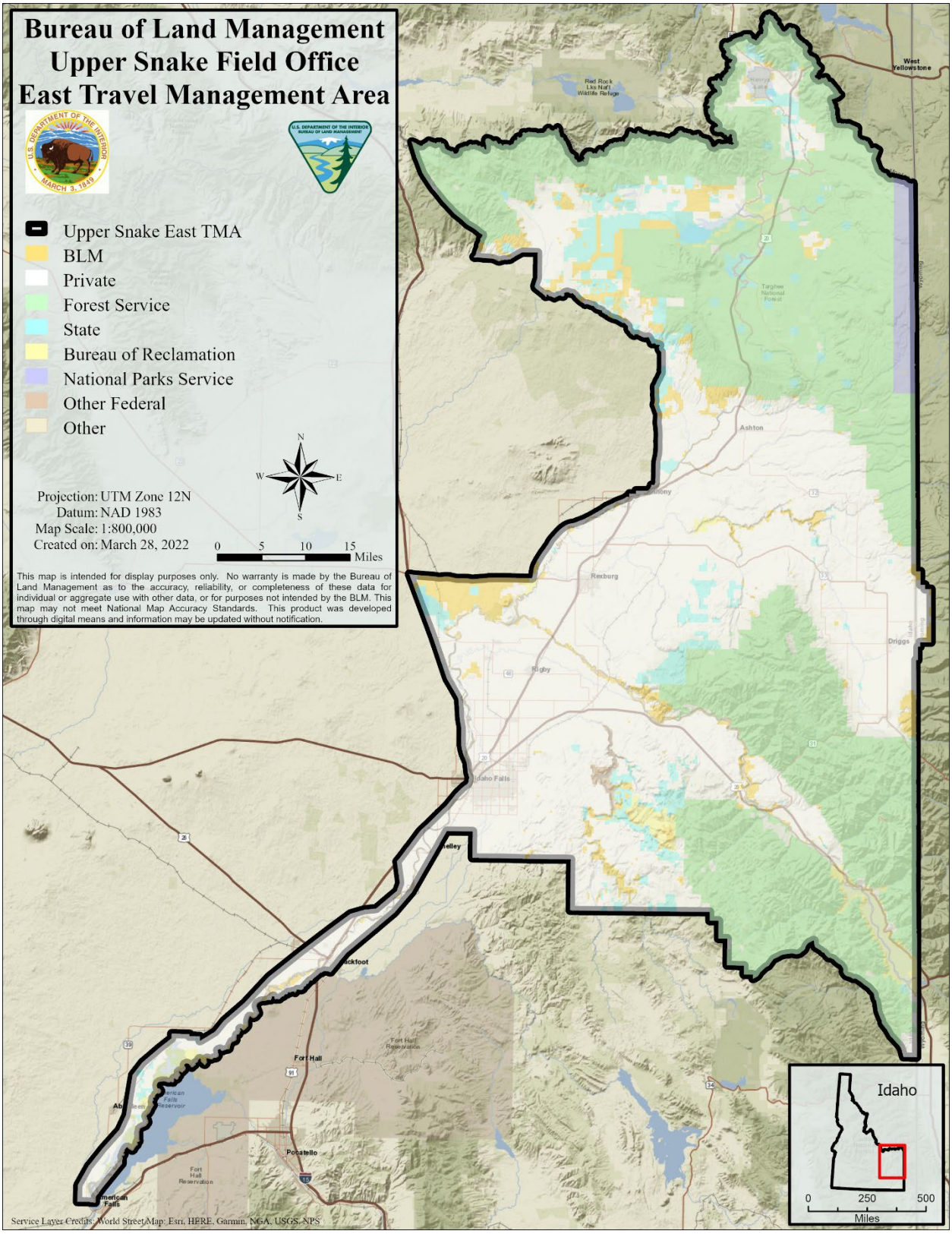
The Upper Snake East Travel Management Plan (TMP) is a comprehensive plan that proposes a network of designated routes and trails for managing travel within the Upper Snake East Travel Management Area (East TMA). See Map 1 below. It is comprehensive in that it addresses access for recreational, traditional, casual, agricultural, commercial, and educational uses as well as access for resource management purposes. It also considers all modes and conditions of travel on public lands, including typical highway vehicles (low-clearance sedans and trucks), off-highway vehicles (OHVs), motorcycles, utility terrain vehicles (UTVs), all-terrain vehicles (ATVs), snowmobiles, bicycles, e-bikes, equestrian, and foot travel.

The TMP has been developed in careful consideration and evaluation of each existing inventoried travel route within the TMA, and the potential impacts that these routes and their uses could have on the TMA's natural and human environment. The potential impacts are disclosed in this Environmental Assessment (EA) which has been prepared in compliance with the National Environmental Policy Act (NEPA) and will assist the Bureau of Land Management (BLM) decision maker in determining whether any significant impacts could result from implementing the TMP. Following a public review and the BLM making any necessary changes to the EA, if there are no significant impacts anticipated the BLM will prepare a Finding of No Significant Impact (FONSI) and a signed Decision Record (DR) will be issued. The DR documents the decision for the selected route network that would be carried forward for this project. The TMP may then be implemented after all other program-specific procedural requirements (i.e., applicable protest and appeal procedures) have been met.

1.2 Proposed Action

The BLM's Upper Snake Field Office (USFO) is proposing to designate a comprehensive travel route network selected from 761.2 miles of evaluated travel routes on the BLM-managed lands within a 126,378-acre TMA in Southeastern Idaho (see Map 1 below). The TMA encompasses the eastern side of the USFO and includes lands managed by the BLM, U.S. Forest Service (USFS), State of Idaho, Bureau of Reclamation, National Park Service (NPS), and private lands (see Project Area below). Although the TMA encompasses several land jurisdictions, only those public lands managed by the BLM within the TMA are subject to the decisions resulting from this EA.

Map 1: USFO East Travel Management Area



The TMP actions proposed and analyzed in this EA will be implemented, operated, and maintained in accordance with its Implementation Guide, a standalone document available on this project's ePlanning page. The travel network route designations chosen for this project will supersede any previous route designations assigned in the TMA. The Proposed Action incorporates updated consideration and evaluation of all inventoried routes in the TMA.

1.3 Purpose and Need

There is a need for the BLM's USFO to develop a plan for managing travel and transportation within the TMA. Currently, in most of the TMA, motorized and non-motorized route use is limited to existing routes; however, these existing routes have not been evaluated by USFO resource specialists to determine their long-term purpose and need as part of an overall comprehensive travel management network, and their potential effects on the area's natural and human environment. A portion of the TMA contains travel routes that have been previously evaluated and designated: The Snake River Activity Plan, a joint plan between the BLM and USFS, designated routes in the Snake River Area of Critical Environmental Concern (ACEC) in July 2008 (BLM 2008b).

Furthermore, the 2015 Idaho and Southwestern Montana Greater Sage-Grouse Approved Resource Management Plan Amendment (2015 GRSG ARMPA) mandates that travel management plans be developed for the USFO as described in the BLM Travel Management Handbook 8342.1, and according to the travel management planning guidelines provided in Appendix L of the FEIS (MD TTM 3**,** Page 2-33). This Amendment was issued to address threats to the conservation of Greater Sage-Grouse (GRSG) for the Great Basin Region (including the GRSG sub-region of Idaho), and it amended the 1985 Medicine Lodge Resource Management Plan (1985 Medicine Lodge RMP).

The purpose of this project is to develop a comprehensive TMP of designated travel routes on BLM-managed lands within the TMA. The TMP will result in a network of routes that provides for a variety of public recreation opportunities, addresses authorized and resource management access needs while providing for enhanced resource protections and brings travel and transportation management in the TMA into conformance with 43 CFR 8342.1, the 2015 GRSG ARMPA, as well as other applicable laws, regulations, and policies (see Section 1.5 and Appendix C for more details on conformance). A companion Implementation Guide to the TMP provides details for long-term operation and maintenance of the network, and for enhancements to user navigation.

1.4 Background and TMA Overview

The TMA encompasses BLM, private, USFS, State of Idaho, Bureau of Reclamation, and NPS lands as shown in Map 1 above and broken out in Table 1.1, below. The BLM-managed lands in the TMA total 126,378 acres and include 761.2 miles of routes scattered throughout the eastern portion of the USFO. The purpose of including these other lands and travel routes in the TMA is to ensure that the travel network is part of an overall seamless route system that provides needed ingress and egress to BLM-managed lands within and adjoining the TMA. This EA will result in decisions in the TMA for the BLM-managed lands only; however, plans, actions, activities, and natural events on the adjacent jurisdictional lands may be included as part of the cumulative effects analysis presented later in Chapter 3.

Table 1-1: East TMA Acreage by Jurisdiction

Jurisdiction	Acres	% of TMA
BLM	126,378	5%
Private Lands	1,283,564	46%
U.S. Forest Service	1,116,712	40%
State Lands	139,709	5%
Bureau of Reclamation	50,339	1.8%
National Park Service	35,784	1.3%
Other	25,380	0.9%
Total	2,777,865	100%

The TMA is in portions of Fremont, Teton, Bonneville, Madison, Jefferson, Bingham, Power, and Clark Counties and includes the communities of Saint Anthony, Driggs, Idaho Falls, and Rexburg. It is bounded on the north by the Montana border, on the east by Wyoming, on the south by the Pocatello FO and Fort Hall Indian Reservation, and on the west by I-15 and the Sand Creek Desert TMA. The southwestern portion the TMA also includes the Main Snake River corridor, terminating at the mouth of American Falls Reservoir. The northern part of the TMA is more mountainous and forested, with foothills that are partly wooded or covered with shrubs and grasses. The areas of the TMA adjacent to the Snake River are nearly level and contain cropland, pastureland, cities, suburbs, and industry.

The TMA provides valuable habitat for several special status plant species, including Ute ladies'-tresses (*Spiranthes diluvialis*), false mountain willow (*Salix pseudomonticola)*, rush aster or boreal aster (*Symphyotrichum boreale*), and white spruce (*Picea glauca*). It also provides valuable habitat for special status wildlife species, including bald eagle (*Haliaeetus leucocephalus*), Canada lynx (*Lynx canadensis*), Columbian sharp-tailed grouse (*Tympanuchus passionless columbianus*), ferruginous hawk (*Buteo regalis*), Greater sage-grouse, hereafter GRSG (*Centrocercus urophasianus*), grizzly bear (*Ursus arctos horribilis*), and yellow-billed cuckoo (*Coccyzus americanus occidentalis*). The sagebrush communities in the TMA provide habitat for GRSG and wintering big game species. The TMA also provides habitat for Yellowstone cutthroat trout (*Oncorhynchus clarkii bouvieri*), which occur in numerous perennial streams and some lakes and reservoirs.

There are many special designation areas within the TMA—they include the Game Creek Research Natural Area (RNA), Henry's Lake Wilderness Study Area (WSA), Snake River Islands WSA, Henry's Lake Area of Environmental Concern (ACEC), Snake River ACEC, Pine Creek Island RNA, Reid Canal Island RNA, Squaw Creek Island RNA; South Fork, Teton River, Canyon Creek, Badger Creek, and Bitch Creek Eligible Wild and Scenic River (WSR) segments; Snake River Special Recreation Management Area (SRMA), North Menan Butte ACEC, North Menan Butte RNA, North Menan Butte National Natural Landmark (NNL), Sand Creek, Deer Park, Market Lake, and Tex Creek Wildlife Management Areas (WMA), Cress Creek National Recreation Trail (NRT), and the Nez Perce National Historic Trail (NHT). The Ft. Henry Historic Byway, Mesa Falls Scenic Byway, and Teton Scenic Byway extend through the TMA as well.

1.5 Conformance with Management Plans and Policies

The Proposed Action is in conformance with the following applicable land use management plan and amendment:

- 1981 Big Desert Management Framework Plan (MFP)

- 1985 Medicine Lodge RMP
- 2015 Idaho and Southwestern Montana Greater Sage-Grouse Approved Resource Management Plan Amendment

The Proposed Action is consistent with current management direction and management opportunities for travel management in the TMA as shown below in Table 1.2.

Table 1-2: Travel Management Direction from the 2015 Greater Sage-Grouse ARMPA

2015 Greater Sage-Grouse ARMPA Decisions	
MD TTM 1	Limit off-highway vehicle travel within Idaho BLM Field Offices to existing roads, primitive roads, and trails in areas where travel management planning has not been completed or is in progress. This excludes areas previously designated as open through a land use plan decision or currently under review for designation as open, currently being analyzed in ongoing RMP revision efforts in the Four Rivers, Jarbidge and Upper Snake Field Offices.
MD TTM 2	In PHMA, IHMA, and GHMA, temporary closures will be considered in accordance with 43 CFR subpart 8364 (Closures and Restrictions); 43 CFR subpart 8351 (Designated National Area); 43 CFR subpart 6302 (Use of Wilderness Areas, Prohibited Acts, and Penalties); 43 CFR subpart 8341 (Conditions of Use) and other applicable law and policy.
MD TTM 3	Develop Travel Management Plans for each Field Office as described in the BLM Travel Management Handbook 8342.1 and according to the travel management planning guidelines (Appendix L of FEIS).
MD TTM 4	During subsequent travel management planning design and designate a travel system to minimize adverse effects on GRSG. Locate areas and trails to minimize disturbance of GRSG and/or to have a neutral or positive effect on GRSG habitat and populations. Give special attention to protect endangered or threatened species and their habitats. Allow for route upgrade, closure of existing routes, timing restrictions, seasonal closures, and creation of new routes to help protect habitat and meet user group needs, thereby reducing the potential for pioneering unauthorized routes. The emphasis of the comprehensive travel and transportation planning within PHMA will be placed on having a neutral or positive effect on GRSG habitat. Individual route designations will occur during subsequent travel management planning efforts.
MD TTM 5	Conduct road construction, upgrades, and maintenance activities to avoid disturbance during the lekking season – see Appendix C.

Table 1-3: Travel Management SOPs from the 1985 Medicine Lodge RMP

1985 Medicine Lodge RMP Standard Operating Procedures (SOPs)	
Recreation (Motorized Vehicle Use)	Travel planning, including the designation of areas as open, restricted and closed to motorized vehicle access, will remain a high priority for public land. Public land within areas identified as open to motorized vehicle use generally will remain available for such use without restrictions. Exceptions to this general rule may be authorized after consideration of the following criteria: • the need to promote user enjoyment and minimize use conflicts; • the need to minimize damage to soil, watershed, vegetation, or other resource values; • the need to minimize harassment of wildlife or significant degradation of wildlife habitats; and • the need to promote user safety. Public land within areas identified as restricted to motorized vehicle use generally will receive priority attention during trave1 planning. Specific roads, trails or portions of such areas may be closed seasonally or yearlong to all or specified types of motorized vehicle use. Public land within areas identified as closed to motorized vehicle use will be closed yearlong to all forms of motorized vehicle use except emergency or authorized vehicles. Exceptions may be allowed in Wilderness Study Areas based on application of the Interim Management Policy. Restrictions and closures will be established for specific roads, trails or areas only where problems have been identified. Areas not designated as restricted or closed wil1 remain open for motorized vehicle use.

The Proposed Action and alternatives are also in conformance with policies prescribed in the BLM NEPA Handbook H-1790-1 as well as the following Federal regulations, BLM manuals and handbooks:

- Planning for Recreation and Visitor Services H-8320-1
- Travel and Transportation Handbook H-8342
- Travel and Transportation Manual MS-1626
- 40 CFR (Parts 1500-1508)
- 43 CFR 8342.1 Designation Criteria

1.5.1.1 TMP Route Inventory and Evaluation

Existing travel routes on BLM public lands within the TMA were inventoried starting in 2006, and subsequently evaluated by the USFO IDT. The IDT rigorously reviewed and evaluated every route in the baseline inventory and in doing so applied and documented compliance with the designation criteria set forth at 43 CFR 8342.1. The results of the route evaluations are documented in the route reports, which are described in detail in Appendix F. During route evaluations, the BLM IDT:

- Identified the purpose and need of each route. The IDT identified and evaluated whether, and to what extent, each route currently or historically has received motorized and non-motorized use and provides

access, connectivity, and/or recreational outcomes. This included documentation and consideration of known authorized uses/valid existing rights, user conflicts, whether and to what extent the route provide access to land ownerships, facilities, campsites, points of interest (e.g., overlooks or natural and historic features), and whether there are multiple routes leading to the same location or providing a similar experience.

- Verified the character and use level of the route.
- Identified the users of the route.
- Identified the resources present on or near the route and the potential for impacts to those resources.
- Applied and documented the designation criteria set forth at 43 CFR 8342.1 to determine how resource and user conflicts could be minimized (limit the degree or magnitude of the action (BLM MS 1626)) through appropriate OHV designation.
- Proposed route-specific OHV designations (open, limited, or closed) under each action alternative based on the individual route network alternative's theme(s) and documented the rationale for that proposal including how the designation would minimize damage to affected soils, watershed, vegetation, and or other resources. As necessary, additional management (e.g., monitoring) was assigned to routes as part of their individual proposed designations to minimize resource and user conflicts in accordance with 43 CFR 8342.1. Details on these management assignments are contained in the route reports (Appendix F).

2 Alternatives

2.1 Alternative Development

A range of reasonable Alternatives to the Proposed Action, each of which meets the Purpose and Need described in Chapter 1, Section 1.3, were developed from preliminary issues and concerns raised from internal and external scoping.

2.1.1.1 Travel Route Designations

A travel route is formally assigned a designation specifying a mode of travel or use as part of a travel management network decision, thereby becoming a designated route. Preliminary designations for alternative networks were assigned as part of the Route Evaluation process reflecting on-the-ground conditions in an IDT setting and captured by the best available GIS data for the TMP.

In tables throughout this EA, proposed travel route designations are broken out under the BLM's comprehensive travel designation categories. The tables also correlate the designations to broader public OHV motorized designations to enable the reader to more easily compare differences in public OHV access opportunities between the route network alternatives. In some cases, some form of management (e.g., monitoring) was assigned to routes as part of their individual designations, and details on such management can be found in the route reports (Appendix F). For the East TMP project, the public OHV designation for any given route falls into one of the following categories:

- OHV-Open – Open year-round to all motorized vehicle travel.
- OHV-Limited – Public motorized vehicle use limited to specified vehicle type, width, mode of travel (e.g., motorized vs non-motorized) or season of use. This category also includes routes that are limited to authorized or administrative use only and may provide access to communication sites, grazing facilities, wildlife water developments, etc.
- OHV-Closed – Route not available for public motorized vehicle use.

Regardless of travel route designations, people can walk or ride horses anywhere on TMA BLM-managed lands (on routes or cross-country) unless there's a specific exclusion stating otherwise; however, mountain bike and e-bike use is limited to designated route travel.

As the need arises, and in accordance with applicable regulations, any route (including those that are OHV-Closed) could be made available to authorized or administrative uses.

2.1.2 Scoping

External scoping for travel management planning began in conjunction with public involvement for the 2009 Analysis of Management Situation (AMS). The Public Scoping Report (BLM 2008b) summarized several public comments related to travel management in Issue No. 7: "How will motorized, non-motorized, and mechanized travel be managed to provide commodity, amenity, and recreation opportunities, as well as to protect natural resources?" Public scoping also occurred in conjunction with the route inventory and evaluation process in 2016. This scoping included a public meeting held in Driggs and another in Rigby.

Internal scoping occurred in early 2016 as part of the route evaluation process. Interviews conducted with USFO resource staff at that time included queries about what their primary issues as well as the public's

primary issues related to each resource or resource use. For example, the interview with USFO wildlife staff yielded the following issues:

- The FO wildlife staff's most important wildlife issues:
  - Habitat loss/fragmentation/degradation and disturbance of animals from roads and traffic (recreation and administrative).
  - Potential for various recreation activities to disturb/harass Greater sage-grouse and sharp-tailed grouse leks, nesting raptors and/or bat roosts and migratory birds.
  - Use of seasonally closed routes during closure, disturbing/harassing big game species.
  - Concern for non-motorized trail proliferation in Cottonwood corridor and/or Yellow-billed cuckoo habitat that are closed to motorized use.
- The public's most important wildlife issues:
  - Too many routes (density) may affect viability of wildlife.
  - Benefits of having motorized/non-motorized access for viewing/photographing, hunting big game, small game, upland species; trapping.
  - Loss of access to engage in the above-noted activities; game retrieval.
  - Wildlife habitat condition and the benefits that follow from healthy habitat conditions, i.e., good fish and wildlife habitat provides hunting/fishing/wildlife viewing opportunities.

While many preliminary issues related to the Proposed Action and alternatives were identified through internal and external scoping, not all issues warrant analysis in this EA. Issues that are brought forward for detailed analysis are based on the BLM NEPA Handbook H-1790-1.

- From the preliminary issues identified through internal and external scoping the IDT developed two issues that were brought forward for analysis. These issues are presented below in Table 2-1 also identified resources and resource use topics relevant to the issues that could be impacted by implementation of any of the management plan alternatives. The resource/use topics help organize and refine discussions of the affected environment and environmental effects in Chapter 3.

Table 2-1: East TMP Issues Analyzed in Detail

1. POTENTIAL IMPACTS ON THE TMA'S NATURAL AND HUMAN ENVIRONMENT
SPECIFICALLY:
• How would the designated travel route network impact **soils**, **native vegetation** and **invasive plants/noxious weeds**, and **special status plants** in the TMA?
• How would the designated travel route network impact **aquatic resources** in the TMA?
• How would the designated travel route network impact **special status wildlife** in the TMA?
• How would the designated travel route network impact **general wildlife** and **migratory birds**, including **raptors**, in the TMA?
• How would the designated travel route network impact **cultural resources** in the TMA?
• How would the designated travel route network impact **special designation areas** (e.g., **ACECs**, **RNAs**, **WSAs**, **WSRs**) in the TMA?
• How would the designated travel route network impact **visual resources** in the TMA?
2. PROVIDING FOR RECREATION OPPORTUNITIES AND EXPERIENCES WHILE REDUCING CONFLICTS BETWEEN RECREATION USES AND AUTHORIZED USES
SPECIFICALLY:

• How would the designated travel route network impact **recreation opportunities and experiences**?
• How would the designated travel route network impact other **authorized uses** (e.g., **livestock grazing**, **geology/minerals**, **energy production**, **rights-of-ways**)

A full list of resources, resource uses, and social and economic values that were considered by the interdisciplinary team (IDT) as potentially impacted in the TMA can be found in the Interdisciplinary Team Checklist Table in Appendix E. This table includes rationale explaining why particular resource topics are included or omitted for detailed analysis.

2.1.3 The Alternatives

A BLM IDT evaluated all travel routes considered for designation in the Upper Snake East TMA and created a preliminary range of alternative travel networks. Reasonable alternatives are those that "are *practical or feasible* from the technical and economic standpoint and using common sense, rather than simply *desirable*. . ." (BLM 2008a). Each action alternative meets the purpose and need and responds to the issues described in section 2.1.1.

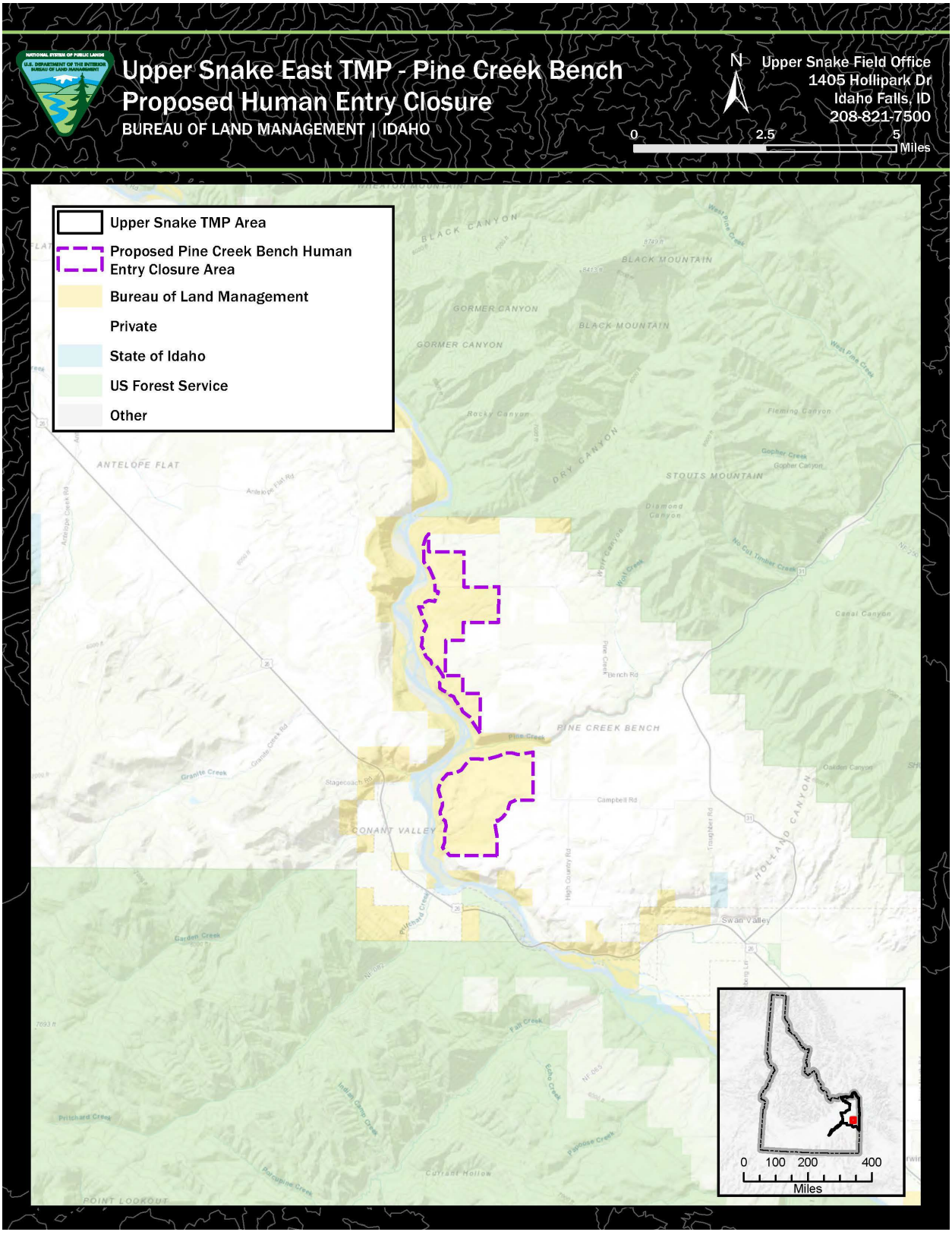
- **Alternative Themes:** The alternatives in Table 2-3 below, were developed as themes, reflecting issues that emerged through internal and external scoping. The themes are as follows:
- **Alternative A**: Alternative A represents no action/continuation of current management for travel on the BLM-managed lands within the TMA. This alternative serves as the baseline against which potential effects from any of the action alternatives B-D can be compared.
- **Alternative B:** Alternative B provides for lower levels of motorized use opportunities while emphasizing more natural and cultural resource protections than Alternatives C or D.
- **Alternative C:** Alternative C represents a variety of route designations which resolve resource and access needs in a blended manner while accommodating a wider variety of the BLM's programs and priorities than Alternative B. This alternative also includes seasonal human entry closures for three locations where no entry is allowed in these areas including motorized and non-motorized activities (see Table 2-2, Figure 2-1, Figure 2-2, and Figure 2-3) and two closure areas where BLM restricts mode of travel (Table 2-3) to reduce conflict between big game and waterfowl.

Table 2-2: Proposed Human Closure Areas

Location	Closure Date[1]	Purpose	Acres
Pine Creek Bench	Jan 1st to Sunrise May 1st	Big Game	1,647
Stinking Springs	Dec 1st to Sunrise May 1st	Big Game	3,848
Teton River	Dec 1st to Sunrise May 1st	Big Game	3,174

1 Closure dates may change depending on winter severity in coordination with Idaho Department of Fish and Game

1 **Figure 2-1: Alternative C Human Closure- Pine Creek Bench**



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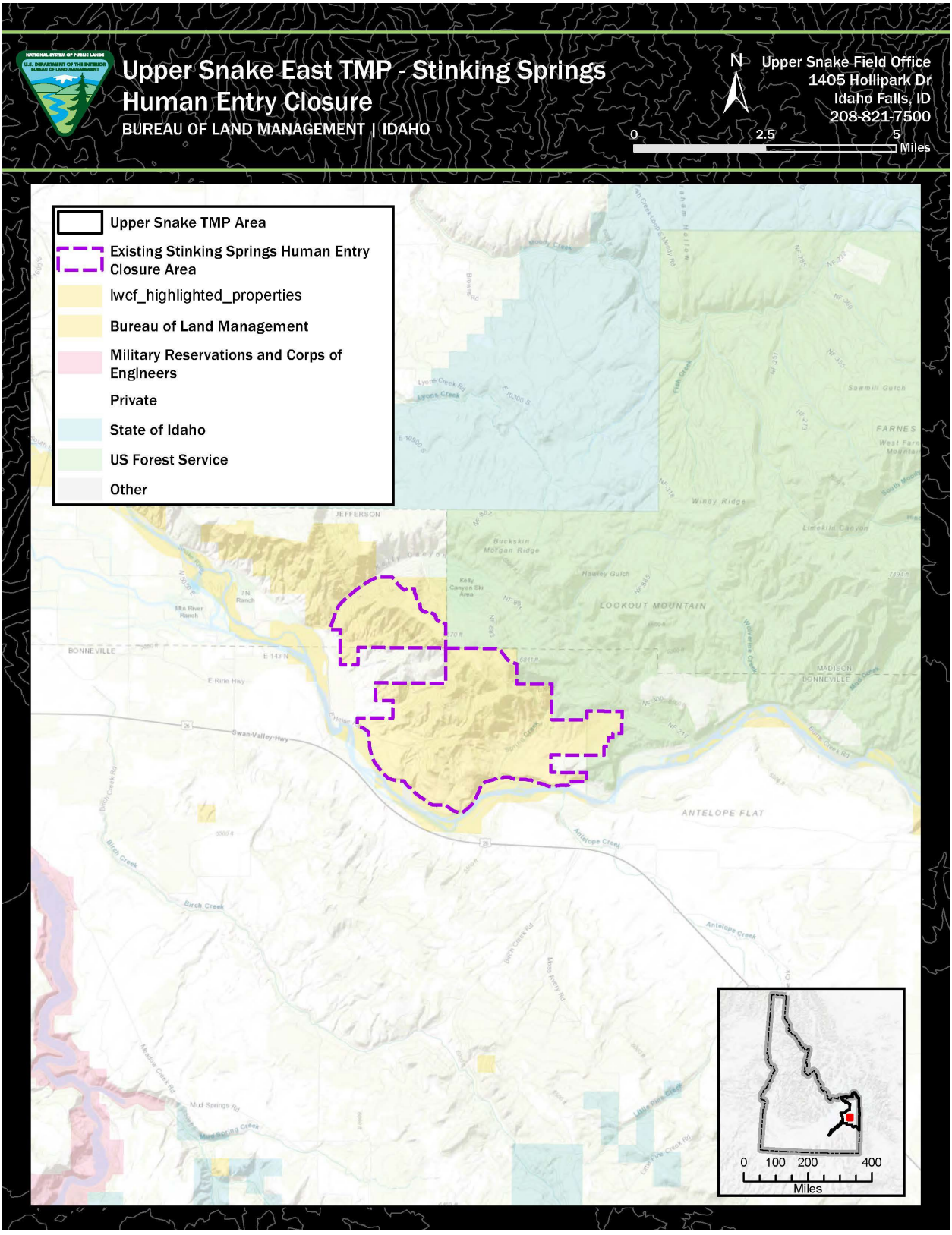
1 **Figure 2-2: Alternative C Human Closure Stinking Springs**



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1 **Figure 2-3: Alternative C Human Closure-Teton River**

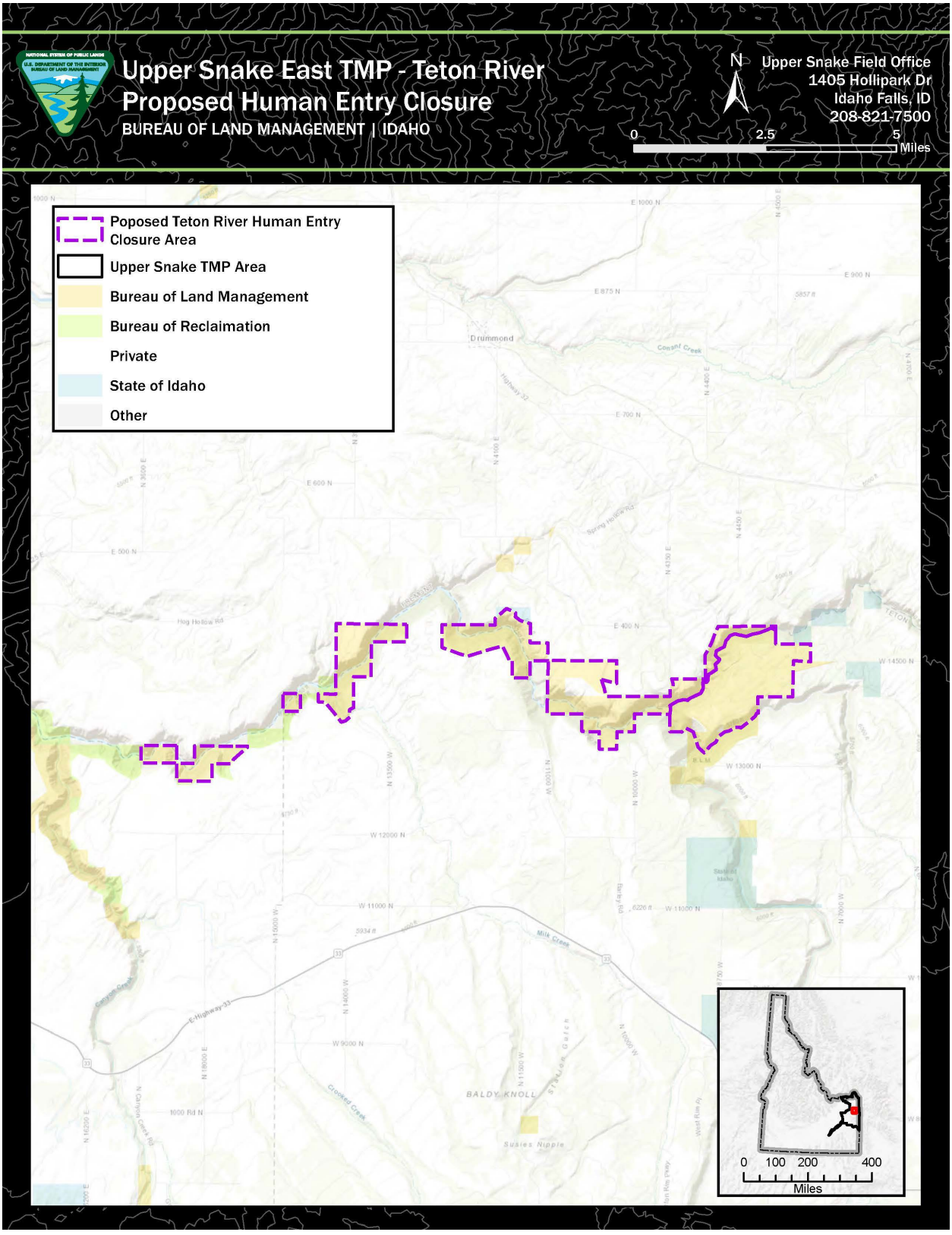

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Table 2-3: Alternative C Seasonal Restrictions for Modes of Travel

Location	Closure Date[1]	Purpose	Restriction
Deer Park	Feb 1st to Mar 15th	Waterfowl	No cross-country non-motorized and motorized travel, except on designated routes.
Teton Basin east of Victor	Dec 1st to Sunrise May 1st	Big Game	No cross-country motorized travel except on designated routes.

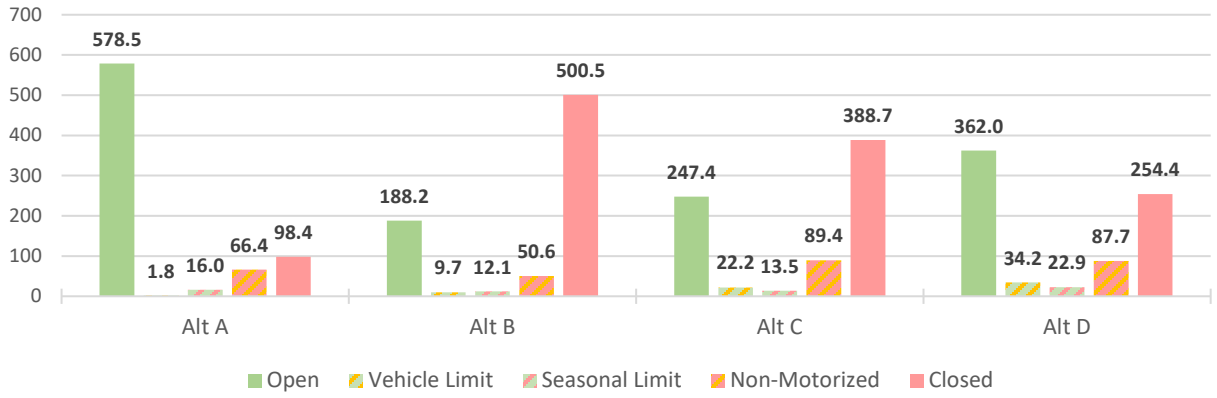
- 1 Closure dates may change depending on winter severity in coordination with Idaho Department of Fish and Game

- **Alternative D:** Alternative D emphasizes an expanded range of travel route use opportunities as compared to Alternatives B and C while still providing required protections for natural and cultural resources.

The IDT evaluated existing travel routes on BLM public lands within the TMA during several formal route evaluation sessions held between 2016 and 2022, creating a preliminary range of alternative travel route networks. The evaluation and development of each alternative network was informed by the designation criteria at 43 CFR 8342.1, the issues identified through internal and external scoping, the 2015 GRSG ARMPA, management opportunities and consideration in the 2009 AMS, and the 1985 Medicine Lodge RMP. The holistic analysis of these evaluated routes, through their organization in action alternatives, is the crucial step to informing a decision on what proposed route designations become the travel network adopted in the TMP.

Each of the action alternative networks B-D displayed below in Figure 2.1 meets the purpose and need, conforms to the management direction and policies noted in Section 1.5, and responds to the issues in Table 2.2.

Figure 2-4: Miles of Evaluated Routes in the TMA by Designation and Alternative



2.1.3.1 Acres of Disturbance from Proposed Construction

Each of the action alternatives propose the construction of new routes in the TMA. Table 2.3, below, shows the acres of disturbance overall for the construction of new routes proposed under each action alternative. The disturbance from the proposed new construction is disclosed in effects analysis where appropriate throughout Chapter 3.

Acres of short-term disturbance from construction of proposed new routes are based on average disturbance width of a given route type multiplied by the total length for the specific route type (i.e., primitive road or single-track trail). Estimated construction disturbance widths for new travel route corridors for specific route

types during the first two years following construction includes the route travel width plus an additional allowance on either side of the route to account for backslope and fill slope disturbance. Estimated construction width for new routes are as follows:

- Road width disturbance = travel width of 10 feet + average slope disturbance of 4 feet.
- Single-track route width disturbance = travel width of 2 feet + slope disturbance of 4 feet.
- Acres of long-term disturbance from construction of proposed new routes are based on average travel width of a given route type multiplied by the total length for the specific route type (i.e., primitive road or single-track trail).

Table 2-4: Acres of Disturbance from Proposed Construction

	Designation	Alt B Short-Term	Alt B Long-Term	Alt C Short-Term	Alt C Long-Term	Alt D Short-Term	Alt D Long-Term
Acres of Disturbance	Open to all use (OHV-Open)	-	-	-	0.5	0.5	1.7
	Limited by seasonal restrictions (OHV-Limited)	-	0.1	0.1	0.1	0.1	-
	Limited to authorized users (OHV-Closed)	-	0.2	0.2	0.2	0.2	0.2
	Limited to Ebikes & Non-Motorized use (OHV-Closed)	-	-	-	0.7	0.7	0.7
	Limited to non-motorized use (OHV-Closed)	-	2.7	2.7	21.2	21.2	25.1
	Unavailable (OHV-Closed)	27.6	24.6	-3.0	5.0	-22.6	-

2.1.4 R.S. 2477 Assertions

The State of Idaho and counties may have rights to existing roads or routes within the TMA pursuant to Revised Statute (R.S.) 2477, Act of July 26, 1866, 14 Stat. 253, codified at 43 U.S.C. § 932. This travel planning effort and resulting TMP is not intended to provide any evidence bearing on or to address the validity of any asserted R.S. 2477 right-of-way and does not adjudicate, analyze, or otherwise determine the validity of any asserted right-of-way. R.S. 2477 assertions are validated (or invalidated) through a process that is entirely separate from BLM travel planning efforts. Consequently, this planning effort considers no R.S. 2477 assertions or evidence and has no effect on any legal rights relating to asserted R.S. 2477 rights-of-way. At such time as administrative or judicial determinations are made in regard to asserted R.S. 2477 rights-of-way, the BLM will adjust its TMP accordingly.

2.2 Implementation Actions Common to all Alternatives

2.2.1 Overview

The implementation actions discussed below are common to all the TMP alternatives described above. These routine actions are described in more detail in the TMP Implementation Guide. Potential effects from routine actions are discussed in Chapter 3. Should an alternative propose new route development, the BLM identifies the new route's corridor in this environmental assessment. However, site specific conditions, such as topography, will dictate the exact location of the route and may slightly differ from the corridor shown in this EA.

2.2.2 Sign Installation

The TMA travel route network may be signed to identify and direct users to facilities and routes, and inform users of locations, special conditions, and limitations; however, regardless of signing, travel route designations will take effect in conjunction with the approved TMP. Sign installations result in ground disturbance (post hole excavation, minor grading) and may involve minor vegetation removal. Sign placement would be done in previously disturbed areas where possible but may require disturbance in previously undisturbed areas along designated travel routes. Since such sign installation is usually Categorically Excluded (43 CFR 46.210(G)(2)), effects in these undisturbed areas along designated routes would not be significant.

2.2.3 Routine Facility and Route Maintenance

Routine maintenance of facilities and routes includes upkeep, repairs, blading, and cleaning of drainage structures (rolling dips and culverts on roads and trails).

2.2.4 Closure and Reclamation of Travel Routes

Travel routes may be physically closed and reclaimed through a variety of methods as described below:

- Closed routes may be allowed to revegetate naturally.
- Signs or barriers (e.g., boulders, fences and gates, berms, vegetation) may be placed/installed at entrances to physically close routes.
- Routes may be physically ripped or scarified using heavy equipment and surfaces revegetated through seeding or planting.
- Some routes may be graded and recontoured using heavy equipment to restore natural slope and blend in with adjacent ground contours.
- In sandy areas and washes, tracks may be raked out so there is no evidence of vehicle use.
- As with maintenance activities, ground disturbance may extend into areas not previously disturbed.
- Mulching may be used to obscure closed routes or protect disturbed surfaces.

2.2.5 Best Management Practices and Standard Operating Procedures

Implementation activities with all alternatives are subject to Best Management Practices (BMPs) and Standard Operating Procedures (SOPs). A list of BMPs and SOPs can be found in the Implementation Guide.

3 Affected Environment and Environmental Effects

3.1 Overview

3.1.1 Introduction and General Setting

This chapter describes the current resource conditions and trends of travel route and recreational use relevant to the scoping issues presented in section 2.1.1. It also analyzes the effects that implementation of any of the alternative route networks would have on the TMA's resources, resource uses, and social and economic values. The affected environment is described for each resource or resource use topic and is the same for all alternatives. For an overview of the TMA boundaries, see Section 1.4. Appendix E lists all relevant resources/uses for which issues are analyzed and provides rationales for resources/uses not analyzed.

Implementation-level decisions associated with designating routes or applying other route use limitations must comply with 43 CFR 8342.1. This analysis and the associated route evaluation reports seek to demonstrate this compliance by describing measures taken to minimize travel and related recreational use damage, harassment, disruption, and conflict with various resources. The minimization of these impacts means to limit the degree or magnitude of the action and its implementation (BLM MS 1626).

3.1.2 Effects Analysis Definitions

The analysis that follows—unless otherwise noted—focuses on the issues from scoping and concerns associated with potential effects on relevant TMA resources and resource uses. For definitions of "effects," see the BLM NEPA Handbook H-1790-1 (BLM 2008a). Analyzing these effects provides a useful comparison between each of the alternative travel network's proposed designations.

In accordance with 40 CFR 1508.1(g),

> Effects or impacts means changes to the human environment from the proposed action or alternatives that are reasonably foreseeable and include the following:
>
> *Direct effects*, which are caused by the action and occur at the same time and place.
>
> *Indirect effects*, which are caused by the action and are later in time or farther removed in distance but are still reasonably foreseeable. Indirect effects may include growth inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems.
>
> *Cumulative effects*, which are effects on the environment that result from the incremental effects of the action when added to the effects of other past, present, and reasonably foreseeable actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions. Cumulative effects can result from individually minor but collectively significant actions taking place over a period of time. Effects include ecological (such as the effects on natural resources and on the components, structures, and functioning of affected ecosystems), aesthetic, historic, cultural, economic, social, or health, whether direct, indirect, or cumulative. Effects may also include those resulting from actions which may have both beneficial and detrimental effects, even if on balance the agency believes that the effects will be beneficial.

In addition, and in accordance with 40 CFR 1508.1(s) and BLM Manual MS-1794:

- Mitigation means measures that avoid, minimize, or compensate for effects caused by a proposed action or alternatives as described in an environmental document or record of decision and that have a nexus to those effects. While NEPA requires consideration of mitigation, it does not mandate the form or adoption of any mitigation. Mitigation includes:
  1) Avoiding the impact altogether by not taking a certain action or parts of an action.
  2) Minimizing impacts by limiting the degree or magnitude of the action and its implementation.
  3) Rectifying the impact by repairing, rehabilitating, or restoring the affected environment.
  4) Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.
  5) Compensating for the impact by replacing or providing substitute resources or environments
- Monitoring: Documentation of TMP effectiveness.

Direct, indirect, and cumulative effects are disclosed in this chapter. Additional details on design features, mitigation, and monitoring may be found in Sections 4, 5, and Appendix B of the TMP Implementation Guide, and in the individual route reports.

3.1.3 General Assumptions

The following general assumptions are applied in analysis of each of the alternative travel route network's potential effects on the TMA environment:

- "Evaluated routes" refers to the routes within the TMA subject to the evaluation process that were considered for designation as a part of this TMP process.
- Year-round OHV and non-motorized recreation is expected to increase in and around the TMA independent of the network alternative selected for the TMP.
- Snowmobiles are OHVs, so OHV route designations in the Upper Snake East TMP apply to snowmobile use as well.
- For Alternatives B-D, the designation of a comprehensive route network that accounts for all evaluated routes is anticipated to provide enhanced predictability and clarity for users along with a variety of OHV opportunities and experiences that could help reduce user inclination to travel off OHV-Open and OHV-Limited routes (GAO 2009).
- Under Alternatives B-D, maintenance, mitigation, and monitoring of routes will be done in accordance with the TMP Implementation Guide. Details and examples of monitoring, best management practices (BMPs), and mitigation may be found in Sections 3, 4, 5, and 6 and Appendix B of the TMP Implementation Guide.
- Implementation of the Alternatives B-D referenced in this document and detailed in the TMP Implementation Guide is subject to available funding and resources. For the purposes of this EA, it is assumed that funding and resources would be available for implementation of the TMP.
- Impacts from illegal OHV-related activities are not addressed in the analysis.
- Routes that are designated as limited to non-motorized use and OHV-Closed would become part of the TMA's overall travel network. Other travel routes designated as OHV-Closed would be earmarked for decommissioning and reclamation and allowed to reclaim naturally or be actively reclaimed, unless they are to remain available for administrative or authorized uses (e.g., access to range facilities or communication sites).

3.1.4 General Effects Analysis Methodology

In this chapter, the following methodologies are applied to analyze the alternative travel networks' potential effects on resource/use topics:

- GIS data and resource/use data collected during route evaluation are the basis for disclosing the alternative route networks' potential effects on issues associated with particular resource/use topics. Data in tables indicate how many miles and/or numbers of routes of a particular designation under each alternative are likely to affect resources or uses associated with certain issues and impact analysis questions. These tables are used to compare effects of the alternatives. In many cases, the potential for effects is estimated by comparing percentages or miles of routes of a designation with the total miles or numbers of routes associated with a particular resource or resource use. In other cases, acres are used to compare the amount of habitat affected. Tables throughout Chapter 3 present these comparisons of potential effects. Routes and miles are considered associated with a resource when they cross over it (e.g., species habitat polygons), are within a defined proximity distance of it (e.g., within ½ mile), or are otherwise noted as being associated in route reports. Proximity distances are based on the professional knowledge of the USFO resource specialists unless otherwise stated.
- During route evaluations, the field office IDT considered route locations and characteristics, and explored alternative designations for avoiding, minimizing, or mitigating project effects to minimize damage, disruption, and conflict with various resources and among users.
- During route evaluation, mitigation measures were considered and documented where appropriate and can be found on the route reports for routes with the designations of "Open with management" or "Limited with management." Mitigation measures may include such actions as gate installation, parking area creation, or monitoring for cultural resource sites or recreational use. Mitigation measures would help reduce the detrimental effects of the alternative travel networks on many of the TMA's natural and cultural resources, and monitoring may be applied to evaluate mitigation effectiveness and inform adaptive management.
- For some resource/use topics, specific methodologies were used to determine effects. These methodologies are described in their respective resource/use sections.
- Mileages, percentages, acreages, and other quantities used in this analysis are approximate projections for comparison and analytical purposes only; they do not always reflect exact measurements or precise calculations. Table mileages and percentages may not total equally in some instances due to rounding.
- Although the following effects analyses are presented in the context of TMA-wide alternative travel route networks, each individual route, including new routes that are proposed for construction, within a given alternative network has been systematically and carefully evaluated to ensure that the proposed designation will help to reduce OHV-related effects on the TMA's natural resources and resource uses as well as use conflicts where they occur. Each individual route's potential to reduce effects is documented in the route reports (Appendix F).
- Full rehabilitation of new disturbance resulting from construction of proposed new routes is anticipated to take at least two growing seasons, following which long-term effects along the route would occur.
    - Acres of short-term disturbance from construction of proposed new routes are based on average disturbance width of a given route type multiplied by the total length for the specific route type (i.e., primitive road or single-track trail). Estimated construction disturbance widths for new travel route corridors for specific route types during the first two years following construction includes the route travel width plus an additional allowance on either side of the route to account for backslope and fill slope disturbance. Estimated construction width for new routes are as follows:
        - Road width disturbance = travel width of 10 feet + average slope disturbance of 4 feet.
        - Single-track route width disturbance = travel width of 2 feet + slope disturbance of 4 feet.

- Acres of long-term disturbance from construction of proposed new routes are based on average travel width of a given route type multiplied by the total length for the specific route type (i.e., primitive road or single-track trail).

3.2 Issue 1: Travel network effects on the TMA's natural and human environment

3.2.1 Soils, Vegetation (Including Threatened, Endangered, and Sensitive Plants and Invasive and Non-Native Species), and Rangeland Health

How would the designated travel route network impact soils, native vegetation and invasive plants/noxious weeds, and special status plants in the TMA?

3.2.1.1 Affected Environment

3.2.1.1.1 Soil Resources

In general, TMA soils are deeper on level or rolling terrain and shallower on steeper slopes, and rock outcrops can be found on steeper slopes and gently sloping basalt lava flows. Erosion has occurred in localized areas of the TMA as a result of natural causes such as wind and water and human-influenced causes such as OHV use, livestock grazing, fire suppression activities, and mining activities. These factors have induced soil loss and gain and changes in productivity. Overall, less than 1% of BLM-administered public lands in the USFO do not meet Standard 1 (Watersheds) of the Idaho Standards for Rangeland Health. (BLM 2009)

Soils within the TMA vary based on topography, elevation, parent material, and time. Soils tend to be relatively stable because of the cool desert climate. Soils in much of the TMA are classified as mollisols, which are generally found in grasslands, shrub-steppe, mountain shrubland, and along riparian–wetland zones and support many vegetation classes. These soils are neutral to alkaline in pH (i.e., 7 or higher pH). Mollisols are found in a variety of precipitation zones, usually greater than 13 in. As a result of precipitation, organic matter accumulates and creates a relatively thick, dark, organic-rich surface. These soils are very productive in comparison to the other TMA soil types and are subject to water erosion and soil compaction when moist. A few relatively large areas in the central and northern portions of the TMA have soils classified as inceptisols, which are young soils that tend to exhibit thick, dark soil horizons on fairly stable mountain slopes. Montane inceptisols are extremely susceptible to water erosion in areas of sparse or no vegetation. The TMA also has soils classified as alfisols along some narrow stretches—particularly a large stretch in the northeast portion—at higher elevations that are cooler and receive more precipitation. Alfisols are acidic (i.e., lower than 7 pH), forested soils that support several vegetation classes. High leaching rates in these soils reduce surface organic matter and soil productivity, and alfisol surfaces are subject to water erosion and soil compaction when moist. The northeast portion of the TMA, east of Island Park, is predominantly comprised of andisols, which form mostly in volcanic-released material such as ash, pumice, cinders, and lava and support forest-type vegetation classes. These soils have a characteristic layer of volcanic ash or pumice, 14 in. to several feet thick, over buried soil layers. Andisols and andisol transitions to other soils are among the most productive of western–montane forest soils. (BLM 2009)

The TMA includes a substantial area of cool, high-elevation desert that supports many microbiotic soil crust (MSC) communities. MSCs are diverse and are formed by small living communities of lichen, cyanobacteria, algae, and moss and their by-products bound together by organic materials. These soil crusts stabilize the surface, protecting it from wind and water erosion. They aid infiltration of water by increasing surface roughness, and they reduce runoff and increase water storage for plants. In semiarid systems, microbiotic crusts can provide a significant amount of nitrogen for plant growth (BLM 2009). In areas where MSCs have been reduced, invasive species such as cheatgrass (*Bromus tectorum*) have gained a foothold in the native plant communities, increasing the threat of wildfire and habitat loss.

Within the TMA, most erodible soil areas on BLM lands are located southeast of Idaho Falls. A total of 100.3 miles of evaluated routes within the TMA, 14% of the evaluated network, are in areas with erodible soils. Additionally, 64 routes in the TMA (9% of the evaluated routes) are associated with route proliferation issues.

3.2.1.1.2 Native Vegetation, Invasive and Non-Native Species, and Rangeland Health

Existing vegetative cover across BLM lands within the TMA vary from alpine and subalpine environments at higher elevations to plateaus and rolling plains at lower elevations. The TMA is primarily evergreen semi-desert shrubland with evergreen forest at some higher elevations. Sagebrush communities in the TMA are key to greater sage-grouse and winter range species, and native vegetation in the area provides forage for livestock grazing as well as habitat for wildlife and serves a major role in the hydrologic cycle as an interface between the area's soils and the atmosphere. Standard 4 (Native Plant Communities) of the Idaho Standards for Rangeland Health and Guidelines for Livestock Grazing Management stipulates, "Healthy, productive, and diverse native animal habitat and populations of native plants are maintained or promoted as appropriate to soil type, climate, and landform to provide for proper nutrient cycling, hydrologic cycling, and energy flow" (BLM 1997). Table 3.1, below, shows the miles of evaluated routes in the TMA's six primary existing vegetation cover types, which together contain 92% of the evaluated route miles within the TMA.

Table 3-1: Miles of Evaluated Routes in Native Plant Communities

Biome	BLM Acres	Miles of Evaluated Routes
Sagebrush Shrubland	77,542	508.6
Evergreen Montane Forest	15,716	71.2
Bedrock, Scree, Cliffs and Canyons	9,944	47.2
Deciduous Riparian Woodland	4,686	27.3
Mixed Evergreen Deciduous Montane Forest	4,312	23.3
Herbaceous Wetland	2,615	21.6

The presence of noxious weeds and invasive species can be used as indicators of healthy ecosystems as their presence is often related to disturbances and loss of native species in those systems. A primary invasive species in the TMA is cheatgrass. Noxious weed species that are found in the area include leafy spurge, Russian knapweed, black henbane, musk thistle, and Canada thistle. OHV and recreation use are primary contributors to the spread of invasive species, which pose a significant threat to vegetation diversity. Encroachment of noxious and invasive species presents a problem both along river corridors as well in large areas of uplands and rangelands. Travel routes can create corridors where invasive species and noxious weeds can be introduced or spread throughout connecting routes. For more information on invasive vegetation and noxious weeds, see pages 2-55 through 2-66 of BLM 2009. Noxious weeds are also problematic in riparian areas. For more on travel-related effects for riparian resources, see Section 3.2.2. Within the TMA, 67.2 miles of evaluated routes on BLM lands are in areas with noxious weeds and invasive species.

3.2.1.1.3 Special Status Plants

The TMA contains one ESA-listed plant species:

- **Ute ladies'-tresses (*Spiranthes diluvialis*) – Threatened:** Ute ladies'-tresses, listed as threatened on January 17, 1992 (57 FR 2048), is a perennial orchid found in wetlands including along perennial streams and rivers, in groundwater-fed meadows, and along human-created wetland systems (Fertig et al. 2005). This species occurs exclusively in mesic soils and riparian areas. It is a conservation concern, but widespread; its range includes Colorado, Nevada, Utah, Idaho, Montana, Nebraska, Washington, Wyoming, and British Columbia. Its small size and scattered distribution make it vulnerable to the effects of habitat fragmentation and overall decline of suitable habitat (USFWS

1995). Threats include habitat loss, recreation-associated impacts, haying/mowing, livestock grazing, hydrology change, vegetation succession, natural herbivory (e.g., by voles), loss of pollinators, and drought (Fertig et al. 2005). Habitat for Ute ladies'-tresses includes sub-irrigated, alluvial soils along streams and rivers and their floodplains, including abandoned river channels, wet meadows, and open seepy areas (BLM 2009). Within the TMA, habitat for the species can be found along the Snake River corridor.

The TMA contains the following Idaho BLM Sensitive plant species:

- **False mountain willow (*Salix pseudomonticola*) – BLM Type 3 (Range-wide or State-wide Imperiled—Moderate Endangerment):** False mountain willow is a shrub whose associated habitat includes mesic to moist fens, forests, and floodplains in mountains (BLM 2009, BLM 2019). This species occurs on BLM lands in the Henry's Lake area.
- **Giant helleborine (*Epipactis gigantea*) – BLM Type 3 (Range-wide or State-wide Imperiled—Moderate Endangerment):** Giant helleborine is an orchid that can be found in moist areas along stream banks, lake margins, seeps, and warm calcareous springs (BLM 2009, BLM 2019). This species occurs along the Snake River at locations north and east of Poplar.
- **Hoary Willow (*Salix candida*) – BLM Type 4 (Species of Concern):** Hoary willow is a species of shrub that ranges from Labrador to Alaska and south to the Great Lakes states, South Dakota, Colorado, and Idaho. Associated habitat includes bogs, marshes, seepage areas, and on anchored floating mats at the edges of fens and ponds (BLM 2009, NSE 2022). This species occurs along the east shore of Henry's Lake, and in the Ingalls Creek and Woods Creek areas.
- **Rush aster, boreal aster (*Symphyotrichum boreale*) – BLM Type 4 (Species of Concern):** Rush aster is a long-lived perennial herb species whose range includes Canada and the northern United States. Associated habitat for rush aster includes aquatic riparian areas (BLM 2009, BLM 2019). In the TMA, locations include near the Henry's Lake and Driggs areas.
- **Vanilla sweet grass (*Hierochloe odorata*) –- BLM Type 2 (Rangewide/Globally Imperiled Species—High Endangerment):** Vanilla sweet grass is a native perennial grass that usually inhabits moist ground on shores (fresh or brackish), meadows, and low prairies, at the edges of woods, bogs, and marshes. Normally, it is not found in pure stands, rather it is found among other grasses and shrubs in mid-successional communities (USDA-NRCS 2010). This species is found in the TMA along the Snake River south of Swan Valley.
- **White spruce (*Picea glauca*) – BLM Type 4 (Species of Concern):** This species is widespread and abundant across boreal North America. There are no known substantial threats to the species. Associated habitat varies from swamps and riverbanks to mountain slopes (BLM 2009, BLM 2019, NSE 2022). It is known to occur on BLM lands in the Henry's Lake area.
- **Yellow springbeauty (*Claytonia multiscapa* var. *flava*) – BLM Type 4 (Species of Concern):** Yellow springbeauty is a small flowering herb that occurs in gently sloping sandy alluvium along the northern shore of Henry's Lake in the transition zone between wet meadows and uplands (Flora of North America 2020).
- **Yellowstone draba (*Draba incerta*) – BLM Type 2 (Rangewide/Globally Imperiled Species—High Endangerment):** Yellowstone draba is a small plant with cushions of dark green, pointed leaves, under short stems of bright yellow flowers that grows in gravelly areas and rock outcrops (Flora of North America 2022). This species occurs in the vicinity of the Henry's Lake Mountains at the northern end of the TMA.

Table 3-2: Miles of Evaluated Routes in or Proximate to Special Status Plant Habitats

Species	Status	BLM Acres	Miles of Evaluated Routes
Ute ladies'-tresses	Threatened	117	0.6
False mountain willow	BLM Type 3	343	1.7
Giant helleborine	BLM Type 3	8	0.4
Hoary willow	BLM Type 4	0	0.0
Rush/Boreal aster	BLM Type 4	314	1.7
Sweet grass	BLM Type 2	3	0.0
White spruce	BLM Type 4	3	0.0
Yellow springbeauty	BLM Type 4	0	0.0
Yellowstone draba	BLM Type 2	586	2.3

3.2.1.2 Environmental Effects

3.2.1.2.1 Direct or Indirect Effects Common to All Alternatives

Effects on soils and native vegetation from travel and recreation activities such as camping, exploring, shed hunting, hunting, OHV use, equestrian use, etc. are often adverse and are closely interrelated as adverse effects on one of these resources can have a subsequent effect on the other (e.g., soil impacts can result vegetation impacts and vice versa). OHV-related direct effects on soils can include compaction and rutting while indirect effects include displacement and soil loss (i.e., erosion during runoff periods or high precipitation events). There are primarily two types of disturbances that impact MSCs, natural occurrences and human-influenced. These are not well defined, but at their extremes, wind and rain disturbance may be viewed as natural disturbances. Human-influenced disturbance can result from OHV, hiking, or livestock trampling on crusts. MSCs are susceptible to damage and destruction from surface-disturbing activity especially during their early development. When the crust is churned under (i.e., creation of a trail or vehicle path) or buried, MSCs have little chance of recovering the site once the top of the soil has been removed. As such, the condition of MSCs reflects the level of physical disturbance in a given area (Belnap 1995).

Recreation and travel-related direct effects on native vegetation and plants include trampling, crushing, and loss of vegetation. Dust from concentrated OHV use can cover nearby vegetation and result in reduced plant vigor and increased plant mortality due to reduced photosynthetic capacity of leaves. Travel network alternatives that close more miles to OHV travel would provide higher levels of protection to area vegetation and plants from the reduction of OHV use and associated activities. Travel routes can also lead to the introduction and spread of invasive plants and noxious weeds as vehicle tires and undercarriages can carry plant seeds and serve as vectors. Resulting weed infestations can out-compete native vegetation for available nutrients and disrupt proper ecosystem functions. However, certain types of travel route designations (e.g., OHV-Closed or OHV-Limited), by eliminating or limiting OHV (i.e., public motorized) travel, can limit or reduce the spread of invasive and noxious plants. Travel routes also provide beneficial access for monitoring and treatment of existing areas of invasive species and weeds.

New routes and trails proposed for construction would add direct short-term (2-year) effects that include native vegetation removal and associated soil disturbance as well as increased susceptibility to the spread and establishment of noxious weeds and invasive species. The area of disturbance would decrease as vegetation is established on backslope and fill-slope portions of the routes. Some weedy and invasive species would likely colonize in freshly exposed soils following construction. Full rehabilitation using approved plant species would take at least two growing seasons, following which long-term types of effects along these routes and trails would occur as noted above.

Implementation activities that could affect soils and native vegetation include installing new information kiosks and signs, installation of vault toilets, road, trail and parking area maintenance or improvements, route reclamation (including ripping the ground and planting seed, grading/recontouring), and installing fencing or barriers. Ground disturbance, loss of vegetation, and weed and invasive plant growth from new disturbance (e.g., kiosk installation) would be localized and temporary, as the application of best management practices (BMPs) in these areas such as seeding and planting would accelerate stabilization and reclamation.

3.2.1.2.2 Impact Indicators

The figures below inform the impact analysis that follows for each alternative. These figures serve as indicators for potential effects on resources from the Alternative networks as described above and are provided to more easily compare the action alternatives (B-D) are to the baseline, Alternative A. More detailed data tables used to develop the figures may be found in Appendix C. **Note: Because no routes are located within their habitats, the BLM Sensitive plant species hoary willow, vanilla sweet grass, white spruce, and yellow springbeauty are not included below.**

Figure 3-1: Miles of Evaluated Routes in Erosive Soils

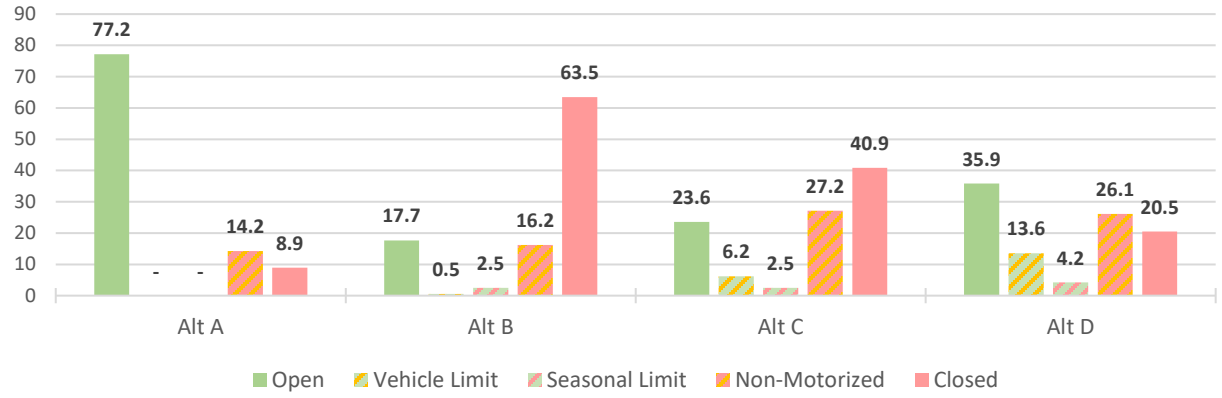


Figure 3-2: Number of Evaluated Routes Associated with Route Proliferation and Potential Impacts on MSCs

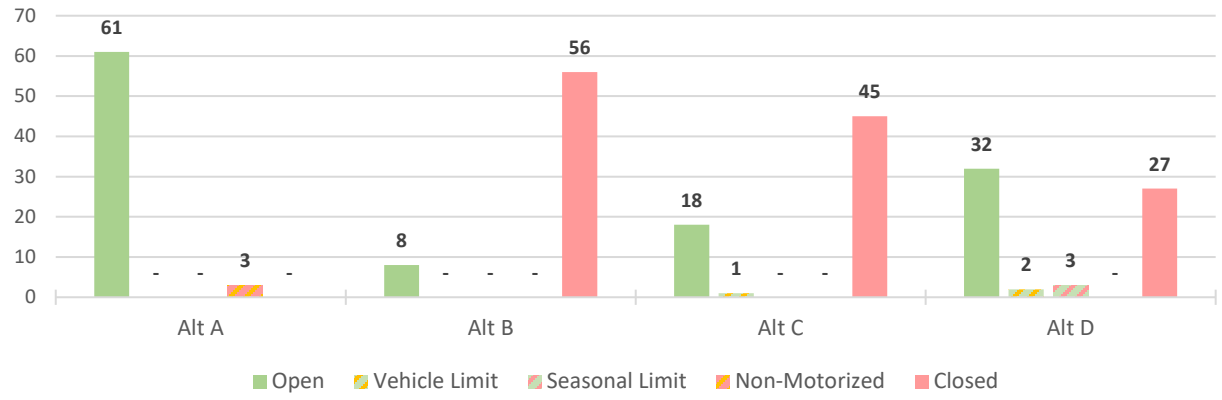


Figure 3-3: Miles of Evaluated Routes in Sagebrush Shrubland

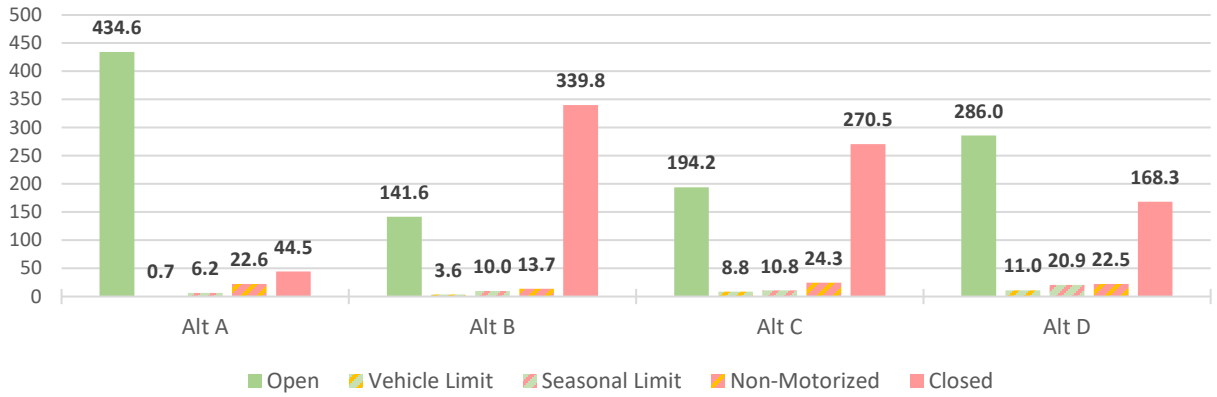


Figure 3-4: Miles of Evaluated Routes in Evergreen Montane Forest

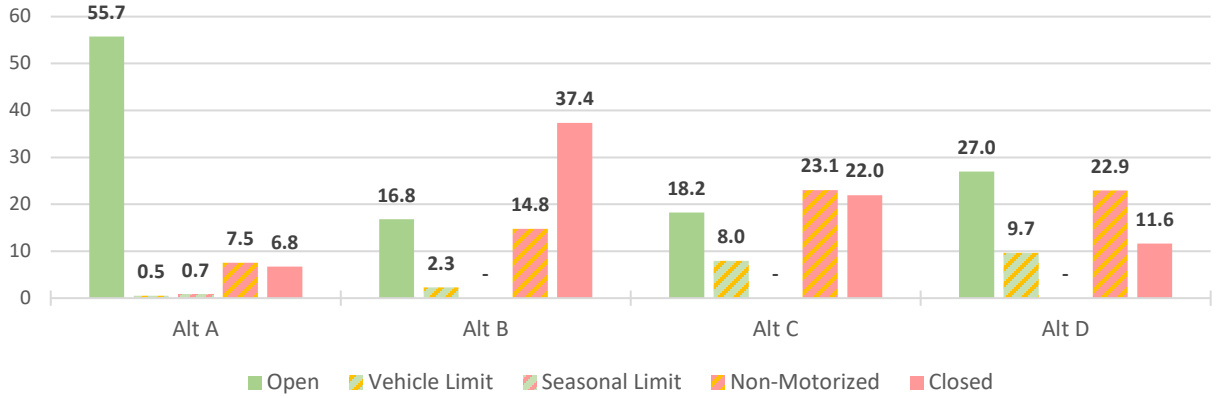


Figure 3-5: Miles of Evaluated Routes in Bedrock, Scree, Cliffs and Canyons

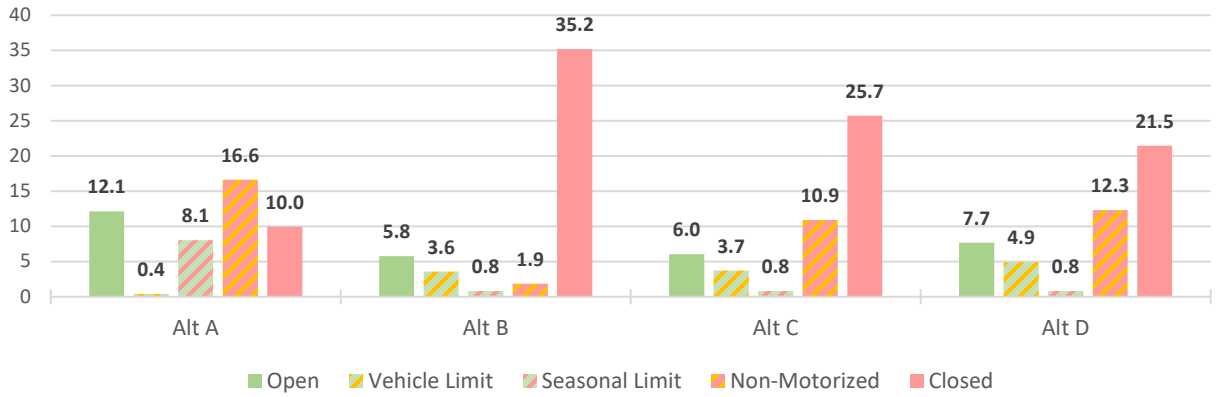


Figure 3-6: Miles of Evaluated Routes in Deciduous Riparian Woodland

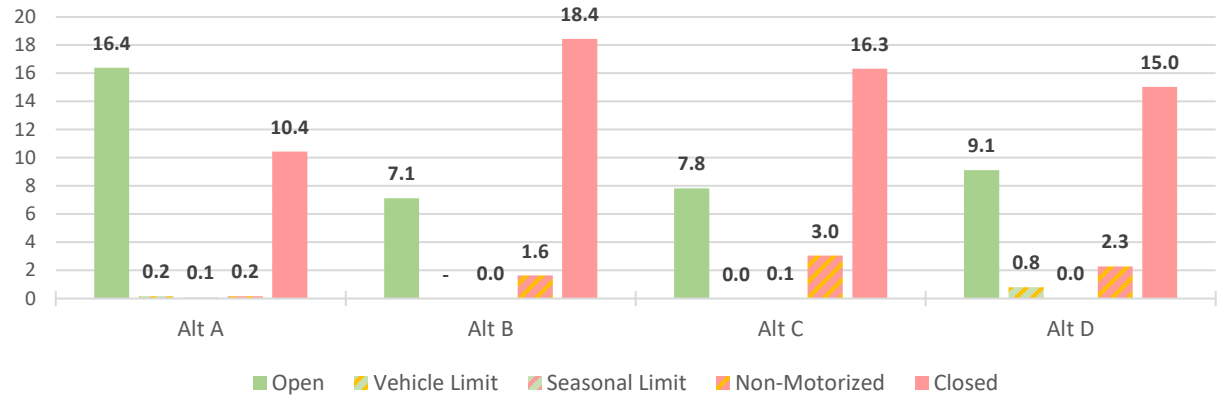


Figure 3-7: Miles of Evaluated Routes in Mixed Evergreen Deciduous Montane Forest

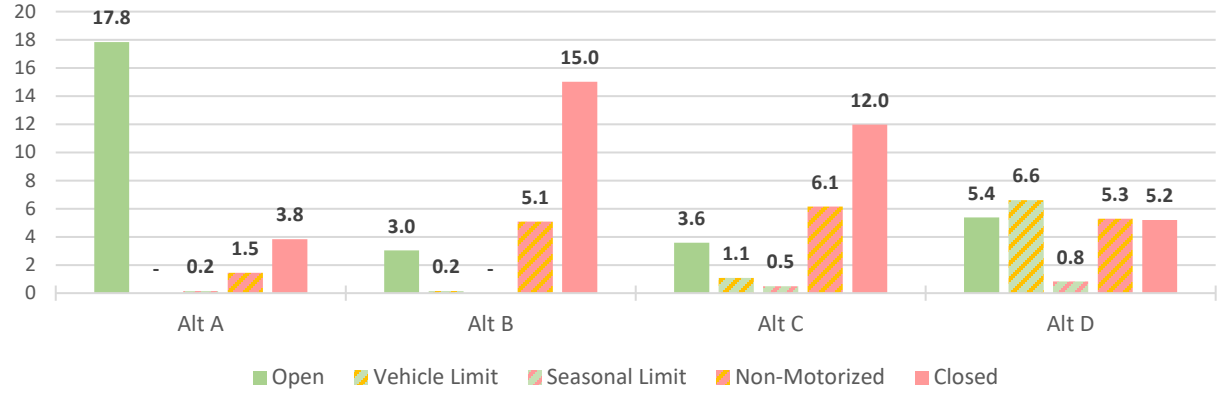


Figure 3-8: Miles of Evaluated Routes in Herbaceous Wetland

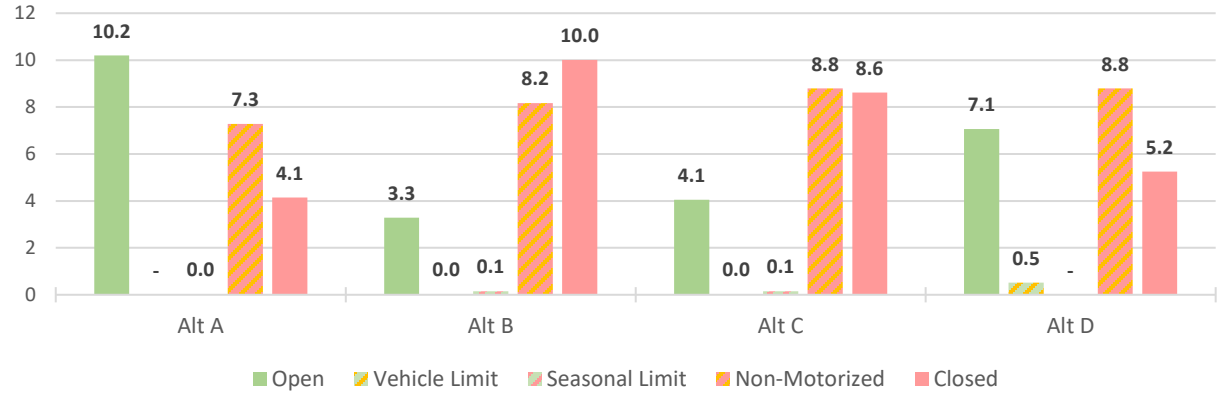


Figure 3-9: Miles of Evaluated Routes in Areas of Noxious Weeds and Invasive Plants

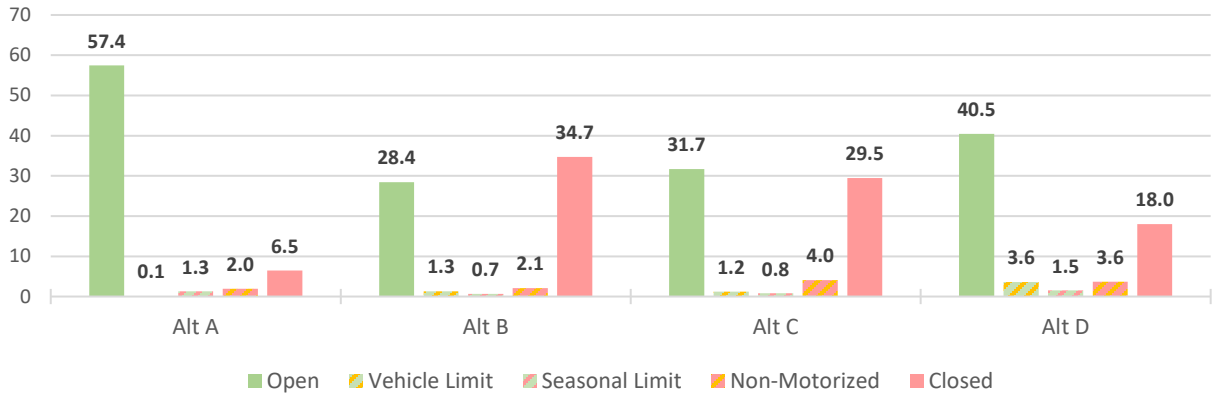


Figure 3-10: Miles of Evaluated Routes in Ute Ladies'-Tresses Habitat

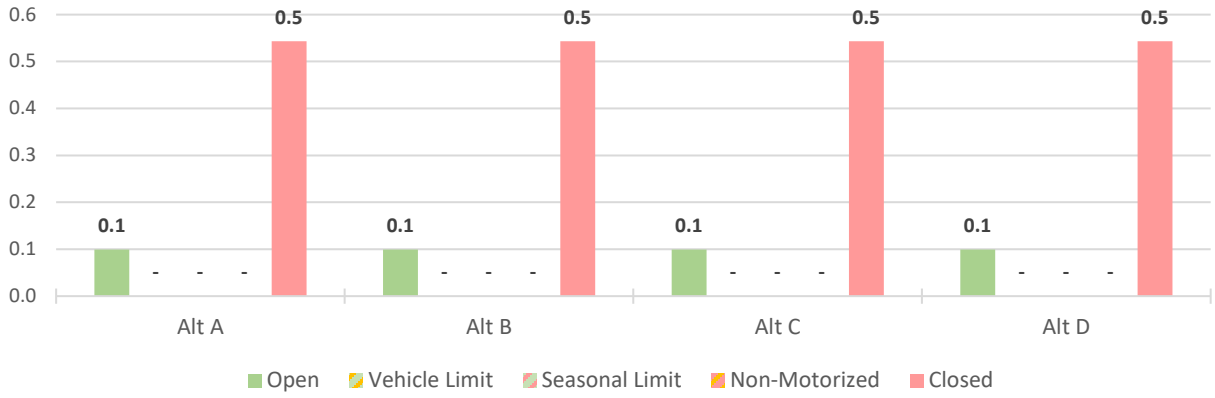


Figure 3-11: Miles of Evaluated Routes in False Mountain Willow Habitat

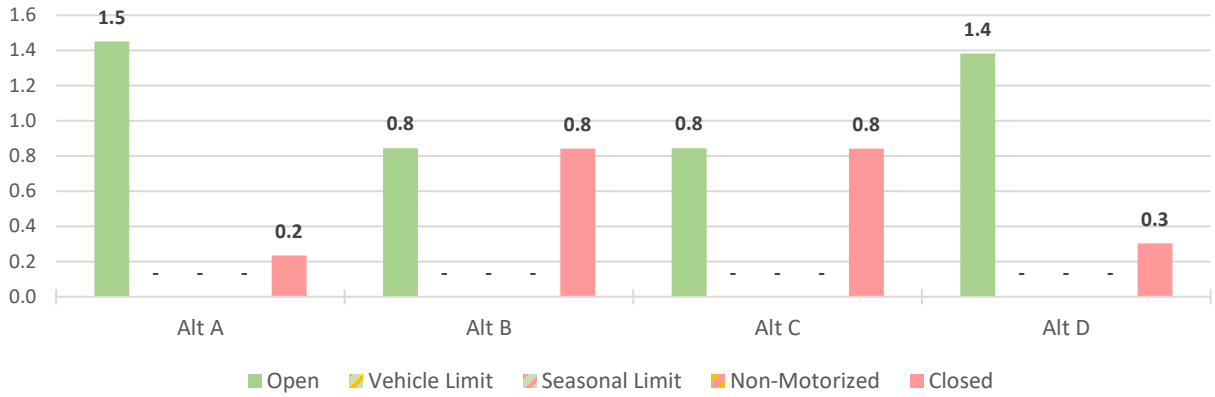


Figure 3-12: Miles of Evaluated Routes in Giant Helleborine Habitat

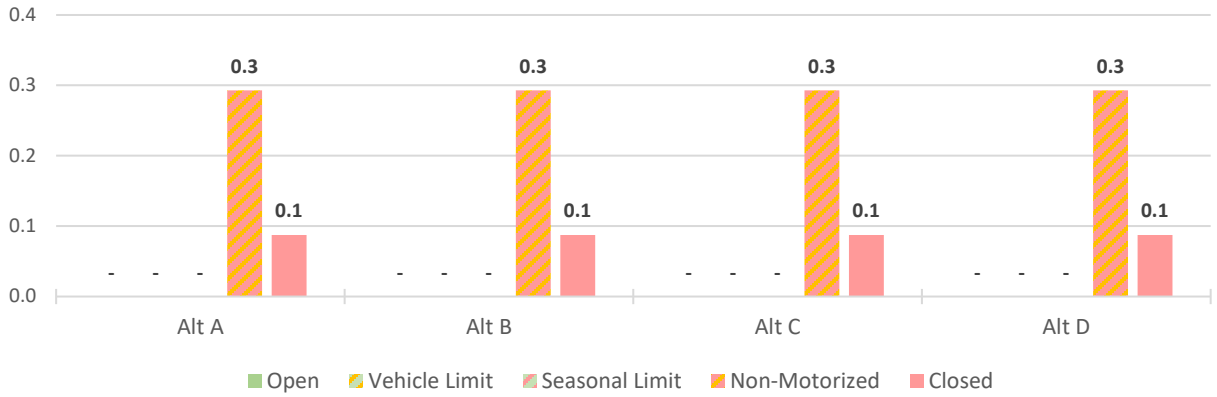


Figure 3-13: Miles of Evaluated Routes in Rush Aster Habitat

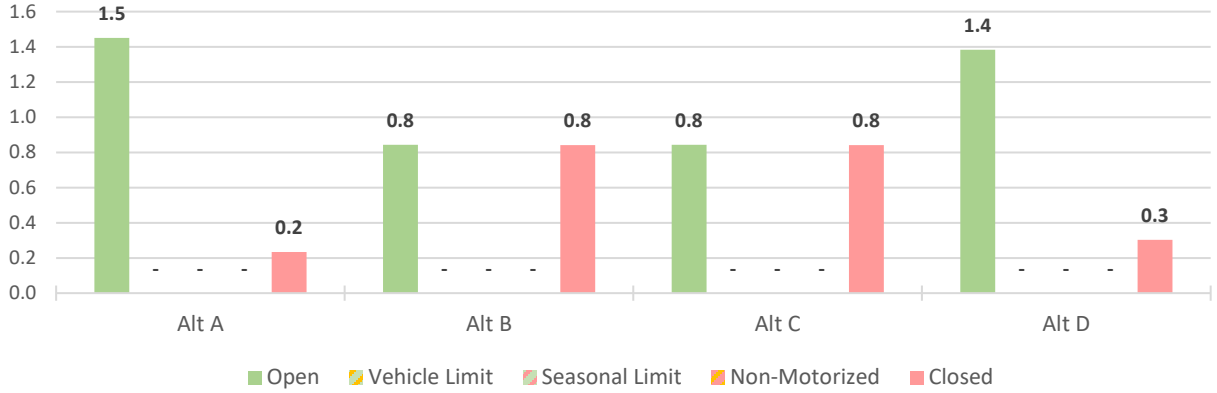
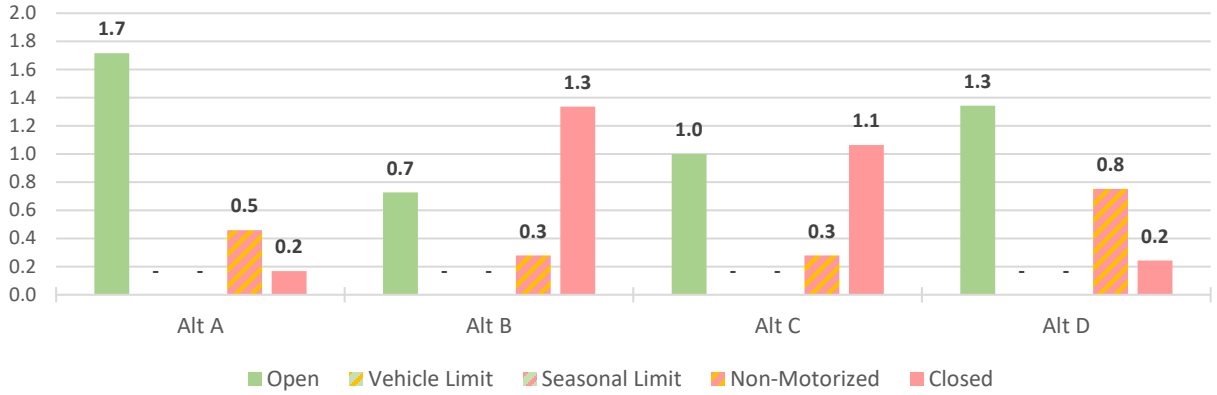


Figure 3-14: Miles of Evaluated Routes in Yellowstone Draba Habitat



3.2.1.2.3 Alternative A (Current Management)

Under Alternative A, 77% of the 100.3 miles of evaluated travel routes in erodible soils would remain open to public OHV use, 14% would remain limited to non-motorized use, and 9% would remain closed. Of the 64 routes associated with off-route proliferation (e.g., route density) issues and potential impacts on MSCs, 61 would remain open to OHV use and 3 would remain limited to non-motorized use.

Approximately 508.6 miles of evaluated routes (69% of the TMA's miles) are contained within the native sagebrush shrubland biome. Under Alternative A, 87% of these miles would remain available for OHV use, 7% would remain available to authorized and non-motorized users, and 6% would remain closed. In the TMA's other primary biomes, open-OHV use would range from 44% of route miles in bedrock, scree, cliffs, and canyons to 80% of the miles in native evergreen montane forest. Miles of permanent closures and reclamation in these other primary biomes would range from less than 1% in mixed evergreen deciduous forest to 29% of the miles in deciduous riparian woodlands.

Approximately 67.3 miles of evaluated routes (9% of the TMA's total) are in areas of noxious weeds and invasive plants; of those miles, 87% would remain available for OHV use, 3% would remain limited to non-motorized or e-bike use, and 10% would remain closed.

Just 0.6 miles of evaluated routes are in habitat for the threatened Ute ladies'-tresses habitat (Figure 3.10). Of these, under Alternative A, 0.1 miles would remain open to OHV use and 0.5 miles would be closed to OHV use (but would remain available to authorized users).

In false mountain willow habitat, of the 1.7 miles of evaluated routes, 1.5 miles would remain open to OHV use and 0.2 miles would remain closed. In giant helleborine habitat, 0.3 evaluated route miles would be limited to non-motorized use and 0.1 miles would remain closed. In rush aster habitat, of the 1.7 miles of evaluated routes, 1.5 miles would remain open to OHV use and 0.2 miles would remain closed. And in Yellowstone draba habitat, of the 2.3 miles of evaluated routes, 1.7 miles would remain open to OHV use, 0.5 miles would remain limited to non-motorized use, and 0.2 miles would be closed.

Under Alternative A, impacts to soils and native vegetation, including special status species plants, from ongoing OHV use would reflect a continuation of current management. Potential impacts to soils on routes or route segments that receive OHV use are rutting and displacement where such use occurs during wet periods when native surface soils are saturated, or where OHVs travel at higher speeds, and spin tires at higher rpms to avoid losing traction. In areas of severe rutting or potholing, braiding is likely to occur where vehicles travel to circumvent the ruts, exposing more soil to effects of wind and water erosion. Absent a designated travel network to direct users to designated routes and a more diverse network that could reduce user inclination to travel off-route, route proliferation (i.e., illegal off-route use that creates new routes) could occur and lead to damage to MSCs, more vegetation loss, soil compaction, wind and water erosion, and increased susceptibility to weed spread and infestation. Given the miles of evaluated routes in erodible soils, native vegetation communities, and areas of noxious weeds and invasive species that would be open most of the year, there is a relatively high potential for ongoing and increased impacts to soils and vegetation, including special status species plants.

3.2.1.2.4 Alternative B (Natural Resource Emphasis)

Under Alternative B, 20.7 miles of evaluated routes in erosive soils would be designated for OHV use (OHV-Open or OHV-Limited), a 73% reduction compared to Alternative A. Of the routes associated with proliferation issues and potential impacts to MSCs, 8 would be designated for OHV use, an 87% reduction from Alternative A. Of the 79.6 miles of evaluated routes in erosive soils that would be closed to public OHV use, 6.7 miles would be designated for authorized users only (e.g., livestock grazing permittees), 16.2 miles for non-motorized use, and the rest would be decommissioned and earmarked for reclamation. Under this alternative, approximately 2.1 miles of non-motorized single-track trail would be constructed within areas of erosive soils; this proposed trail construction would result in acres of short-term and long-term soil disturbance as disclosed below in Table 3.3.

Table 3-3: Acres of Disturbance from Proposed New Trail Construction in Erosive Soils Under Alternative B

	Designation	Acres of Short-Term	Acres of Long-Term
Erosive Soils	Limited to non-motorized use (OHV-Closed)	1.55	0.52

Within the TMA's primary native sagebrush shrubland vegetation community, Alternative B would result in a reduction of open-OHV miles of 65% as compared to Alternative A. Reductions in the other native vegetation communities would range from 51% in bedrock, scree, cliffs, and canyons to 82% in mixed evergreen deciduous montane forest. Alternative B would result in substantial increases of permanently closed routes earmarked for decommissioning and reclamation in all of the primary vegetation communities as compared to Alternative A. In native sagebrush shrublands alone, which contain 69% of the TMA's routes, Alternative B would see a nearly 9-fold increase over Alternative A in permanently closed routes earmarked for reclamation.

Within the TMA's primary vegetation communities, some non-motorized trail would be constructed, resulting in short- and long-term acres of disturbance as disclosed below. (Only those vegetation communities that would be affected are included in Table 3.4 below.)

Table 3-4: Acres of Disturbance from Proposed New Route and Trail Construction in Primary Native Vegetation Communities Under Alternative B

	Designation	Acres of Short-Term	Acres of Long-Term
Sagebrush Shrubland	Limited to authorized users (OHV-Closed)	0.37	0.26
	Limited to non-motorized use (OHV-Closed)	0.24	0.08
Evergreen Montane Forest	Limited to non-motorized use (OHV-Closed)	0.84	0.28
Mixed Evergreen Deciduous Montane Forest	Limited to non-motorized use (OHV-Closed)	0.90	0.30

In areas of noxious weeds and invasive plants, 30.4 miles of evaluated routes would be designated for OHV use under Alternative B, a 48% reduction compared to Alternative A. Of the 36.8 miles of evaluated routes that would be OHV-closed, 2.1 miles would be designated for non-motorized use and 7.6 miles for authorized users only; the rest would be decommissioned and earmarked for reclamation. This alternative proposes the construction of 0.2 miles of new non-motorized trail in areas of noxious weeds and invasive plants, resulting in the acres of short- and long-term disturbance displayed in Table 3.5, below.

Table 3-5: Acres of Disturbance from Proposed New Trail Construction in Areas of Noxious Weeds and Invasive Plants Under Alternative B

	Designation	Acres of Short-Term	Acres of Long-Term
Invasive or Noxious Weeds	Limited to non-motorized use (OHV-Closed)	0.17	0.06

Under Alternative B, like Alternative A, 0.1 miles of evaluated routes in or proximate to Ute ladies'-tresses habitat would be designated OHV-Open and 0.5 miles would be OHV-Closed; there are no newly proposed routes in Ute ladies'-tresses habitat.

In false mountain willow habitat, 0.8 miles of evaluated routes would be designated OHV-Open under Alternative B, a 47% reduction compared to Alternative A. In giant helleborine habitat, zero miles would be designated for OHV use; of the OHV-Closed routes, 0.3 miles would be limited to non-mechanized use and 0.1 miles would be decommissioned and earmarked for reclamation. In rush aster habitat, 0.8 miles would be designated OHV-Open, a 47% reduction compared to Alternative A; of the OHV-Closed miles, 0.5 miles would remain available for authorized use only while 0.3 miles would be decommissioned and earmarked for reclamation. And in Yellowstone draba habitat, 0.7 miles of evaluated routes would be designated for OHV use, a 59% reduction compared to Alternative A; of the OHV-Closed routes, 0.3 miles would be limited to non-motorized use, 0.2 miles to authorized users only, and the rest would be decommissioned and earmarked for reclamation. No new route or trail construction is proposed in special status plant habitats under any alternative.

With the reductions in motorized access as compared to Alternative A, Alternative B would reduce potential long-term route and use-related adverse effects noted above to soils and vegetation while also reducing susceptibility to weed spread and infestation. Overall, Alternative B would have the lowest potential for impacts on soil and vegetation, including special status plants, as compared to the other alternatives.

3.2.1.2.5 Alternative C (Multiple Use Emphasis)

Under Alternative C, 32.3 miles of evaluated routes in erosive soils would be designated for OHV use, a 58% reduction compared to Alternative A. Of the routes associated with proliferation issues and potential impacts to MSCs, 19 would be designated for OHV use, a 69% reduction from Alternative A. Of the 68.0 miles of evaluated routes in erosive soils that would be closed to public OHV use, 12.5 miles would remain available for authorized users only (e.g., livestock grazing permittees), 27.2 miles for non-motorized use, and the rest would be permanently closed and earmarked for decommissioning and reclamation. Under this alternative, approximately 8.1 miles of non-motorized single-track trail would be constructed within areas of erosive soils; this proposed trail construction would result in acres of short-term and long-term soil disturbance as disclosed below in Table 3.6.

Table 3-6: Acres of Disturbance from Proposed New Trail Construction in Erosive Soils Under Alternative C

	Designation	Acres of Short-Term	Acres of Long-Term
Erosive Soils	Limited to non-motorized use (OHV-Closed)	5.89	1.96

Within the TMA's primary native sagebrush shrubland vegetation community, Alternative C would result in a reduction of open-OHV miles of 52% as compared to Alternative A. Reductions in the other native vegetation communities would range from 49% in bedrock, scree, cliffs, and canyons to 71% in mixed evergreen deciduous montane forest. Alternative C would result in substantial increases of permanently closed routes earmarked for decommissioning and reclamation all but one of the primary vegetation communities as compared to Alternative A; deciduous riparian woodland would see only a 25% increase as compared to Alternative A. In native sagebrush shrublands, which contains most of the existing OHV routes, Alternative C would result in a 5 ½ -fold increase over Alternative A in permanently closed routes earmarked for decommissioning and reclamation.

Within the primary native vegetation communities, some non-motorized trail would be constructed under this alternative, resulting in acres of disturbance as disclosed below in Table 3.7. (Only those vegetation communities that would be affected are included below.)

Table 3-7: Acres of Disturbance from Proposed New Route and Trail Construction in Primary Vegetation Communities Under Alternative C

	Designation	Acres of Short-Term	Acres of Long-Term
Sagebrush Shrubland	Open to all use (OHV-Open)	0.22	0.07
	Limited to authorized users (OHV-Closed)	0.37	0.26
	Limited to non-motorized use (OHV-Closed)	2.91	1.01
Evergreen Montane Forest	Limited to non-motorized use (OHV-Closed)	3.80	1.27
Bedrock, Scree, Cliffs and Canyons	Limited to non-motorized use (OHV-Closed)	4.41	1.87
Mixed Evergreen Deciduous Montane Forest	Limited to non-motorized use (OHV-Closed)	2.34	0.78

In areas of noxious weeds and invasive plants, 33.7 miles of evaluated routes would be designated for OHV use under Alternative C, a 43% reduction compared to Alternative A. Of the 33.5 miles of evaluated routes that would be OHV-closed, 4.0 miles would be designated for non-motorized use and 9.3 miles for authorized users only; the rest would be decommissioned and earmarked for reclamation. This alternative proposes the construction of 1.3 miles of new non-motorized single-track trail in areas of noxious weeds and invasive plants, resulting in acres of short- and long-term disturbance displayed in Table 3.8.

Table 3-8: Acres of Disturbance from Proposed New Trail Construction in Areas of Noxious Weeds and Invasive Plants Under Alternative C

	Designation	Acres of Short-Term	Acres of Long-Term
Invasive or Noxious Weeds	Limited to non-motorized use (OHV-Closed)	0.93	0.31

Under Alternative C, like Alternatives A and B, 0.1 miles of evaluated routes in or proximate to Ute ladies'-tresses habitat would be designated OHV-Open and 0.5 miles would be limited to authorized users but OHV-Closed; there are no newly proposed routes in Ute ladies'-tresses habitat.

In false mountain willow and rush aster habitats, like Alternative B, there would be reductions of 42% in OHV-open route designations compared to Alternative A. In giant helleborine habitat, there would be no changes in designations from Alternative A. And in Yellowstone draba habitat, 1.0 miles of evaluated routes would be designated for OHV use, a 41% reduction compared to Alternative A; of the OHV-Closed routes, like Alternative B, 0.3 miles would be limited to non-motorized use, 0.2 miles to authorized users only, and the rest would be decommissioned and earmarked for reclamation. No new route or trail construction is proposed in special status plant habitats under any alternative.

With the reductions in motorized access as compared to Alternative A, Alternative C would reduce potential long-term route and use-related adverse effects noted above to soils and vegetation while reducing susceptibility to weed spread and infestation. Overall, Alternative C would have lower potential for impacts on

soil and vegetation, including special status plants, as compared to Alternatives A and D but higher potential than Alternative B.

3.2.1.2.6 Alternative D (Access Emphasis)

Under Alternative D, 53.7 miles of evaluated routes in erosive soils would be designated for OHV use, a 30% reduction compared to Alternative A. Of the routes associated with proliferation issues and potential impacts to MSCs, 37 would be designated for OHV use, a 39% reduction from Alternative A. Of the 46.6 miles of evaluated routes in erosive soils that would be closed to public OHV use, 13.7 miles would be designated for authorized users only (e.g., livestock grazing permittees), 26.1 miles for non-motorized use, and the rest would be decommissioned and earmarked for reclamation. Under this alternative, approximately 8.6 miles of non-motorized single-track trail would be constructed within areas of erosive soils; this proposed trail construction would result in acres of short-term and long-term soil disturbance as disclosed below in Table 3.9.

Table 3-9: Acres of Disturbance from Proposed New Trail Construction in Erosive Soils Under Alternative D

	Designation	Acres of Short-Term	Acres of Long-Term
Erosive Soils	Limited to non-motorized use (OHV-Closed)	6.28	2.09

Within the TMA's primary native sagebrush shrubland vegetation community, Alternative D would result in a reduction of open-OHV miles of 28% as compared to Alternative A. Reductions in the other native vegetation communities would range from 25% in herbaceous wetland to 41% in deciduous riparian woodland. Alternative D would result in increases of permanently closed routes earmarked for decommissioning and reclamation in all but one of the primary vegetation communities as compared to Alternative A; deciduous riparian woodland would see a slight (4%) decrease as compared to Alternative A. In native sagebrush shrublands, which contains most of the existing OHV routes, Alternative D would result in nearly a 2 ½-fold increase over Alternative A in permanently closed routes earmarked for decommissioning and reclamation.

Within these primary vegetation communities, some non-motorized trail would be constructed under this alternative, resulting in short- and long-term acres of disturbance as disclosed in Table 3.10. (Only those vegetation communities that would be affected are included below.)

Table 3-10: Acres of Disturbance from Proposed New Route and Trail Construction in Primary Native Vegetation Communities Under Alternative D

	Designation	Acres of Short-Term	Acres of Long-Term
Sagebrush Shrubland	Open to all use (OHV-Open)	0.85	0.28
	Limited to authorized users (OHV-Closed)	0.37	0.26
	Limited to non-motorized use (OHV-Closed)	2.96	1.02
Evergreen Montane Forest	Limited to non-motorized use (OHV-Closed)	3.80	1.27
Bedrock, Scree, Cliffs and Canyons	Limited to non-motorized use (OHV-Closed)	5.17	2.45
Mixed Evergreen Deciduous Montane Forest	Limited to non-motorized use (OHV-Closed)	2.73	0.91
Herbaceous Wetland	Open to all use (OHV-Open)	0.14	0.05

In areas of noxious weeds and invasive plants, 45.6 miles of evaluated routes would be designated for OHV use under Alternative D, a 22% reduction compared to Alternative A. Of the 21.6 miles of evaluated routes that would be OHV-Closed, 3.6 miles would be designated for non-motorized use and 7.0 miles for authorized users only; the rest would be decommissioned and earmarked for reclamation. This alternative proposes the construction of 1.3 miles of new non-motorized single-track trail in areas of noxious weeds and invasive plants, resulting in the acres of short- and long-term disturbance displayed in Table 3.11.

Table 3-11: Acres of Disturbance from Proposed New Trail Construction in Areas of Noxious Weeds and Invasive Plants Under Alternative D

	Designation	Acres of Short-Term	Acres of Long-Term
Invasive or Noxious Weeds	Limited to non-motorized use (OHV-Closed)	0.94	0.31

Under Alternative D, the 0.1 miles of evaluated routes in Ute ladies'-tresses habitat would be designated OHV-Open and 0.5 miles would be limited to authorized users but OHV-Closed (Limited to authorized users), the same as in Alternative A and the other action alternatives; there are no newly proposed routes in Ute ladies'-tresses habitat.

In false mountain willow and rush aster habitats, there would be 7% reductions in OHV-Open designated miles (0.1 miles each) compared to Alternative A. In giant helleborine habitat, there would be no changes in designations from Alternative A. And in Yellowstone draba habitat, 1.3 miles of evaluated routes would be designated for OHV use, a 24% reduction compared to Alternative A; of the OHV-Closed routes, 0.8 miles would be limited to non-motorized use, and the rest would be decommissioned and earmarked for reclamation. No new route or trail construction is proposed in special status plant habitats under any alternative.

With the reductions in motorized access as compared to Alternative A, Alternative D would reduce potential long-term route and use-related adverse effects noted above to soils and vegetation while reducing

susceptibility to weed spread and infestation. Overall, Alternative D would have higher potential for impacts on soil and vegetation, including special status plants, as compared to Alternatives B and C but less than Alternative A.

3.2.2 Aquatic Resources

How would the designated travel route network impact aquatic resources in the TMA?

3.2.2.1 Affected Environment

This section covers surface and ground water resources, water quality, riparian and wetlands resources, and fisheries.

The BLM is the designated nonpoint source management agency for water resources on the lands under its management. As such, the BLM's goals are to maintain or improve surface and ground water consistent with state and federal water quality standards, minimize harmful consequences of activities that result in nonpoint source pollution, and inventory, monitor and evaluate water quality data necessary for the proper management of public lands. The BLM also coordinates water quality programs with the local, state, and federal agencies, affected public land users, adjoining landowners, and other affected interests (BLM MOU ID-08-02, January 15, 2008).

Travel routes are considered sources of nonpoint pollution regarding water quality, and travel route designation decisions need to ensure that water quality, surface and groundwater resources, riparian areas, and fisheries are not diminished as a result of the designations. Travel routes and their associated uses can contribute to water quality degradation, affecting beneficial uses of lakes and streams such as agricultural water supply, cold water aquatic life, salmonid spawning, domestic water supply, industrial water supply, primary and secondary contact recreation, and wildlife habitat. The beneficial use depends upon its actual use, the ability of the water to support a non-existing use either now or in the near future, and the basic goal of the CWA that all waters support aquatic life and recreation where attainable. (Idaho DEQ 2018/2020 Integrated Report)

Water quality in the TMA is assessed and monitored in accordance with the Clean Water Act (CWA), which requires each state to submit a biennial report on the quality of their surface waters, and to identify and prioritize those waters that are impaired and need an improvement plan. As the state agency responsible for implementing the CWA in Idaho, the Idaho Department of Environmental Quality (DEQ) fulfills these reporting requirements by submitting a biennial Integrated Report. The latest biennial report, the 2018/2020 Integrated Report, was developed in compliance with §§305(b), 314, and 303(d) of the CWA, and incorporates DEQ data and other readily available data collected within the prior 5 years (2014–2018). The report provides background information on the state's water resources, including DEQ's water pollution control program and special concerns affecting water quality; an overview of DEQ's surface water monitoring and assessment program, including attainment status results for all state surface waters and a discussion about public health issues; an overview of Idaho's ground water monitoring and assessment efforts; and a summary of public participation in the development of the Integrated Report (Idaho DEQ 2018/2020 Integrated Report). Waters that do not meet applicable water quality standards for one or more beneficial uses due to pollutants and for which a water quality improvement plan is needed (called a TMDL, total maximum daily load) make up the 303(d) list. Within the TMA, 120.4 miles of evaluated routes are within 300 feet of 303(d)-listed streams.

Riparian areas are a form of wetland transition between permanently saturated wetlands and upland areas. Riparian ecosystems are defined as areas of land directly influenced by permanent (surface or subsurface) water. They have visible vegetation or physical characteristics reflective of permanent water influence. Lakeshores and streambanks with perennial water are typical riparian areas. They include wetlands and those portions of floodplains and valley bottoms that support riparian vegetation (Meehan 1991). Excluded are such sites as ephemeral streams or washes that do not exhibit the presence of hydric vegetation (BLM 1991b). However, it is important to note that an ephemeral stream is one that flows only in direct response to

precipitation and whose channel is always above the water table. Other intermittent or ephemeral streams which do not currently exhibit riparian characteristics may in fact be connected to a water table and could potentially develop riparian attributes with management changes. Riparian areas provide many benefits within the TMA, including filtering and purifying water, reducing sediment loads and enhancing soil stability, contributing to groundwater recharge, dissipating high-energy flows (floods), and supporting greater biodiversity. Riparian areas—occurring on streambanks and floodplains, at springs, seeps, potholes, wet meadows, sloughs, marshes, swamps, and bogs—are all important resources for aquatic organisms, wildlife, grazing, and recreation. Healthy and productive riparian areas provide water, food, cover, and travel lanes for many aquatic and terrestrial wildlife species, some of which are obligate to the riparian area and not found in dryer upland areas. Native riparian plants and their root systems contribute to improved water quality and quantity by holding soils in place while filtering sediments, increasing ground water recharge, and protecting streambanks. Riparian areas offer value to the general public by providing opportunities for a wide variety of recreation activities and aesthetic attributes. However, riparian ecosystems are fragile resources that are among the first indicators of impacts from disturbance. Within the TMA are 11,265 acres of BLM lands in or within 300 feet of riparian habitat; there are 65.3 miles of evaluated routes in these areas on BLM lands.

Perennial streams, lakes and reservoirs in the TMA support fisheries resources, comprised of varying assemblages of native and non-native sportfish and native and non-native non-game fish species (Sigler and Zaroban 2018). Common native sportfish include mountain whitefish and Yellowstone cutthroat trout. Commonly occurring non-native sportfish include brown, brook and rainbow trout along with warm water species like yellow perch and smallmouth bass. Several commonly occurring native non-game species include sculpin, Utah sucker, redside shiner and speckled dace. There are no ESA-listed fish species or designated critical fish habitat within the TMA. The Yellowstone cutthroat trout (YCT), a BLM Sensitive species (BLM 2022) that currently occupies about 43% of its historical range (IDFG 2007a), is regarded as a regional conservation priority and is widely distributed in the TMA (Rangewide Yellowstone Cutthroat Trout Conservation Team 2009). In addition to occurring in major river systems of the Upper Snake River Basin, they are also present in numerous smaller tributaries. The green sucker (a.k.a. bluehead sucker), a BLM Sensitive species (BLM 2022), also occurs in the TMA. Most currently known green sucker occupied habitat occurs in mainstem river reaches of the Teton, Henrys Fork, South Fork and mainstem Snake Rivers. Fisheries resources may be impacted by roads in close proximity to rivers, streams, and lacustrine habitats. Routes which cross streams and rivers can also impact habitat and fish passage.

Table 3-12: Watersheds in the TMA Supporting BLM Sensitive Fish [1]

HUC10	Acres	Miles of YCT Streams	HUC10	Acres	Miles of YCT Streams
American Falls Reservoir	48,478	43.5	Menan Butte	15,537	-
Antelope Creek-Snake River	94,788	59.1	Milk Creek-Teton River	60,728	23.0
Badger Creek-Teton River	90,102	77.8	Moody Creek	65,938	50.0
Bear Creek	53,740	39.5	Oakland Valley	1,118	-
Big Elk Creek	15,043	8.9	Outlet Willow Creek	136,811	54.5
Birch Creek-Snake River	106,610	32.6	Palisades Creek	38,522	30.1
Bitch Creek	31,371	54.4	Pine Creek	46,506	28.8

[1] Data Source: MFWP 2019

Boundary Creek	9,125	32.3
Buffalo River-Henrys Fork	148,231	8.6
Camas Creek	10,454	-
Canyon Creek	82,834	51.3
City of Aberdeen	2,939	-
City of Shelley-Snake River	50,288	74.4
Fall Creek	49,803	37.2
Grays Lake Outlet	49,445	76.1
Headwaters Camas Creek	138,582	8.3
Headwaters Willow Creek	15,990	73.3
Henrys Lake-Henrys Fork	109,587	59.1
Indian Creek-Snake River	48,288	34.0
Island Park Reservoir-Henrys Fork	140,187	13.2
Juniper Buttes	3,907	-
Kettle Butte	1,070	-
Lower Blackfoot River	2,595	66.7
Lower Fall River	98,056	99.4
Lower Salt River	16,104	149.1
Lyons Creek-Snake River	38,746	25.7
McCoy Creek	12,968	46.9
Rattlesnake Creek-Henrys Fork	44,674	11.0
Rising River-Watson Slough	10,408	-
Robinson Creek	75,003	26.0
Ross Fork	0	8.4
Ryegrass Flat-High Line Canal	1,381	-
Sand Creek	75,752	-
Sand Creek-Henrys Fork	176,581	55.0
Sheridan Creek	55,499	1.0
Snake River-Fall Creek	509	200.8
Snake River-Snake River	112,707	70.8
South Teton River-Teton River	78,466	48.1
Spring Creek-Snake River	40,362	20.5
Teton Basin-Teton River	63,116	52.4
Town of Springfield-Danielson Creek	843	-
Town of Sterling-Big Fill Reservoir	997	-
Trail Creek-Teton River	63,071	46.5
Upper Beaver Creek	23,981	15.7
Upper Fall River	6,351	58.6
Warm River	112,366	0.6

3.2.2.2 Environmental Effects

3.2.2.2.1 Direct or Indirect Effects Common to All Alternatives

Travel routes can serve as a conduit for sediment transport (indirect) into intermittent or perennial drainages and riparian areas during runoff events (i.e., rainfall and snowmelt), and because route surfaces are compacted, runoff and sediment transport can be accelerated. Unimproved route crossings of streams (e.g., fords) can directly impact water quality and fish habitat quality through the addition of fine sediment, channel widening, channel avulsions, or by routing stream flows down the road and reducing instream flows. Fords can also impact spawning habitat or redds near road crossings. Roads which closely parallel streams also impact habitat when maintenance (e.g., road grading) introduces sediment, results in streamside vegetation removal and shade reductions, confines lateral migration of the channel, or necessitates emergency stabilization.

Poorly located roads and trails in highly erosive soil and steep slope areas (i.e., slopes >20 percent) that are proximate to, leading to, or crossing drainages can result in higher amounts of sediment travel and deposition in water bodies and riparian areas during storms and runoff events. Indicators are rills and gullies leading to and from travel routes and draining into existing perennial or intermittent streams or riparian areas, and declining riparian zone vegetation health, diversity, density, and vigor. Surface disturbances from motorized

travel and stream-side road grading can also remove soil-stabilizing agents, such as vegetative cover, soil crusts, and woody debris. Loss of one or more of these agents increases potential erosion and sediment transport into water bodies and riparian areas, contributing to degradation of water quality and fish habitat. Crossing structures which prevent upstream aquatic organism passage (AOP) can also entrain fish or other aquatic organisms in unsuitable or seasonally unsuitable habitats preventing access to spawning or rearing habitat, perennial flow refugia, or cold water refugia, especially important to salmonids and during drought conditions. Fords, perched culverts, undersized culverts, or culverts/crossings can affect stream simulation through the structure and prevent aquatic organism passage. In some instances, existing barriers associated with road crossings may isolate invasive or non-native competitor species from native aquatic species populations. For example, non-native trout may be isolated from native YCT by an impassable crossing structure. Careful consideration and coordination with fisheries resource management partners such as IDFG and USFS would be undertaken when evaluating the cost-benefits of implementing crossing replacement for AOP.

New trails proposed for construction would add direct short-term (2-year) effects that include removal of soil-stabilizing agents, such as vegetative cover, soil crusts, and woody debris, potentially increasing erosion and sediment transport into water bodies and riparian areas. Full rehabilitation of these areas of new disturbance using approved plant species would take at least two growing seasons, following which long-term types of effects along these routes and trails on aquatic resources would occur as noted above.

TMP implementation activities that could affect water quality, riparian areas, and wetlands include ground-disturbing activities such as road maintenance, ripping and seeding of closed routes, and sign placement (scraping away vegetation and digging post holes). These activities could contribute to short-term sedimentation and impairment by increasing the amount of soil and other materials transported into waterways. However, many of these effects are likely to be temporary because not all implementation actions would occur on a regular basis, and disturbed areas are expected to revegetate. Some of the activities listed above and other implementation activities would have a positive effect on water resources. For example, sign placement could encourage managed travel on stable designated routes less disruptive to waterways, drainage structures installed at appropriate intervals and locations could help minimize road-related erosion and sediment transport into waterways and seeding and planting closed routes could help reestablish native vegetation communities, thereby improving soils' resiliency to water impairment-related erosion.

The following assumptions and methodologies were applied in this analysis of potential effects on aquatic resources from the alternative travel route network designations:

Appendix A. A well-planned travel route network would help conserve and protect the public land water resources of the TMA by restricting public OHV use to designated routes.

Appendix B. Under all alternatives routes which bisect or closely parallel waterbodies would accelerate streambank erosion-sedimentation and compact soils leading to accelerated erosion.

Appendix C. Travel/use of unimproved stream crossings (fords without any stabilization, hardening or grade control) incrementally degrade the approaching streambanks, mobilize sediment, cause bursts of turbidity and water quality impacts.

Appendix D. Travel network alternatives that close more miles to motorized travel across or in close proximity to aquatic habitats would provide higher levels of protection from surface disturbances and, indirectly help reduce and minimize effects to aquatic resources and water quality.

Appendix E. Impacts to aquatic resources would be reduced and minimized by applying best management practices (BMPs) for operation and maintenance of all routes designated for motorized and non-motorized use.

3.2.2.2.2 Impact Indicators

The miles of routes within 300 feet of 303(d)-listed streams, the number of stream crossings in BLM Sensitive fish[2] habitat, the miles of evaluated routes within 50 feet of BLM Sensitive fish habitat, the miles within 300 feet of BLM Sensitive fish habitat, and the miles of routes in riparian/wetland habitat are all indicators of each alternative's potential impact to aquatic resources in the TMA, as described above. This data is illustrated in Figure 3.15 – Figure 3.19 to compare the action alternatives (B-D) to the baseline, Alternative A. More detailed data tables may be found in Appendix C.

Figure 3-15: Miles of Routes within 300 Feet of 303(d)-Listed Streams

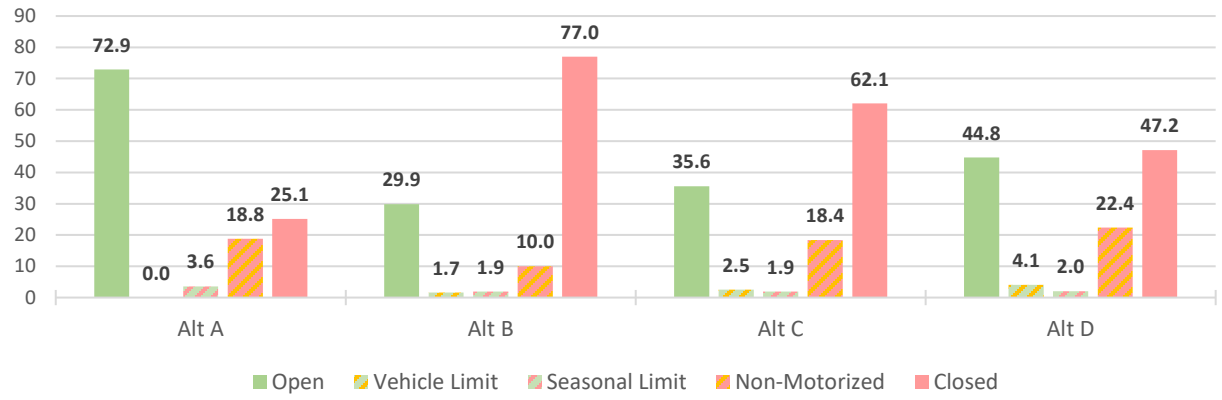
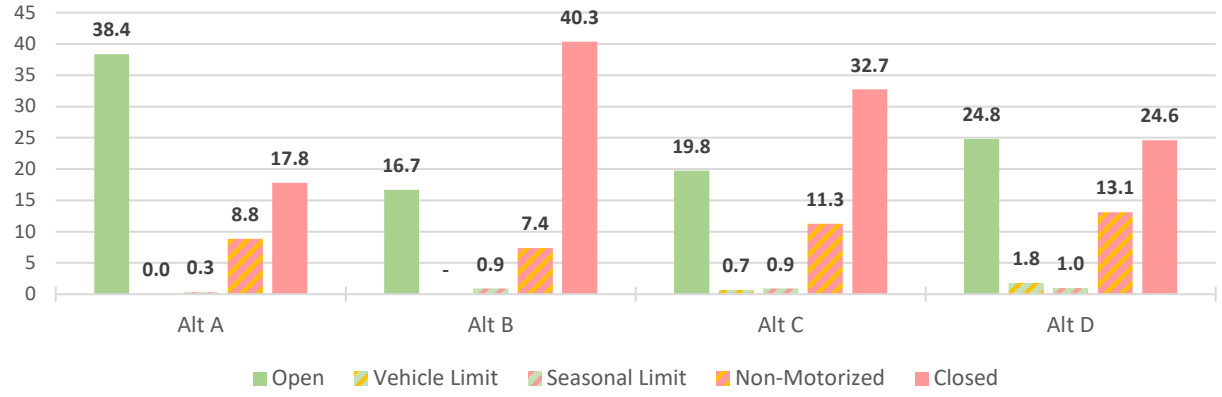


Figure 3-16: Miles of Evaluated Routes in or within 300 Feet of Riparian Areas



[2] Because where green sucker are present primarily in larger rivers of the Upper Snake River Basin, they generally co-occur with YCT in the TMA, and thus will be analyzed together.

Figure 3-17: Number of Stream Crossings[3] in BLM Sensitive Fish Habitat

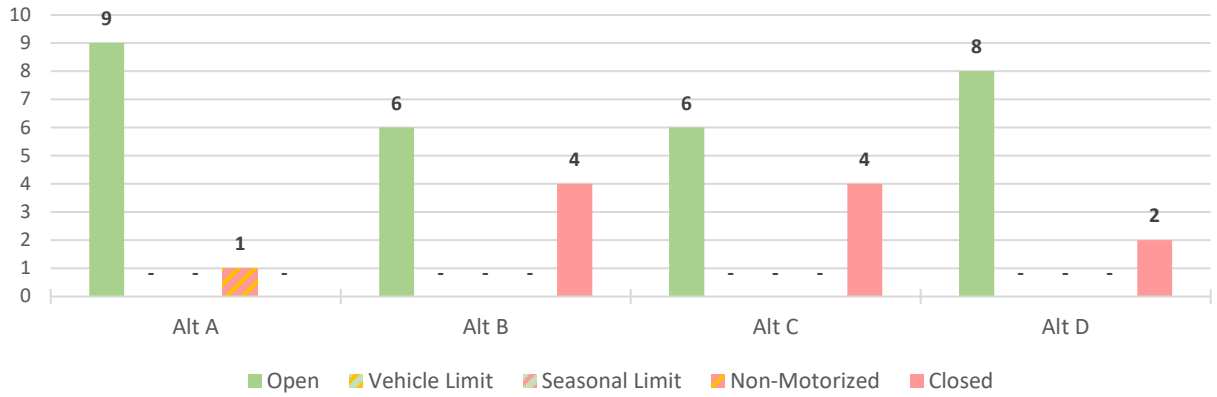


Figure 3-18: Miles of Evaluated Routes in or within 50 Feet of BLM Sensitive Fish Habitat

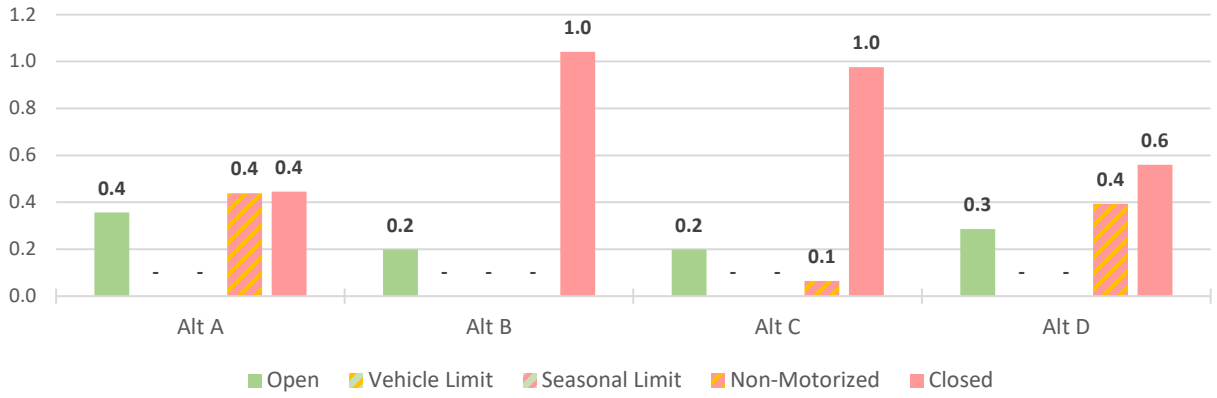
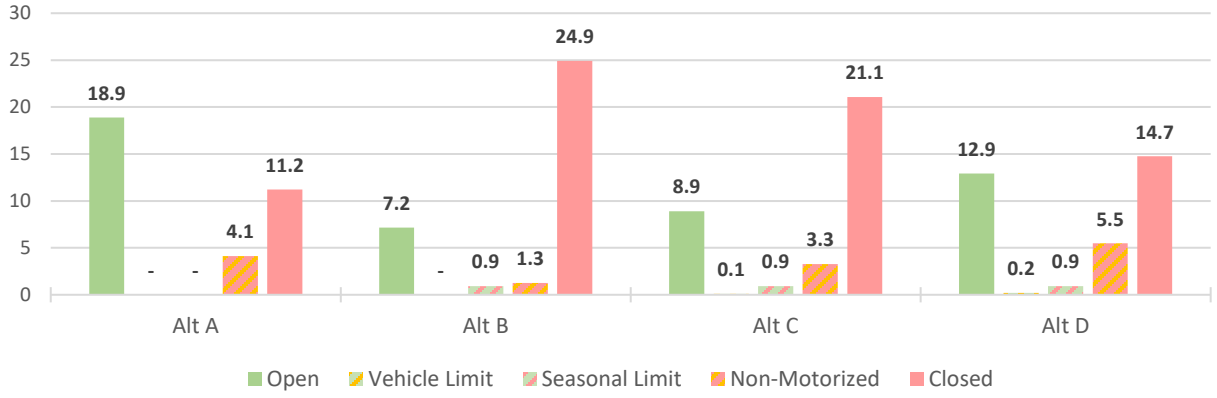


Figure 3-19: Miles of Evaluated Routes in or within 300 Feet of BLM Sensitive Fish Habitat



[3] Stream crossings identified during route evaluations in the TMA consist of 4 bridges, 3 fords, and 3 culverts.

3.2.2.2.3 Alternative A (Current Management)

Currently, of the 120.4 miles of evaluated routes within 300 feet of 303(d)-listed streams, 64% are available for public OHV use, 16% are limited to non-motorized use, and 5% are limited to authorized users only. Of the 65.3 miles of evaluated routes in or proximate to riparian or wetland areas, 59% are available for OHV use, 13% are limited to non-motorized use, and 8% are limited to authorized users only.

Under current management, 9 of the 10 stream crossings in BLM Sensitive fish habitat are available for OHV use and the other route is limited to non-motorized use. To the knowledge of the BLM, 2 of these culverts are currently impediments or barriers to AOP (Tex Creek and Howard Creek; the BLM is currently in discussion with IDFG about removing the barrier at the Tex Creek crossing). Of the 1.2 miles of evaluated routes that are within 50 feet of BLM Sensitive fish habitat, 0.4 miles are available for OHV use and 0.4 miles are limited to non-motorized use. Of the 34.2 miles of evaluated routes that are within 300 feet of BLM Sensitive fish habitat, 55% are available for OHV use, 12% for non-motorized use, and 6% are limited to authorized use only.

Existing travel routes intercept runoff and their compacted soils can accelerate runoff and sediment travel into nearby streams and riparian areas. OHV, non-motorized, and associated human use (i.e., camping, exploring, etc.) on routes crossing or proximate to streams and riparian areas contributes to erosion, sedimentation, and loss of important streamside and riparian vegetative cover. Subsequent sediment travel and deposition in streams and riparian areas leads to degradation of water quality and fish habitat. Given the number of routes in the current network that cross or are proximate to streams and riparian areas and remain open to OHV and non-motorized use, Alternative A has a relatively high likelihood for ongoing travel route-related impacts to these streams, riparian-area health, water quality, and fish habitat.

3.2.2.2.4 Alternative B (Natural Resource Emphasis)

Under Alternative B, 33.5 miles of evaluated routes proximate to 303(d)-listed streams would be designated for OHV use, a 56% reduction compared to Alternative A, and 10.0 miles would be limited to non-motorized use, a 47% reduction from Alternative A. Of the routes limited to non-motorized use, 0.3 miles would be newly constructed single-track, resulting in acres of disturbance shown below in Table 3.13.

Table 3-13: Acres of Disturbance from Proposed New Trail Construction Within 300 Feet of 303(d)-Listed Streams Under Alternative B

	Designation	Acres of Short-Term	Acres of Long-Term
303(d)-Listed Streams	Limited to non-motorized use (OHV-Closed)	0.21	0.07

Within 300 feet of riparian areas, Alternative B would designate 17.6 miles of evaluated routes for OHV use, a 55% reduction compared to Alternative A. Of the routes in riparian areas that would be closed to OHV use, 7.4 miles would be designated for non-motorized use, a 16% reduction from Alternative A, and 24.5 miles would be decommissioned and reclaimed. Alternative B proposes 0.3 miles of new non-motorized single-track trail for construction within riparian areas, resulting in the acres of disturbance shown in Table 3.14.

Table 3-14: Acres of Disturbance from Proposed New Trail Construction Within 300 Feet of Riparian Areas Under Alternative B

	Designation	Acres of Short-Term	Acres of Long-Term
Riparian	Limited to non-motorized use (OHV-Closed)	0.21	0.07

Under Alternative B, routes designated for OHV use would cross streams in BLM Sensitive fish habitat at 6 locations, a reduction of 2 crossings compared to Alternative A; of the 6, 4 are bridges and 2 are culverts (which are considered barriers on Tex Creek and Howard Creek). Alternative B would close the single non-motorized route crossing a BLM Sensitive fish stream at a ford. Of the 4 crossings closed to the public under this alternative, 3 would remain available for authorized use only and 1, a ford, would be decommissioned and earmarked for reclamation. No new routes crossing streams are proposed for construction. Within 50 feet of BLM Sensitive fish habitat, Alternative B would designate 0.2 miles of evaluated routes for OHV use, a decrease of 0.2 miles from Alternative A; 0.6 miles would be closed and earmarked for reclamation. Alternative B does not propose any new routes for construction within 50 feet of BLM Sensitive fish habitat. Of the evaluated routes within 300 feet of BLM Sensitive fish habitat, Alternative B would designate 8.1 miles for OHV use, a 57% reduction compared to Alternative A; of the routes that would be closed to OHV use, 1.3 miles would be designated for non-motorized use, a 68% reduction from Alternative A, and 14.8 miles would be decommissioned and earmarked for reclamation. Alternative B proposes construction of 0.2 miles of new non-motorized single-track trail within 300 feet of BLM Sensitive fish habitat, which would result in the acres of disturbance shown in Table 3.15.

Table 3-15: Acres of Disturbance from Proposed New Trail Construction Within 300 Feet of BLM Sensitive Fish Habitat Under Alternative B

	Designation	Acres of Short-Term	Acres of Long-Term
YCT Habitat (Within 300 ft)	Limited to non-motorized use (OHV-Closed)	0.13	0.04

Despite the effects associated with construction of the new non-motorized single-track trails, Alternative B, with the fewest miles of routes crossing or near streams or riparian areas, would have the lowest potential for long-term adverse impacts to water quality and fish and aquatic habitat compared to the other alternatives.

3.2.2.2.5 Alternative C (Multiple Use Emphasis)

Under Alternative C, 40.0 miles of evaluated routes proximate to 303(d)-listed streams would be designated for OHV use, a 48% reduction compared to Alternative A, and 18.4 miles would be limited to non-motorized use, a 2% reduction from Alternative A. Of the routes open to all use, 0.2 miles would be newly constructed, and of the routes limited to non-motorized use, 3.4 miles would be newly constructed single-track., resulting in the acres of disturbance shown in Table 3.16.

Table 3-16: Acres of Disturbance from Proposed New Route and Trail Construction Within 300 Feet of 303(d)-Listed Streams Under Alternative C

	Designation	Acres of Short-Term	Acres of Long-Term
303(d)-Listed Streams	Open to all use (OHV-Open)	0.15	0.05
	Limited to non-motorized use (OHV-Closed)	2.95	1.31

Within 300 feet of riparian areas, Alternative C would designate 21.4 miles of evaluated routes for OHV use, a 45% reduction compared to Alternative A. Of the routes in riparian areas that would be closed to OHV use, 11.3 miles would be designated for non-motorized use, a 28% increase from Alternative A, and 16.3 miles would be decommissioned and reclaimed. Alternative C proposes 0.2 miles of newly constructed routes open to all use and 1.8 miles of new non-motorized single-track trails, resulting in the acres of disturbance in riparian areas shown in Table 3.17.

Table 3-17: Acres of Disturbance from Proposed New Route and Trail Construction Within 300 Feet of Riparian Areas Under Alternative C

	Designation	Acres of Short-Term	Acres of Long-Term
Riparian Areas	Open to all use (OHV-Open)	0.15	0.05
	Limited to non-motorized use (OHV-Closed)	1.27	0.42

Under Alternative C, routes designated for OHV use would cross streams in BLM Sensitive fish habitat at the same locations as in Alternative B, and, like Alternative B, no new routes are proposed that would include stream crossings. Within 50 feet of BLM Sensitive fish habitat, Alternative C would designate 0.2 miles of evaluated routes for OHV use, a decrease of 0.2 miles from Alternative A; of the routes that would be closed to OHV use, 0.1 miles would be designated for non-motorized use, a 75% reduction from Alternative A, and 0.6 miles would be decommissioned and earmarked for reclamation. Alternative C proposes construction of 0.04 miles of new non-motorized single-track trail within 50 feet of BLM Sensitive fish habitat, which would result in acres of disturbance as disclosed in Table 3.18, below. Of the evaluated routes within 300 feet of BLM Sensitive fish habitat, Alternative C would designate 9.9 miles for OHV use, a 48% reduction compared to Alternative A; of the routes that would be closed to OHV use, 3.3 miles would be designated for non-motorized use, a 20% reduction from Alternative A, and 11.2 miles would be decommissioned and earmarked for reclamation. Alternative C proposes 0.2 miles of new routes open to all use and 1.3 miles of new non-motorized single-track trail within 300 feet of BLM Sensitive fish habitat, resulting in acres of disturbance shown in Table 3.18.

Table 3-18: Acres of Disturbance from Proposed New Route and Trail Construction Proximate to BLM Sensitive fish Habitat Under Alternative C

	Designation	Acres of Short-Term	Acres of Long-Term
YCT Habitat (Within 50 Feet)	Limited to non-motorized use (OHV-Closed)	0.03	0.01
YCT Habitat (Within 300 Feet)	Open to all use (OHV-Open)	0.12	0.04
	Limited to non-motorized use (OHV-Closed)	0.94	0.31

Despite the short-term effects associated with construction of new OHV routes and non-motorized single-track trails, Alternative C, with fewer miles crossing or near streams and riparian areas than Alternatives A and D, would have lower potential for long-term adverse impacts to water quality and fish and aquatic habitat, but higher potential than Alternative B.

3.2.2.2.6 Alternative D (Access Emphasis)

Under Alternative D, 50.9 miles of evaluated routes proximate to 303(d)-listed streams would be designated for OHV use, a 33% reduction compared to Alternative A, and 22.4 miles would be limited to non-motorized use, a 19% increase from Alternative A. Of the routes open to all use, 0.3 miles would be newly constructed, and of the routes limited to non-motorized use, 3.4 miles would be newly constructed, resulting in acres of disturbance as shown in Table 3.19.

Table 3-19: Acres of Disturbance from Proposed New Route and Trail Construction Within 300 Feet of 303(d)-Listed Streams Under Alternative D

	Designation	Acres of Short-Term	Acres of Long-Term
303(d)-Listed Streams	Open to all use (OHV-Open)	0.25	0.08
	Limited to non-motorized use (OHV-Closed)	6.82	2.60

Within 300 feet of riparian areas, Alternative D would designate 27.6 miles of evaluated routes for OHV use, a 29% reduction compared to Alternative A. Of the routes in riparian areas that would be closed to OHV use, 13.1 miles would be designated for non-motorized use, a 49% increase from Alternative A, and 10.9 miles would be decommissioned and reclaimed. Alternative D proposes 0.3 miles of new routes open to all use and 4.3 miles of new non-motorized single-track trail for construction within 300 feet of riparian areas, resulting in acres of disturbance as shown in Table 3.20.

Table 3-20: Acres of Disturbance from Proposed New Route and Trail Construction within 300 Feet of Riparian Areas Under Alternative D

	Designation	Acres of Short-Term	Acres of Long-Term
Riparian Areas	Open to all use (OHV-Open)	0.25	0.08
	Limited to non-motorized use (OHV-Closed)	3.16	1.05

Under Alternative D, routes designated for OHV use would cross streams in BLM Sensitive fish habitat at 8 locations, a reduction of 1 crossing compared to Alternative A; of the 8, 4 are bridges, 3 are culverts (including those identified as barriers on Tex Creek and Howard Creek), and 1 is a ford. Of the 2 crossings that would be closed to the public under this alternative, 1 would remain available for authorized use only and 1, a ford, would be decommissioned and earmarked for reclamation. No new routes crossing streams are proposed for construction. Within 50 feet of BLM Sensitive fish habitat, Alternative D would designate 0.3 miles of evaluated routes for OHV use, a decrease of 0.1 miles from Alternative A; of the routes that would be closed to OHV use, 0.4 miles would be designated for non-motorized use, a slight reduction from Alternative A, and 0.5 miles would be decommissioned and earmarked for reclamation. Alternative D proposes construction of 0.4 miles of new non-motorized single-track trail within 50 feet of BLM Sensitive fish habitat, which would result in acres of disturbance as disclosed in Table 3.21, below. Of the evaluated routes within 300 feet of BLM Sensitive fish habitat, Alternative D would designate 14.0 miles for OHV use, a 26% reduction compared to Alternative A; of the routes that would be closed to OHV use, 5.5 miles would be designated for non-motorized use, a 34% increase from Alternative A, and 7.6 miles would be decommissioned and earmarked for reclamation. Alternative D proposes construction of 0.2 miles of new routes open to all use and 3.7 miles of new non-motorized single-track trail within 300 feet of BLM Sensitive fish habitat, which would result in acres of disturbance as shown in Table 3.21.

Table 3-21: Acres of Disturbance from Proposed New Route and Trail Construction Proximate to BLM Sensitive fish Habitat Under Alternative D

	Designation	Acres of Short-Term	Acres of Long-Term
YCT Habitat (Within 50 Feet)	Limited to non-motorized use (OHV-Closed)	0.27	0.09
YCT Habitat (Within 300 Feet)	Open to all use (OHV-Open)	0.14	0.05
	Limited to non-motorized use (OHV-Closed)	2.72	0.91

Despite the short-term effects associated with construction of new OHV routes and non-motorized single-track trails, Alternative D, with fewer miles crossing or near stream and riparian areas than Alternative A, would have lower potential for long-term adverse impacts to water quality and fish and aquatic habitat, but higher potential for effects than Alternatives B and C.

3.2.3 Wildlife: Special Status Species

How would the designated travel route network impact special status wildlife in the TMA?

3.2.3.1 Affected Environment

3.2.3.1.1 ESA-Listed Wildlife Species

The wildlife species below are listed as Threatened or Endangered under the ESA and have the potential to occur in the TMA. See Table 3.24, below, for species habitat acreage within the TMA and miles of evaluated routes within each habitat.

- **Canada lynx (*Lynx canadensis*) – Threatened**: The Canada lynx was listed as threatened on March 24, 2000 (65 FR 16052 16086). Critical habitat was designated on November 9, 2006, though no critical habitat is located in the TMA. Lynx inhabit boreal and montane areas comprised mainly of coniferous or mixed forest accompanied by thick undergrowth. They may also use other habitats (open forests, rocky regions, tundra, etc.) to pursue prey when it is plentiful. Dens are typically in hollow trees, thick brush, or under stumps. Snowshoe hares (*Lepus americanus*) are a major lynx food source, and limitations on snowshoe hair winter habitat may also impact lynx. Habitat has been lost due to suppression of forest fires and ecological succession to habitats that no longer support snowshoe hare and lynx. Fragmentation, due to forestry, agriculture, and roads, and the subsequent isolation of suitable habitat is also a concern. Travel routes cause habitat fragmentation and allow increased human access into lynx habitat; this may increase lynx mortality by facilitating incidental harvest in the course of legal trapping. Increased winter recreation (snowmobiles, ski area development) may be causing displacement or incidental mortality of lynx. Habitat changes and increased access into lynx habitats has resulted in increased competition and displacement of lynx by bobcat and coyote in some areas (NSE 2022). Lynx occurrences have been documented adjacent to the project area on USFS lands and lynx may use BLM lands in the TMA as transitional habitat. The area of interest (AOI) for lynx includes 6,395 acres on BLM lands within the TMA.
- **Grizzly bear (*Ursus arctos horribilis*) – Threatened:** The grizzly bear was listed as threatened on July 28, 1975 (40 FR 31734 31736). Grizzly bears are opportunistic omnivores that adapt to a wide range of habitats, though they are typically found in areas isolated from human encroachment (their available habitat is largely determined by human activities) in evergreen forest, vegetated rock, and riparian cover types. Grizzlies need food, seasonal foraging habitat, denning habitat, and security in an area of sufficient size for survival. Historically, grizzly bear populations survived in areas with large

expanses of secure habitat and where frequencies of human contact were low. Fragmentation from roads, logging, OHV use, and surrounding recreational development reduce quality habitat (BLM 2009, IGBC 2016). IGBC identifies managing motorized access to meet the objectives of minimizing human interaction and potential grizzly bear mortality; minimizing displacement from important habitats; minimizing habituation to humans; and providing relatively secure habitat where energetic requirements can be met. IGBC also states that "the management of human use levels through access route management is one of the most powerful tools available to balance the needs of grizzly bears with the needs and activities of humans" (2016). In the TMA, grizzly bears are part of the Greater Yellowstone population. Northeast portions of the TMA are located in the Grizzly Bear Primary Conservation Area (PCA). The PCA is defined as "a secure area for grizzly bears, with population and habitat conditions maintained to ensure a recovered population is maintained for the foreseeable future and to allow bears to continue to expand outside the PCA" (IGBC 2016). The PCA has provided the vast majority of habitat for the Greater Yellowstone population.

- **Yellow-billed cuckoo (*Coccyzus americanus occidentalis*) – Threatened:** The western yellow-billed cuckoo was listed as threatened on October 3, 2014 (79 FR 59991 60038). Critical habitat was designated on April 21, 2021 (86 FR 20798 21005) and includes 298,845 acres in Arizona, California, Colorado, Idaho, New Mexico, Texas, and Utah. The yellow-billed cuckoo is migratory with a broad distribution. It is a riparian obligate species found intermittently throughout the western United States that nests in low to moderate elevation deciduous riparian woodlands (USFWS 2015). They are most commonly associated with cottonwood-willow-dominated vegetation cover. Nesting often takes place in willows along streams and rivers, with nearby cottonwoods serving as foraging sites. Threats to the species include riparian habitat loss associated with disruption of hydrological processes; livestock overgrazing; development activities and extractive uses; expansion of nonnative vegetation; and uncontrolled wildfire (79 FR 48547 48652). The cuckoo may occur throughout riparian regions in the TMA (riparian area details are available in Section 3.2.2 of this EA) and portions of the Snake River corridor within the TMA have been designated as critical habitat.

Table 3-22: Acres of ESA-Listed Wildlife Species Habitats and Miles of Evaluated Routes within Habitats

ESA-Listed Wildlife Habitats	BLM Acres	Miles
Canada lynx area of interest (AOI)	6,395	39.3
Grizzly bear habitat	63,990	340.1
Yellow-billed cuckoo designated critical habitat	8,965	44.5

3.2.3.1.2 BLM Special Status Wildlife Species

There are several animals inhabiting the TMA that are classified as Type 2 Idaho BLM Sensitive Species. BLM Type 2 animal species are those for which there is information that a species has recently undergone, is undergoing, or is predicted to undergo a downward trend such that the viability of the species or a distinct population segment of the species is at risk across all or a significant portion of the species range; or the species depends on ecological refugia or specialized or unique habitats on BLM-administered lands, and there is evidence that such areas are threatened with alteration such that the continued viability of the species in that area would be at risk. Type 2 species also include USFWS Proposed and Candidate species, ESA species delisted during the past 5 years, ESA Experimental Non-essential species, and ESA Proposed Critical Habitat.

Table 3.23, below, presents special status wildlife species for the USFO and indicates whether each species has the potential to occur in the TMA and is considered for detailed analysis that follows.

Table 3-23: Special Status Wildlife Species

Species	Management Status	Potential to Occur in TMA?	Considered for Detailed Analysis?	Notes/Habitat
Amphibians				
Northern Leopard Frog (*Lithobates pipiens*)	BLM Sensitive	Yes	No	
Western Toad (*Anaxyrus boreas*)	BLM Sensitive	Yes	No	
Birds				
Yellow-Billed Cuckoo (*Coccyzus americanus*)	Threatened	Yes	Yes	Migratory with a broad distribution. Nesting often takes place in willows along streams and rivers, with nearby cottonwoods serving as foraging sites; the cuckoo may occur throughout riparian regions in the TMA and portions of the Snake River corridor within the TMA have been designated as critical habitat.
Bald Eagle (*Haliaeetus leucocephalus*)	BLM Sensitive	Yes	Yes	Suitable habitat includes nesting structures, foraging perches, resting perches, and safety from disturbance.
Black-Throated Sparrow (*Amphispiza bilineata*)	BLM Sensitive	Yes	No	

Species	Management Status	Potential to Occur in TMA?	Considered for Detailed Analysis?	Notes/Habitat
Burrowing Owl (*Athene cunicularia*)	BLM Sensitive	Yes	No	Nests in treeless areas within grassland, shrub-steppe, and desert habitats.
Columbian Sharp-Tailed Grouse (*Tympanuchus phasianellus columbianus*)	BLM Sensitive	Yes	Yes	Dense herbaceous cover and mountain shrub patches characterize Columbian sharp-tailed grouse habitat in the Idaho Falls District Office.
Ferruginous Hawk (*Buteo regalis*)	BLM Sensitive	Yes	Yes	Primarily found in the Snake River Plain; however, it is distributed all throughout southern Idaho.
Flammulated Owl (*Psiloscops flammeolus*)	BLM Sensitive	Yes	No	Within the TMA, flammulated owl nests are found in forested areas, largely on USFS lands. Because there are no evaluated routes within ¼ mile of nests, the flammulated owl will not be analyzed in detail.

Species	Management Status	Potential to Occur in TMA?	Considered for Detailed Analysis?	Notes/Habitat
Golden Eagle (*Aquila chrysaetos*)	BLM Sensitive	Yes	No	Nests primarily in mountainous or hilly terrain, canyons, and rocky outcrops within shrub-steppe, grasslands, and woodland edges.
Grasshopper Sparrow (*Ammodramus savannarum*)	BLM Sensitive	Yes	No	
Greater Sage-Grouse (*Centrocercus urophasianus*)	BLM Sensitive	Yes	Yes	The TMA has PHMA, GHMA, and IHMA on BLM lands.
Green-Tailed Towhee (*Pipilo chlorurus*)	BLM Sensitive	Yes	No	
Lewis's Woodpecker (*Melanerpes lewis*)	BLM Sensitive	Yes	No	
Loggerhead Shrike (*Lanius ludovicianus*)	BLM Sensitive	Yes	No	Nest in shrubs or small trees within a variety of habitats including prairies, pastures, and shrub-steppe deserts.
Long-Billed Curlew (*Numenius americanus*)	BLM Sensitive	Yes	No	
Northern Goshawk (*Accipiter gentilis*)	BLM Sensitive	Yes	No	Old growth conifer/mix.
Olive-Sided Flycatcher (*Contopus cooperi*)	BLM Sensitive	Yes	No	

Species	Management Status	Potential to Occur in TMA?	Considered for Detailed Analysis?	Notes/Habitat
Pinyon Jay (*Gymnorhinus cyanocephalus*)	BLM Sensitive	Yes	No	
Sage Thrasher (*Oreoscoptes montaus*)	BLM Sensitive	Yes	No	Sagebrush obligate species. Nests exclusively in sagebrush-steppe habitats, particularly large expanses of continuous sagebrush cover
Sagebrush Sparrow (*Artemisiospiza nevadensis*)	BLM Sensitive	Yes	No	Sagebrush obligate species. Nests exclusively in sagebrush-steppe habitats, particularly large expanses of continuous sagebrush cover.
Short-Eared Owl (*Asio flammeus*)	BLM Sensitive	Yes	No	Nests on ground within shrub-steppe, grasslands, agricultural areas, and other open habitat types.
Trumpeter Swan (*Cygnus buccinator*)	BLM Sensitive	Yes	No	Lakes and large ponds.
Virginia's Warbler (*Leiothylpis virginiae*)	BLM Sensitive	Yes	No	
Willow Flycatcher (*Empidonax traillii*)	BLM Sensitive	Yes	No	
Fish				
Bull Trout (*Salvelinus confluentus*)	Threatened	No	No	

Species	Management Status	Potential to Occur in TMA?	Considered for Detailed Analysis?	Notes/Habitat
Bluehead Sucker/Green Sucker (*Catostomus discobolus*)	BLM Sensitive	Yes	Yes	Taxonomic split with green sucker is pending. Widely distributed in the TMA; generally occurs alongside Yellowstone cutthroat trout.
Yellowstone Cutthroat Trout (*Oncorhynchus clarkii bouvieri*)	BLM Sensitive	Yes	Yes	Regional conservation priority. Widely distributed in the TMA.
Invertebrates				
Ashy Pebblesnail (*Fluminicola fuscus*)	BLM Sensitive	Yes	No	
Blind Cave Leiodid Beetle (*Glacicavicola bathysciodes*)	BLM Sensitive	Yes	No	
California Floater (*Anodonta californiensis*)	BLM Sensitive	Yes	No	
Idaho Point-Headed Grasshopper *(Acrolophitus pulchellus*)	BLM Sensitive	Yes	No	
Monarch Butterfly (*Danaus plexippus*)	Candidate, BLM Sensitive	Yes	No	
St. Anthony Sand Dunes Tiger Beetle (*Cicindela arenicola*)	BLM Sensitive	Yes	No	
Suckley's Cuckoo Bumble Bee (*Bombus suckleyi*)	BLM Sensitive	Yes	No	

Species	Management Status	Potential to Occur in TMA?	Considered for Detailed Analysis?	Notes/Habitat
Western Bumble Bee (*Bombus occidentalis*)	BLM Sensitive	Yes	No	
Mammals				
Canada Lynx (*Lynx canadensis*)	Threatened	Yes	Yes	Lynx occurrences have been documented adjacent to the project area on USFS lands and lynx may use BLM lands in the TMA as transitional habitat.
Grizzly Bear (*Ursus arctos horribilis*)	Threatened	Yes. Present in TMA.	Yes	Grizzlies are present in the TMA and portions of the TMA are located in the Grizzly Bear Primary Conservation Area.
Big Brown Bat (*Eptesicus fuscus*)	BLM Sensitive	Yes	No	
Bighorn Sheep (*Ovis canadensis*) Rocky Mountain and California	BLM Sensitive	Yes	No	Alpine meadows, mountain slopes, and foothills.
Fisher (*Pekania pennanti*)	BLM Sensitive	Yes	No	Mature forest
Gray Wolf (*Canis lupus*)	BLM Sensitive	Yes	No	Habitat generalists, ranging from thick forested mountain slopes to open grasslands.
Hoary Bat (*Lasiurus cinereus*)	BLM Sensitive	Yes	No	

Species	Management Status	Potential to Occur in TMA?	Considered for Detailed Analysis?	Notes/Habitat
Little Brown Myotis (*Myotis lucifugus*)	BLM Sensitive	Yes	No	Typically associated with forested habitats, but also forage within shrub-steppe and other open habitats.
Long-Eared Myotis (*Myotis evotis*)	BLM Sensitive	Yes	No	
Long-Legged Myotis (*Myotis volans*)	BLM Sensitive	Yes	No	
Pallid Bat (*Antrozous pallidus*)	BLM Sensitive	Yes	No	
Pygmy Rabbit (*Brachylagus idahoensis*)	BLM Sensitive	Yes	No	Sagebrush obligate species. Inhabit dense, tall stands of big sagebrush and create extensive burrow systems.
Silver-Haired Bat (*Lasionycteris noctivagans*)	BLM Sensitive	Yes	No	
Spotted Bat (*Euderma maculatum*)	BLM Sensitive	Yes	No	Caves, cliffs.
Townsend's Big-Eared Bat (*Corynorhinus townsendii*)	BLM Sensitive	Yes	No	Forages in shrub-steppe, forest edges, and open fields. Hibernation and maternity roosting typically occurs in caves or mines.

Species	Management Status	Potential to Occur in TMA?	Considered for Detailed Analysis?	Notes/Habitat
Western Small-Footed Myotis (*Myotis ciliolabrum*)	BLM Sensitive	Yes	No	Forages in shrub-steppe, forest edges, and open fields. Hibernation and maternity roosting typically occurs in caves or mines.
Wolverine (*Gulo gulo*)	BLM Sensitive	Yes	No	Recorded occurrences within the project area mainly occur on adjacent USFS lands in subalpine coniferous habitats. Lands within the TMA serve as transitional range.
Yuma Myotis (*Myotis yumanensis*)	BLM Sensitive	Yes	No	

Table 3-24: Acres of BLM Sensitive Wildlife Species Habitats and Miles of Evaluated Routes Within Habitats

BLM Sensitive Wildlife Habitats	Prox. Distance	BLM Acres	Miles of Evaluated Routes
Bald eagle nests	1 mile	11,201	51.4
Columbian sharp-tailed grouse leks	¼ mile	697	1.2
Ferruginous hawk nests	1 mile	1,008	7.7
Greater sage-grouse leks	¼ mile	739	5.4
Greater sage-grouse PHMA	-	2,837	28.8
Greater sage-grouse GHMA	-	15,649	89.5
Greater sage-grouse IHMA	-	54,475	327.0

Note: there is no route-related habitat data available for wolverine so it is not included in the quantitative analysis of the alternative networks, but it can be assumed that alternatives with more route closures and reclamation would have reduced impacts on wolverine.

3.2.3.2 Environmental Effects

3.2.3.2.1 Direct or Indirect Effects Common to All Alternatives

OHV and recreation use have been shown to have adverse effects on ESA-listed and BLM sensitive wildlife species and their habitats. Such effects as direct mortality from encounters with OHVs or recreational shooting that results in deliberate targeting of animals can occur. Recreation users traveling off designated routes (e.g., by foot, OHV, horse) can lead to the alteration or destruction of foraging, burrowing, or nesting habitats or disturbance to sensitive wildlife using the area. Because of this, travel routes adjacent to nesting, burrowing, or riparian areas are of particular concern. Even when users remain on established routes or previously disturbed areas, disturbance from other access-related recreation uses can cause behavioral changes resulting in flight and vigilance, and disruption or displacement of breeding, nesting, and foraging activities (Ouren et al. 2007, Brooks and Lair 2005).

An example of an indirect impact from OHV and recreation use that can alter behavior is the noise produced, which can negatively impact birds by affecting nest-site selection or masking biologically important sounds, including mating calls or predator and prey sounds (Ortega 2012). Many animal species also respond to human presence in the same manner they respond to predator presence. This results in increased expenditures of time and energy towards avoiding humans and decreased expenditures of time and energy towards beneficial activities like foraging or caring for young. These behavioral changes can cause declines in abundance and occupancy, reduced reproductive success, and altered species richness and community composition (Larson et al. 2016). Other indirect effects include habitat fragmentation from road networks or other development, loss of woody habitat from firewood cutting, loss of hydrologic function in riparian areas from travel route compaction, and the introduction of noxious weeds and invasive species (from OHV and recreation-related soil disturbance), which can outcompete native vegetation used for foraging, security and thermal cover, nesting, etc.

OHV routes and access-related recreational uses can be detrimental to special status animals and their habitats in all alternatives. However, in general, routes closed to OHV travel would help minimize effects to special status animals by reducing access and associated human uses and disturbances. Also, more diverse networks that provide for unique OHV or access-related user opportunities can help reduce the inclination for users to travel off-route or off-site. Authorized access that limits OHV use to authorized users only can be beneficial to special status animals by reducing the frequency and volume of use and associated disturbance, while still providing access for resource management activities.

TMP implementation activities that could affect wildlife and their habitats include preparation of new maps and brochures that would benefit wildlife and wildlife habitat by helping to direct and keep users on designated routes. Installation of new information kiosks and signs; road, trail and parking area maintenance or improvements; route reclamation, including ripping the ground and planting seed, grading/recontouring; and installation of fencing or barriers could result in some minor habitat or behavioral disturbance. The removal of vegetation due to actions described above may impact wildlife by reducing the amount of habitat that could otherwise be available as potential cover, foraging, and/or nesting habitat. Although some habitat may be removed or disturbed as a result of these actions, it is expected that the reduction of habitat would be localized and temporary. Areas disturbed would be reseeded, treated, and monitored for weeds; recovery of herbaceous vegetation and some brush within a 5-year period is expected. In the case of route reclamation, wildlife habitat within the footprint of these areas will be gained. As areas naturally revegetate, habitat conditions would be expected to improve due to increased availability of features such as cover and food sources.

3.2.3.2.2 Impact Indicators

Indicators of the potential route impacts described above on special status wildlife species include the miles of routes in each species habitat. The figures below show the miles of evaluated routes in each alternative

network that are in special status species habitats to compare the action alternatives (B-D) to the baseline, Alternative A. More detailed data tables may be found in Appendix C.

It is important to note that routes proposed for new construction are in areas that, compared to many user-created routes that currently exist, can be more effectively maintained and managed to mitigate impacts from the routes and their use. Overall, the action alternatives would result in a net decrease in miles of routes available for use.

Figure 3-20: Miles of Evaluated Routes in Canada Lynx Area of Interest

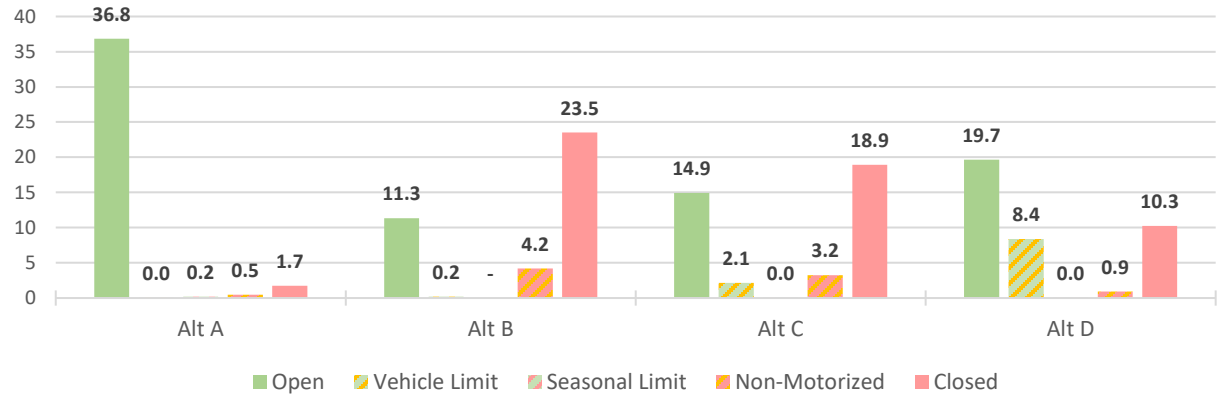


Figure 3-21: Miles of Evaluated Routes in Grizzly Bear Current Range

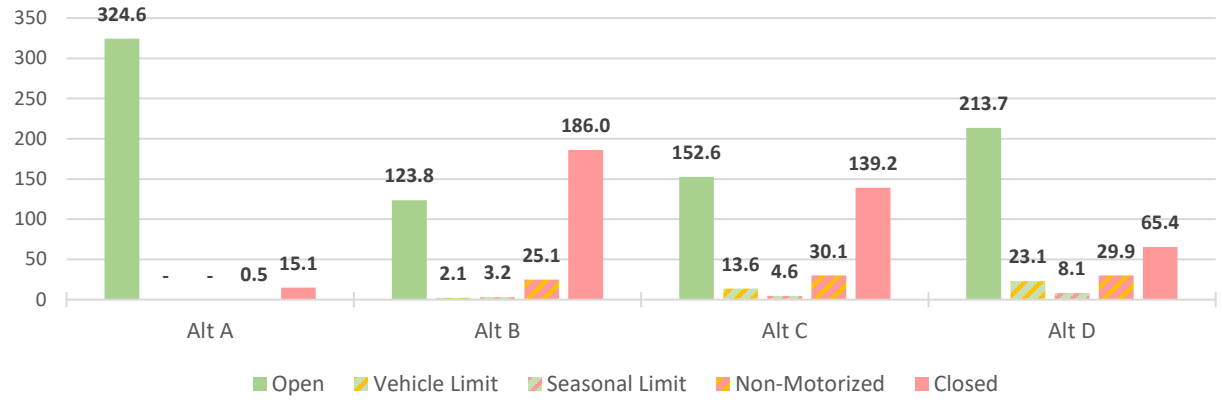


Figure 3-22: Miles of Evaluated Routes in Yellow-Billed Cuckoo Designated Critical Habitat

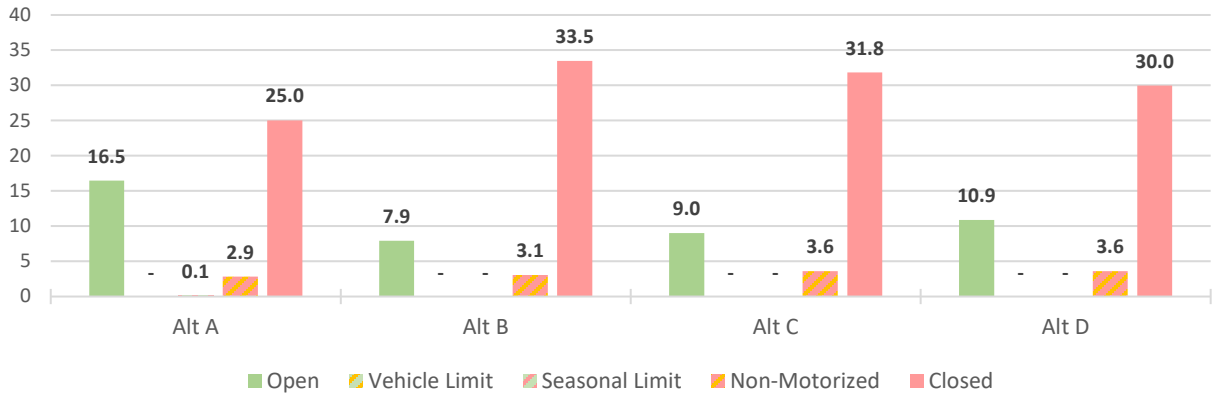


Figure 3-23: Miles of Evaluated Routes Within 1 Mile of Bald Eagle Nests

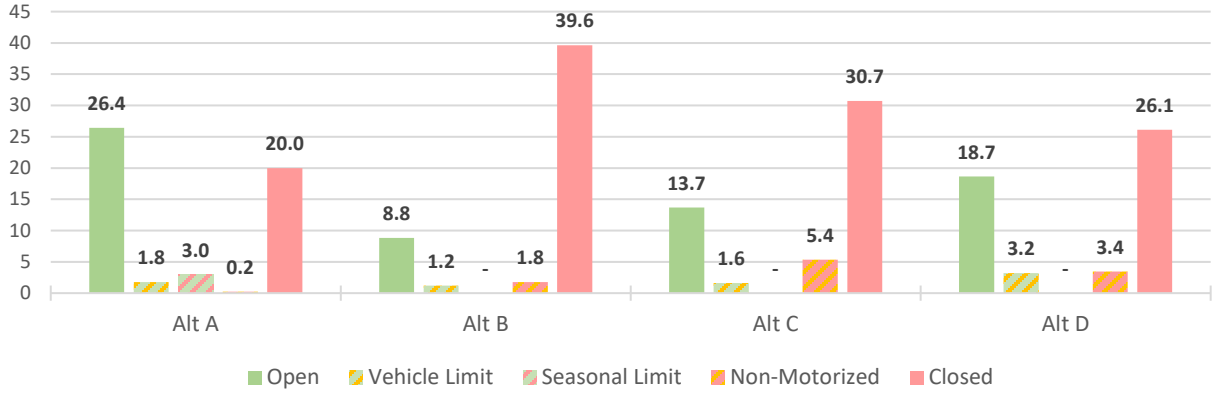


Figure 3-24: Miles of Evaluated Routes Within 1/4 Mile of Columbian Sharp-Tailed Grouse Leks

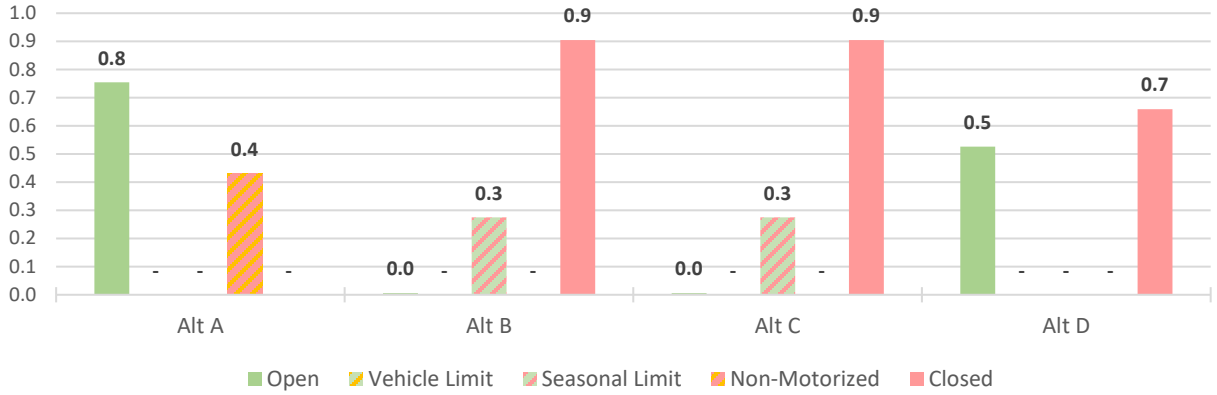


Figure 3-25: Miles of Evaluated Routes Within 1 Mile of Ferruginous Hawk Nests

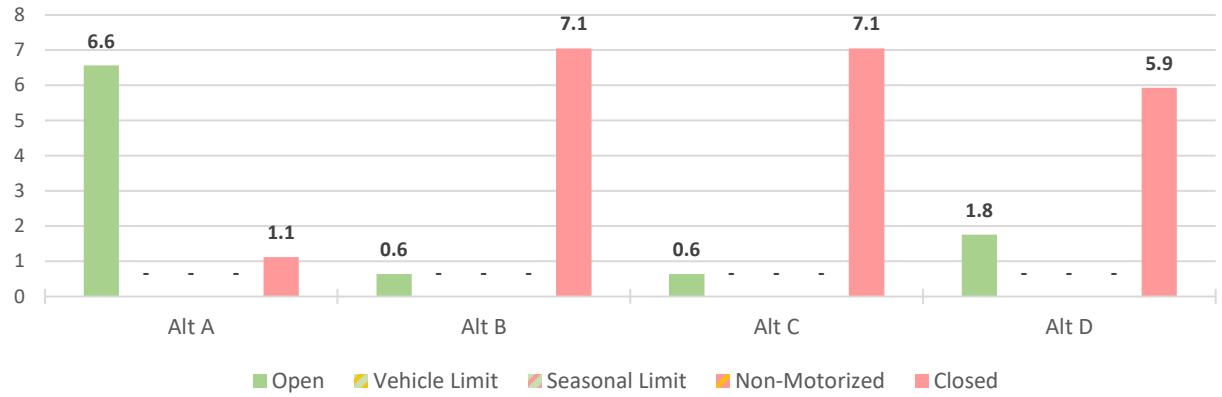


Figure 3-26: Miles of Evaluated Routes in Greater Sage-Grouse PHMA

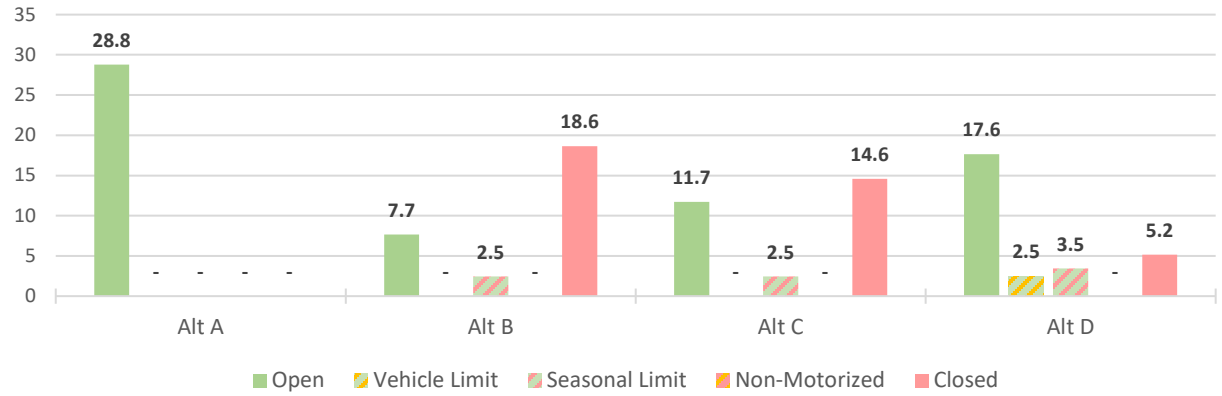


Figure 3-27: Miles of Evaluated Routes in Greater Sage-Grouse GHMA

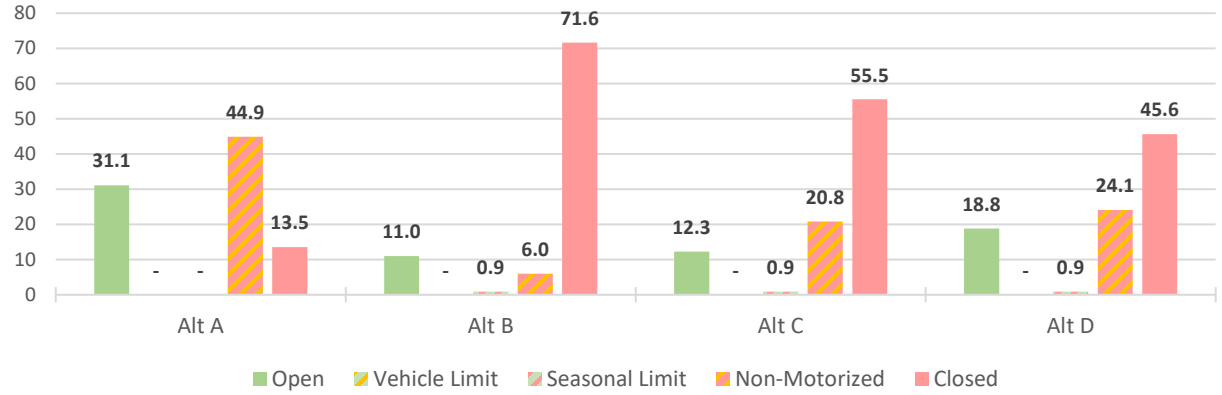


Figure 3-28: Miles of Evaluated Routes in Greater Sage-Grouse IHMA

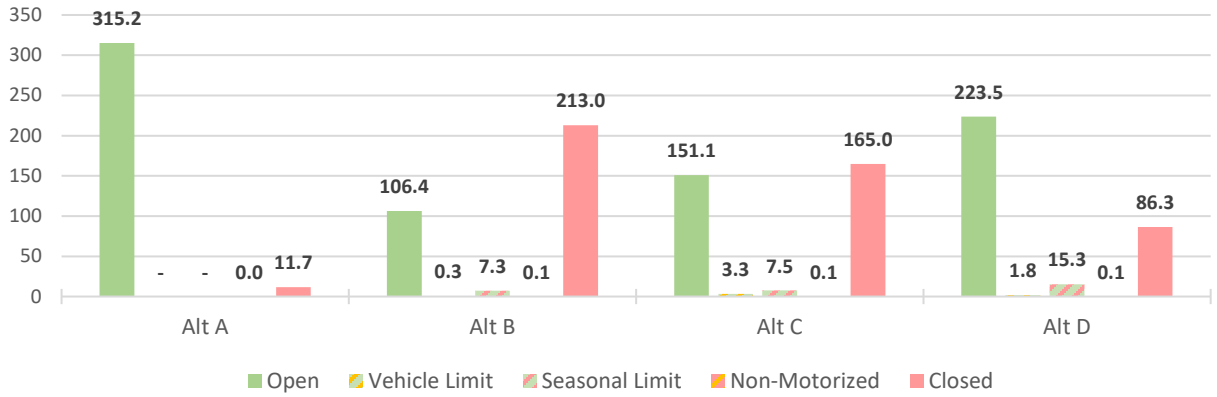
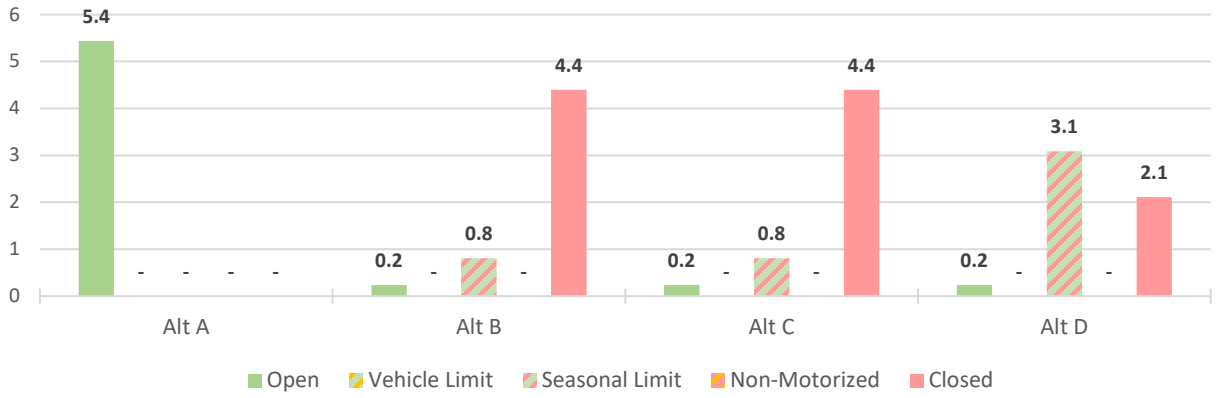


Figure 3-29: Miles of Evaluated Routes Within 1/4 Mile of Greater Sage-Grouse Leks



3.2.3.2.3 Alternative A (Current Management)

For ESA-listed wildlife species, under Alternative A, 94% of the 39.3 evaluated network miles in the lynx AOI are available for OHV use, 1% (0.5 miles) are non-motorized trails, and the rest are closed to public OHV use. In grizzly bear habitat, 96% of the 340.1 evaluated network miles are available for OHV use, less than 1% are limited to non-motorized use, and the rest are closed to public OHV use. In yellow-billed cuckoo designated critical habitat, 37% of the 44.5 evaluated network miles are available for OHV use, 7% are limited to non-motorized use, and the rest are closed to public OHV use.

In BLM Sensitive wildlife habitats, under Alternative A, 61% of the 51.4 evaluated network miles within 1 mile of bald eagle nests would remain available for OHV use, less than 1% limited to non-motorized use, 23% limited to authorized use only, and the rest would remain closed. Of the 1.2 evaluated miles proximate to Columbian sharp-tailed grouse leks, 0.8 miles would remain available for OHV use and the rest would remain limited to non-motorized use. Of the 7.7 miles of evaluated routes proximate to ferruginous hawk nests, 86% are available for OHV use and the rest are closed. Within PHMA for GRSG, all 28.8 miles of evaluated routes are currently open to OHV use with no restrictions; within GHMA, 35% of the 89.5 miles of evaluated routes are currently open to OHV use and 50% are limited to non-motorized use, 2% are limited to authorized users only, and the rest are closed; within IHMA, 96% are open to OHV use, 0.04 miles are limited to non-motorized use, and the rest are closed. All 5.4 miles of evaluated routes proximate to GRSG leks would remain open to OHV use.

Overall, the Alternative A travel network would reflect a continuation of current management. With the highest number of routes and miles open to public OHV use, it would have the highest potential for the types of adverse route-related impacts discussed above (e.g., disturbance, displacement, mortality or injury, loss of foraging, loss of cover and breeding habitat, avoidance, and fragmentation) to listed and sensitive species of any of the route network alternatives.

3.2.3.2.4 Alternative B (Natural Resource Emphasis)

Under Alternative B, the miles of evaluated routes designated for OHV use (OHV-Open or OHV-Limited) in or proximate to habitats for ESA-listed wildlife species would be reduced by 69% in Canada lynx AOI, 60% in grizzly bear habitat, and 52% in yellow-billed cuckoo designated critical habitat. For non-motorized use within ESA-listed wildlife species habitats, Alternative B would designate 4.2 miles in lynx AOI, a 3.7-mile increase from Alternative A; 25.1 miles in grizzly bear habitat, a 24.6-mile increase from Alternative A; and 3.1 miles in yellow-billed cuckoo designated critical habitat, a 0.2-mile increase from Alternative A. After accounting for routes limited to authorized users, Alternative B proposes to close and earmark for decommissioning and reclamation 53% of the existing miles in lynx AOI, 44% of the existing miles in grizzly bear habitat, and 38% of the existing miles in yellow-billed cuckoo designated critical habitat. Alternative B does not propose any new route construction in lynx AOI or in yellow-billed cuckoo designated critical habitat. In grizzly bear habitat, Alternative B proposes 0.1 miles of new route construction limited by seasonal restrictions, 0.2 miles limited to authorized users only, and 2.7 miles limited to non-motorized use; this new route and trail development would result in acres of disturbance as shown in Table 3.25.

Table 3-25: Acres of Disturbance from Proposed New Route and Trail Construction in Grizzly Bear Habitat Under Alternative B

	Designation	Acres of Short-Term	Acres of Long-Term
Grizzly Bear Habitat	Limited by seasonal restrictions (OHV-Limited)	0.06	0.02
	Limited to authorized users (OHV-Closed)	0.38	0.27
	Limited to non-motorized use (OHV-Closed)	2.00	0.67

The miles of evaluated routes **designated for OHV use** in or proximate to BLM Sensitive wildlife species habitats under this alternative would see reductions ranging from 62% for Columbian sharp-tailed leks to 91% for ferruginous hawk nests. Of the evaluated routes proposed for OHV use proximate to GRSG leks under this alternative, all but one route would have timing restrictions to help protect GRSG during lekking season; the only exception is Rick's Pasture Road, administered by IDFG. For **non-motorized use** within BLM Sensitive wildlife species habitats, Alternative B would result in reductions for Columbian sharp-tailed grouse leks (-0.4 miles) and GRSG GHMA (-38.9 miles); no change for ferruginous hawk nests, GRSG PHMA, or GRSG leks; and increases for bald eagle nests (+1.6 miles) and GRSG IHMA (+0.1 miles). After accounting for routes that would be limited to authorized users only, Alternative B proposes **to close and reclaim** existing miles in these habitats ranging from 42% (proximate to bald eagle nests) to 78% (proximate to GRSG leks). Alternative B **proposes the construction** of 0.1 miles of new non-motorized single-track trail within 1 mile of bald eagle nests that would result in acres of disturbance as shown in Table 3.26. Alternative B does not propose new route construction in or proximate to other BLM Sensitive wildlife species habitats.

Table 3-26: Acres of Disturbance from Proposed New Trail Construction in BLM Sensitive Wildlife Species Habitats Under Alternative B

	Designation	Acres of Short-Term	Acres of Long-Term
Bald Eagle Nests (Within 1 Mile)	Limited to non-motorized use (OHV-Closed)	0.08	0.03

Of the routes and miles in or near special status wildlife species habitats that are closed in this alternative, most would be permanently closed and earmarked for reclamation; there would be increases in routes designated for authorized use only compared to Alternative A. Overall, the substantial reductions in miles designated for OHV use under Alternative B in special status species habitat would result in a reduction in potential adverse impacts to ESA-listed and BLM Sensitive wildlife species compared to Alternative A.

3.2.3.2.5 Alternative C (Multiple Use Emphasis)

Under Alternative C, the miles of evaluated routes designated for OHV use (OHV-Open or OHV-Limited) in habitats for ESA-listed wildlife species would be reduced by 54% in Canada lynx AOI, 47% in grizzly bear habitat, and 46% in yellow-billed cuckoo designated critical habitat. For non-motorized use within ESA-listed species habitats, Alternative C would designate 3.2 miles in lynx AOI, a 2.7-mile increase from Alternative A; 30.1 miles in grizzly bear habitat, a 29.6-mile increase from Alternative A; and 3.6 miles in yellow-billed cuckoo designated critical habitat, a 0.7-mile increase from Alternative A. After accounting for routes limited to authorized users, Alternative C proposes to close and earmark for decommissioning and reclamation 38% of the existing miles in lynx AOI, 29% of the existing miles in grizzly bear habitat, and 30% of the existing miles in yellow-billed cuckoo designated critical habitat. Alternative C does not propose any new route construction in yellow-billed cuckoo designated critical habitat. In lynx AOI, Alternative C proposes 0.2 miles of new route construction that would be open to all use, and in grizzly bear habitat, Alternative C proposes 0.2 miles of new route construction that would be open to all use, 0.1 miles limited by seasonal restrictions, 0.2 miles limited to authorized users only, and 8.9 miles limited to non-motorized use; this new route and trail development would result in acres of disturbance as shown in Table 3.27.

Table 3-27: Acres of Disturbance from Proposed New Route and Trail Construction in ESA-Listed Wildlife Species Habitats Under Alternative C

	Designation	Acres of Short-Term	Acres of Long-Term
Canada Lynx AOI	Open to all use (OHV-Open)	0.12	0.04
Grizzly Bear Habitat	Open to all use (OHV-Open)	0.12	0.04
	Limited by seasonal restrictions (OHV-Limited)	0.06	0.02
	Limited to authorized users (OHV-Closed)	0.38	0.27
	Limited to non-motorized use (OHV-Closed)	6.45	2.15

Alternative C would reduce miles of evaluated routes **designated for OHV use** in or proximate to BLM Sensitive wildlife species habitats ranging from 49% in GRSG IHMA to 90% for ferruginous hawk nests. Of the evaluated routes proposed for OHV use proximate to GRSG leks under this alternative, all but one route would have timing restrictions to help protect GRSG during lekking season; the only exception is Rick's Pasture Road, administered by IDFG. For **non-motorized use** within BLM Sensitive wildlife species habitats,

Alternative C would see reductions for Columbian sharp-tailed grouse leks (-0.4 miles) and GRSG GHMA (-24.1 miles); no change for ferruginous hawk nests, GRSG PHMA, or GRSG leks; and increases for bald eagle nests (+5.2 miles) and GRSG IHMA (+0.1 miles). After accounting for routes that would be limited to authorized users only, Alternative C proposes **to close and reclaim** existing miles in these habitats ranging from 19% proximate to bald eagle nests to 76% proximate to GRSG leks. Alternative C **proposes the construction** of 0.1 miles of new routes that would be open to all use and 0.2 miles of new non-motorized single-track trail within 1 mile of bald eagle nests. In GRSG GHMA, Alternative C proposes 5.6 miles of new non-motorized single-track trail. This new construction would result in acres of disturbance within these habitats as shown in Table 3.28. Alternative C does not propose new route construction in or proximate to other BLM Sensitive wildlife habitats.

Table 3-28: Acres of Disturbance from Proposed New Route and Trail Construction in BLM Sensitive Wildlife Species Habitats Under Alternative C

	Designation	Acres of Short-Term	Acres of Long-Term
Bald Eagle Nests (Within 1 Mile)	Open to all use (OHV-Open)	0.07	0.02
	Limited to non-motorized use (OHV-Closed)	0.29	0.18
Greater Sage-Grouse GHMA	Limited to non-motorized use (OHV-Closed)	4.08	1.36

Of the routes and miles in or near special status wildlife species habitat that are closed in this alternative, most would be decommissioned and earmarked for reclamation while this alternative would also see increases in routes designated for authorized use only compared to Alternative A. Overall, the relatively substantial reductions in miles designated for OHV use under Alternative C in special status species habitat would result in lower potential for adverse impacts to ESA-listed and BLM Sensitive species compared to Alternative A but higher potential than Alternative B.

3.2.3.2.6 Alternative D (Access Emphasis)

Under Alternative D, the miles of evaluated routes designated for OHV use (OHV-Open or OHV-Limited) in or proximate to habitats for ESA-listed wildlife species would be reduced by 25% in Canada lynx AOI, 25% in grizzly bear habitat, and 35% in yellow-billed cuckoo designated critical habitat. For non-motorized use within ESA-listed species habitats, Alternative D would designate 0.9 miles in lynx AOI, a 0.4-mile increase from Alternative A; 29.9 miles in grizzly bear habitat, a 29.4-mile increase from Alternative A; and 3.6 miles in yellow-billed cuckoo designated critical habitat, a 0.7-mile increase from Alternative A. After accounting for routes limited to authorized users, Alternative D proposes to close and earmark for decommissioning and reclamation 16% of the existing miles in lynx AOI, 11% of the existing miles in grizzly bear habitat, and 22% of the existing miles in yellow-billed cuckoo designated critical habitat. Alternative D does not propose any new route construction in yellow-billed cuckoo designated critical habitat. In lynx AOI, Alternative D proposes 0.4 miles of new route construction that would be open to all use, and in grizzly bear habitat, this alternative proposes 1.4 miles of new route construction that would be open to all use, 0.2 miles limited to authorized users only, and 9.4 miles limited to non-motorized use; this new route and trail development would result in acres of disturbance as shown in Table 3.29.

Table 3-29: Acres of Disturbance from Proposed New Route and Trail Construction in ESA-Listed Wildlife Species Habitats Under Alternative D

	Designation	Acres of Short-Term	Acres of Long-Term
Canada Lynx AOI	Open to all use (OHV-Open)	0.26	0.09
Grizzly Bear Habitat	Open to all use (OHV-Open)	1.00	0.33
	Limited to authorized users (OHV-Closed)	0.38	0.27
	Limited to non-motorized use (OHV-Closed)	6.85	2.28

Alternative D would reduce miles of evaluated routes **designated for OHV use** in or proximate to BLM Sensitive wildlife species habitats ranging from 18% in GRSG PHMA to 73% for ferruginous hawk nests. Of the evaluated routes proposed for OHV use proximate to GRSG leks under this alternative, all but one route would have timing restrictions to help protect GRSG during lekking season; the only exception is Rick's Pasture Road, administered by IDFG. For **non-motorized use** within BLM Sensitive wildlife species habitats, Alternative D would see reductions for Columbian sharp-tailed grouse leks (-0.4 miles) and GRSG GHMA (-20.8 miles); no change for ferruginous hawk nests, GRSG PHMA, or GRSG leks; and increases for bald eagle nests (+3.2 miles) and GRSG IHMA (+0.1 miles). After accounting for routes that would be limited to authorized users only, Alternative D proposes **to close and reclaim** existing miles in these habitats ranging from 3% in GRSG PHMA to 52% of the miles proximate to Columbian sharp-tailed grouse leks. Alternative D **proposes the construction** of 0.1 miles of new routes that would be open to all use and 0.2 miles of new non-motorized single-track trail within 1 mile of bald eagle nests. Alternative D proposes 8.9 miles of new non-motorized single-track trail in GRSG GHMA, and 0.9 miles of new routes open to all use in IHMA. This new construction would result in acres of disturbance within these habitats as shown in Table 3.30. Alternative D does not propose new route construction in or proximate to other BLM Sensitive wildlife species habitats.

Table 3-30: Acres of Disturbance from Proposed New Route and Trail Construction in BLM Sensitive Wildlife Species Habitats Under Alternative D

	Designation	Acres of Short-Term	Acres of Long-Term
Bald Eagle Nests (Within 1 Mile)	Open to all use (OHV-Open)	0.07	0.02
	Limited to non-motorized use (OHV-Closed)	0.29	0.18
Greater Sage-Grouse GHMA	Limited to non-motorized use (OHV-Closed)	6.50	2.17
Greater Sage-Grouse IHMA	Open to all use (OHV-Open)	0.69	0.23

Overall, given the reductions in miles designated for OHV use in special status wildlife species habitat under Alternative D, the potential for adverse effects in or near these habitats would be somewhat lower than Alternative A; however, potential effects would be higher as compared to Alternatives B and C.

3.2.4 Wildlife: General Wildlife and Migratory Birds, Including Raptors

How would the designated travel route network impact general wildlife and migratory birds, including raptors in the TMA?

3.2.4.1 Affected Environment

The TMA provides habitat for a variety of big game and other general wildlife species. Although the BLM is responsible for managing and protecting *wildlife habitat* on the public lands within the TMA, the Idaho Department of Fish and Game (IDFG) retains management responsibility for *wildlife*. The Idaho Fish and Game Commission is responsible for promulgating rules governing the taking of wildlife species and the classification and protection of all wildlife within the State of Idaho. These rules are cited in full as IDAPA 13.01.06.000, et seq., Rules of the Idaho Fish and Game Commission, IDAPA 13.01.06, "Rules Governing Classification and Protection of Wildlife."

Planning and management of wildlife habitat in the TMA emphasizes ecosystem management (BLM 2009). Not all wildlife, wildlife habitat, and potential effects on these resources are discussed below; rather, those that are considered priority species—defined as having high economic, recreational, social, esthetic, or scientific values—and were identified as issues in scoping are considered for detailed analysis. Management approaches are guided by the needs of priority wildlife species. Priority species are defined as "those having high economic, recreational, social, esthetic, or scientific values (e.g., game species such as deer, elk, moose, upland game birds)" (BLM 2009). In 2018 the Secretary of the U. S. Department of Interior (DOI) signed Secretarial Order 3362, directing DOI staff to focus efforts on identification and protection of big-game winter range and migration corridor habitat in coordination with state wildlife management agencies (DOI 2018). See Table 3.32, below, for species habitat acreage within the TMA and miles of evaluated routes within each habitat.

3.2.4.1.1 Big Game Wildlife Species

The following priority management big game wildlife species will be analyzed in this EA:

- **Mule deer (*Odocoileus hemionus*):** Mule deer habitat in Idaho is extremely diverse and variable, with wide gradients in elevation (710-12,662 ft), annual precipitation (6-104 inches), and temperature (fluctuations of more than 120 degrees). Because of this, vegetation types vary as well. The current Idaho Mule Deer Management Plan states, "Maintaining intact productive habitats on summer range, winter range, and migratory pathways is paramount for ensuring long-term sustainability of Idaho's mule deer herds" (IDFG 2019b). Mule deer summer range is generally at higher elevations in mountain sagebrush. The TMA is particularly important for crucial winter habitat, as mule deer migrate to winter at lower elevations on open, south aspects of mountain and basin big sage cover types. Migratory habitat, which links summer and winter ranges, is a priority, as emphasized in 2018 in Department of Interior Secretarial Order 3362 and 2020 Idaho Action Plan (BLM 2009, IDFG 2019b, IDFG 2019c).
- **Pronghorn Antelope *(Antilocapra americana)*:** Except for the SRMA, much of the TMA contains broad blocks of crucial seasonal, crucial winter and occupied habitat for pronghorn. A small block of crucial seasonal habitat lies at the extreme northeastern leg of the SRMA. According to the IDFG, populations of pronghorn are currently below desired levels, and the numbers of fawns for every 100 does have been declining since 1979 in the Birch Creek and Medicine Lodge areas of the USFO, according to IDFG surveys (IDFG 2007b). Pronghorn herds use productive summer habitat east of Interstate-15, but traditional winter ranges have been blocked by the interstate making management difficult. Protecting migration routes between summer and winter ranges is important to the continued viability of pronghorn herds (BLM 2009).

- **Rocky Mountain elk (*Cervus canadensis*):** While elk populations remain relatively high, the increasing pressure on them also increases the importance of habitat management. Elk are habitat generalists, occupying a variety of habitats from mountain to low desert, tending toward alpine meadows during the summer and valleys in the winter. They have a preference for aspen habitats for forage and cover. Natural phenomena such as wildland fire and drought can alter elk habitat, as can human-caused impacts such as human development, energy development, and introduction and spread of invasive plants and noxious weeds. Elk habitat and migration corridors are impacted by urbanization, road construction, OHV use, and energy development. Elk exhibit "high fidelity" to their home range but may abandon it if excessively disturbed. The Nine-Mile Knoll ACEC, designated in the 1985 Medicine Lodge RMP for wintering elk, continues to play an important role in providing crucial winter habitat in the Sand Creek Desert area for one of the largest groups of wintering elk in the state. (BLM 2009, IDFG 2014a, NSE 2022)
- **Shiras Moose (*Alces alces shirasi*):** The USFO has one of the largest desert wintering moose populations in North America because of its unique topography and habitat types (i.e., mountains, valleys, shrubsteppe, and riparian). Based on age structure and antler quality, the quality of the moose population in the area is extremely high. The SRMA contains crucial moose winter range, overlapping with much of the SRMA deer and elk winter range. (BLM 2009, IDFG 2019a),

3.2.4.1.2 Migratory Birds, Including Raptors

This section provides general discussion of migratory bird occurrence and habitat use within the TMA; however, listing all the migratory birds that use the area would result in an exhaustive list. Those migratory species that are of particular concern are noted below as Birds of Conservation Concern. Bird species within the TMA that are classified as Type 2 Idaho BLM Sensitive Wildlife Species are included above in Section 3.2.3.

Migratory birds, which include several species of waterfowl, shorebirds, songbirds, and raptors, use the TMA for foraging, roosting, migration stopver, and nesting. Raptors are widely accepted to be indicator species of environmental health because of their position at the top of food chains. Romin and Muck state, "Each raptor nest, its offspring, and supporting habitats are considered important to the long-term viability of raptor populations and are vulnerable to disturbance by many human activities" (USFWS 2002). Migratory birds occur throughout the TMA. In particular, riparian habitats of small streams (shrub riparian) as well as larger riparian forests of the Snake River in the area support an abundance and diversity of birds, providing nesting and stopover habitat as well as migration corridors. Sagebrush habitat provides breeding and nesting habitat for sagebrush obligate species such as sage thrasher (*Oreoscoptes montanus*) and sagebrush sparrow (*Amphispiza belli*). Other breeding and nesting habitat for migratory birds may include lava tubes, rocky outcrops, and grassland meadows. (BLM 2009, USFWS 2002)

Migratory birds may occur throughout the TMA. The BLM has more specific data for golden eagle (*Aquila chrysaetos*) nests, as reflected below in Table 3.32. Migratory birds within the TMA that are listed as Birds of Conservation Concern (BCC) in the USFWS IPaC report include the following:

Table 3-31: Birds of Conservation Concern in the TMA

Common Name	Scientific Name	Level of Concern [4]
Bald Eagle	*Haliaeetus leucocephalus*	Non-BCC Vulnerable
Black Rosy-finch	*Leucosticte atrata*	BCC Rangewide (CON)
Black Tern	*Chlidonias niger*	BCC Rangewide (CON)
Bobolink	*Dolichonyx oryzivorus*	BCC Rangewide (CON)
Cassin's Finch	*Carpodacus cassinii*	BCC Rangewide (CON)
Clark's Grebe	*Aechmophorus clarkii*	BCC Rangewide (CON)
Evening Grosbeak	*Coccothraustes vespertinus*	BCC Rangewide (CON)
Franklin's Gull	*Leucophaeus pipixcan*	BCC Rangewide (CON)
Golden Eagle	*Aquila chrysaetos*	Non-BCC Vulnerable
Lesser Yellowlegs	*Tringa flavipes*	BCC Rangewide (CON)
Lewis's Woodpecker	*Melanerpes lewis*	BCC Rangewide (CON)
Long-eared Owl	*Asio otus*	BCC Rangewide (CON)
Marbled Godwit	*Limosa fedoa*	BCC Rangewide (CON)
Olive-sided Flycatcher	*Contopus cooperi*	BCC Rangewide (CON)
Pinyon Jay	*Gymnorhinus cyanocephalus*	BCC Rangewide (CON)
Rufous Hummingbird	*Selasphorus rufus*	BCC Rangewide (CON)
Sage Thrasher	*Oreoscoptes montanus*	BCC - BCR
Virginia's Warbler	*Vermivora virginiae*	BCC Rangewide (CON)
Willet	*Tringa semipalmata*	BCC Rangewide (CON)

Table 3-32: Acres of General Wildlife and Migratory Bird Habitat and Miles of Evaluated Routes in or Proximate to Habitat

Habitat	BLM Acres	Miles of Evaluated Routes
Elk crucial habitat	98,045	578.7
Moose crucial habitat	37,054	202.4
Mule Deer crucial habitat	37,935	215.0
Pronghorn Antelope crucial habitat	2,399	15.2
White-tailed deer crucial habitat	12,232	83.8
Migratory bird habitat (entire TMA)	126,378	761.2
Golden Eagle nests (within 1 mile)	2,983	26.1

[4] **BCC – BCR:** This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA.

BCC Rangewide (CON): This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

Non-BCC Vulnerable: This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.

3.2.4.2 Environmental Effects

3.2.4.2.1 Direct or Indirect Effects Common to All Alternatives

Potential effects that the use of the alternative route networks may have on general wildlife and migratory birds are consistent with the impacts outlined in greater detail within the section on special status animals (section 3.2.3). The nature and type of impacts on big game and their habitats from recreation and OHV uses can include habitat avoidance and abandonment, interference of daily movement and foraging, increased physical or physiological stress that can result in decreased health and parturition, and direct vehicle encounters resulting in injury or mortality (Ouren et al. 2007, Ortega 2012). Recreational disturbance from motorized and non-motorized activities (e.g., mountain bike, horse, foot) affects big game behavior by increasing travel time and decreasing feeding and resting time (Naylor et al. 2009). Avoidance of human disturbance can also cause indirect habitat loss and impair forage availability (Dwinnell et al. 2019). Species avoidance is strongest for mountain biking and motorized vehicles (Naidoo and Burton 2020). Studies measuring the responses of deer and elk to OHV use generally conclude that deer are less affected by recreational use than elk. A study at the Starkey Experimental Forest and Range in northeastern Oregon determined elk exhibited greater movement rates than deer in response to ATV riding, mountain biking, horseback riding and hiking (Wisdom et al. 2004). Another study at Starkey revealed that mule deer in general selected areas closer to roads with varying traffic levels than elk (Wisdom et al. 2005). Deer may possibly be seeking dense cover rather than fleeing from the disturbance as elk do. Big game animals that are fleeing from recreational activity are adversely affected by the loss of foraging opportunities and increased energy expenditure, resulting in reduction of fat reserves for winter survival. While mule deer show lower movement rates then elk, OHV usage disturbs them from foraging activities that help them build adequate fat reserves for winter survival (Wisdom et al. 2005).

These impacts can escalate seasonally during sensitive birthing, rearing, and breeding seasons and during extreme weather regimes such as drought, extreme heat or cold, or heavy snowfall. Route proliferation, habitat loss and fragmentation are indirect impacts resulting from recreation and travel-related surface disturbances from motorized and non-motorized vehicle travel. Such use can result in:

- Soil erosion and direct loss of important foraging, breeding, and security cover habitat.
- Surface disturbances that promote growth and spread of invasive plants and noxious weed into native vegetative communities, reducing habitat quality, foraging availability, and thermal and security cover.
- Dusting of crucial native vegetative habitat resulting in plant mortality, and subsequent reduction of habitat quality, foraging availability, and thermal and security cover.
- Invasive plants and noxious weed establishment in disturbed areas which in turn increases the potential and frequency for wildland fire.

The potential for direct and indirect adverse impacts on big game from recreation and OHV use can be estimated by comparing public OHV access and related recreation use in terms of number of routes in or near big game habitats. Conversely, a designated travel route network can also provide access for beneficial resource management activities such as vegetation monitoring, wildlife monitoring, wildlife habitat improvement projects, interpretive projects, hunting and legal game retrieval, invasive species treatment, and wildland fire suppression. Hunting and game retrieval access serves to support IDFG management efforts where hunting is used as a management tool to control populations of big game species.

The nature and type of impacts on migratory birds, including raptors, and their habitat suitability from travel route designations and route-related uses include disturbance, mortality or injury from collision, and trampling or damage of brooding, nesting, foraging, and cover habitat. Travel route use can also cause disturbance or interference with courtship, nesting, brood-rearing, or fledging activities. Because of sensitivity and fidelity to nest territory, abandonment of nest sites due to nearby human disturbances is of particular concern. Habitat-

associated indirect risk factors of travel routes and related use include damage, loss, or fragmentation through isolation of habitats, establishment or spread of invasive weeds, and increased wildfire potential. Indirect effects also include altering or influencing of prey species (e.g., rodents, lizards, snakes) behavior as a result of disturbance to cover vegetation (USFWS 2002).

TMP implementation activities that could affect wildlife and their habitats include preparation of new maps and brochures that would benefit wildlife and wildlife habitat by helping to direct and keep users on designated routes. Installation of new information kiosks and signs; road, trail and parking area maintenance or improvements; route reclamation, including ripping the ground and planting seed, grading/recontouring; and installation of fencing or barriers could result in some minor habitat or behavioral disturbance; however, such disturbance(s) would be localized and temporary, and end once the activity is completed.

3.2.4.2.2 Impact Indicators

The wildlife analysis below focuses on elk, golden eagle, moose, mule deer, pronghorn, and white-tailed deer, but identified impacts will have similar consequences to other wildlife species that inhabit the area. Indicators of potential OHV route impacts on the general wildlife species in the TMA include the miles of routes in the various species habitats. The figures below show the miles of evaluated routes in each alternative network that are in the various species habitats to compare the action alternatives (B-D) to the baseline, Alternative A. More detailed data tables used to develop the figures may be found in Appendix C. Note: Migratory birds have the potential to occur throughout the TMA, so the boundaries of the TMA are considered as habitat for analysis purposes here.

Figure 3-30: Miles of Evaluated Routes in Elk Crucial Habitat

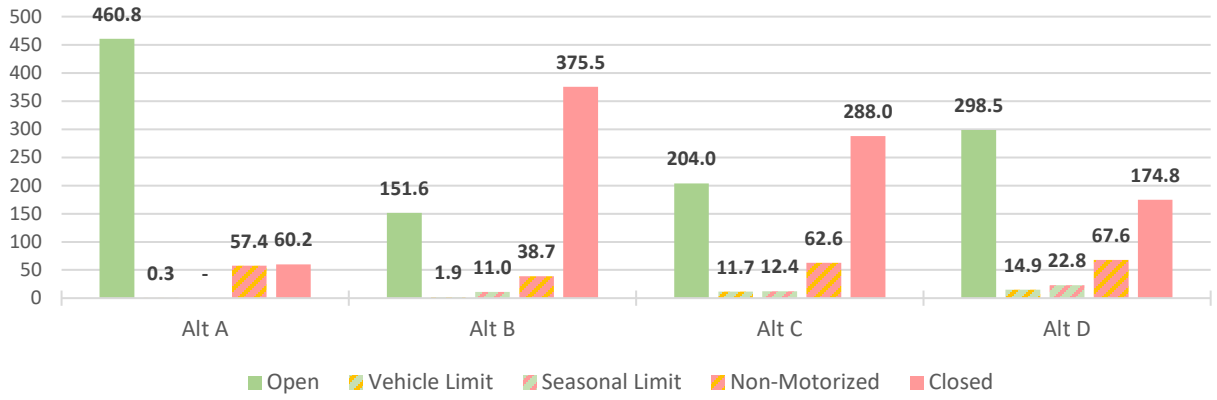


Figure 3-31: Miles of Evaluated Routes in Moose Crucial Habitat

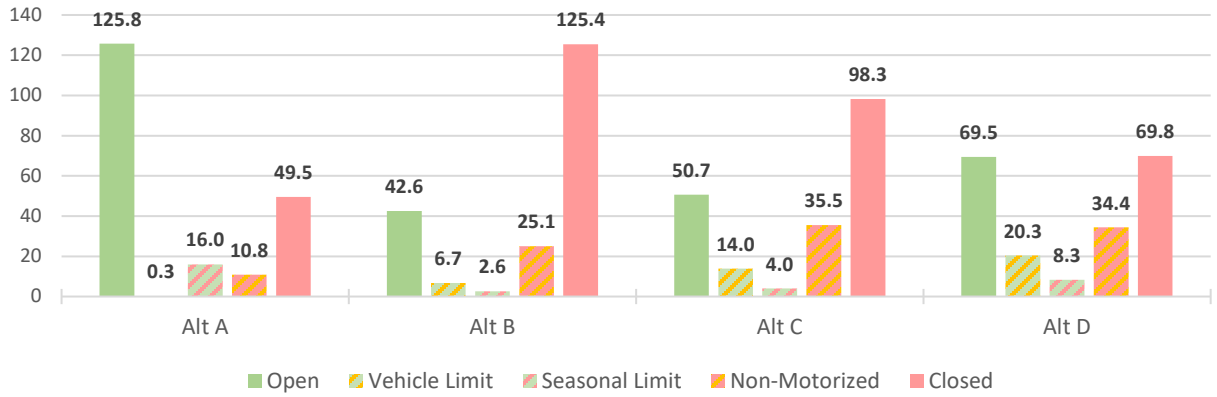


Figure 3-32: Miles of Evaluated Routes in Mule Deer Crucial Habitat

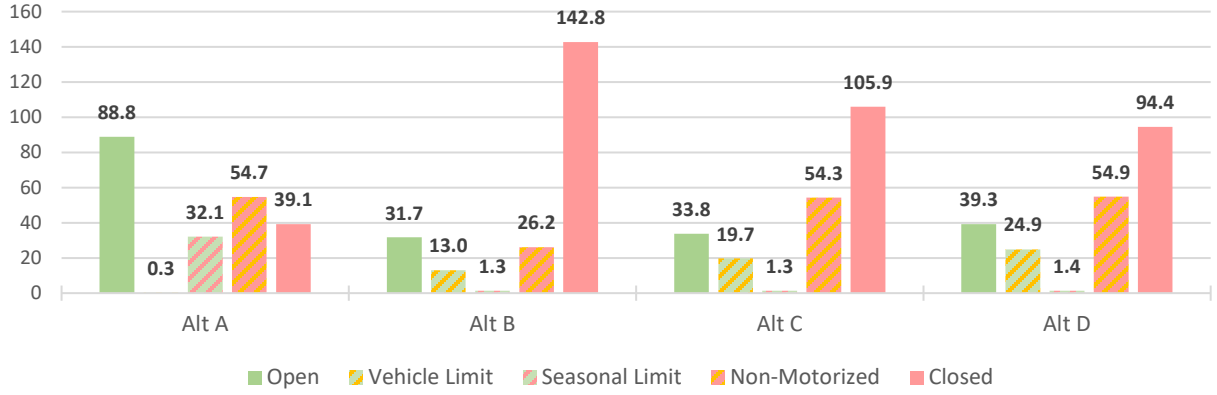


Figure 3-33: Miles of Evaluated Routes in Pronghorn Crucial Habitat

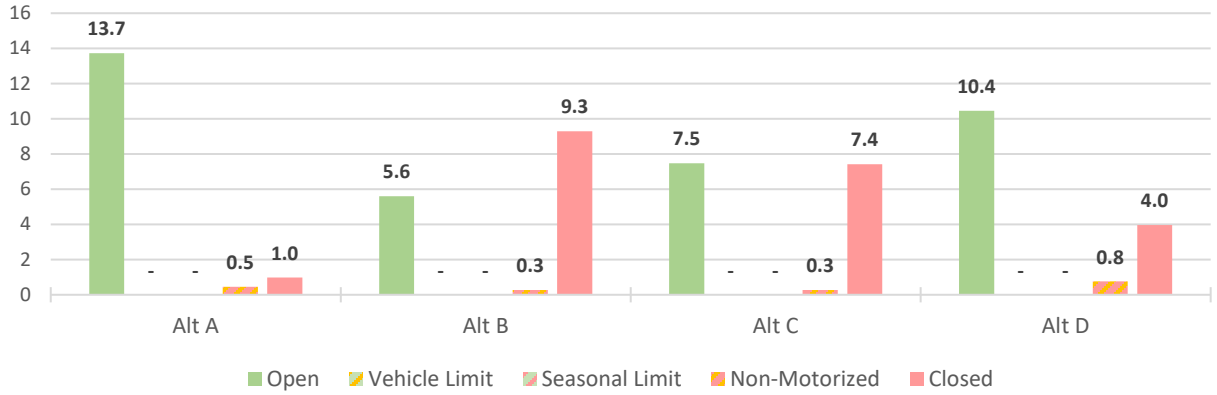


Figure 3-34: Miles of Evaluated Routes in White-Tailed Deer Crucial Habitat

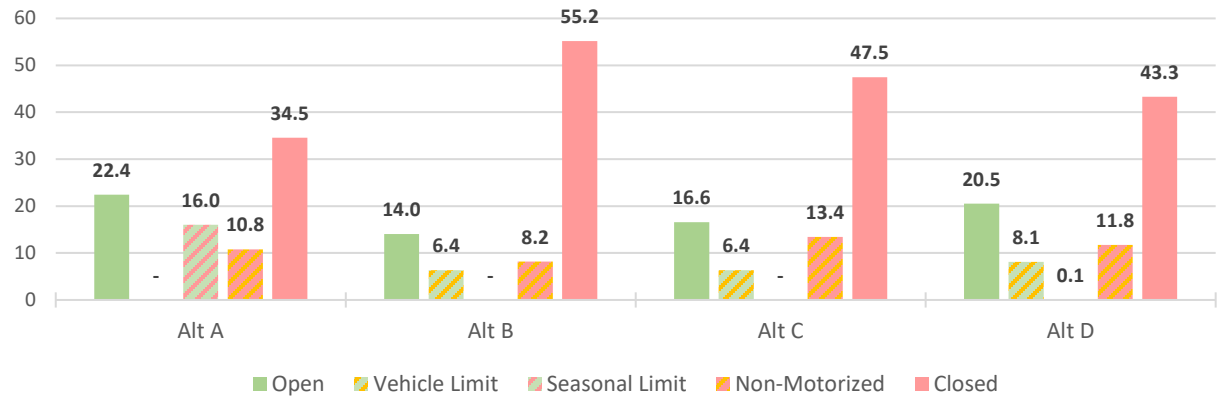


Figure 3-35: Miles of Evaluated Routes in Migratory Bird Habitat

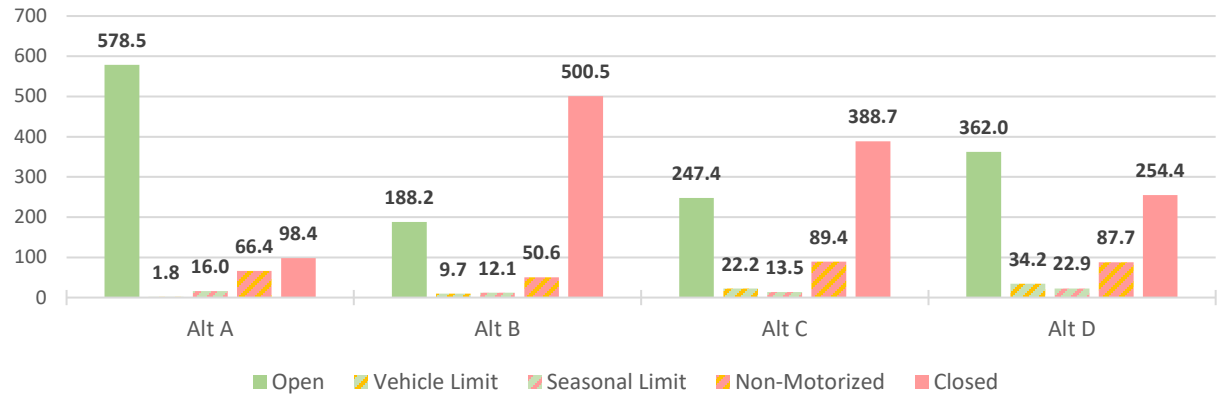
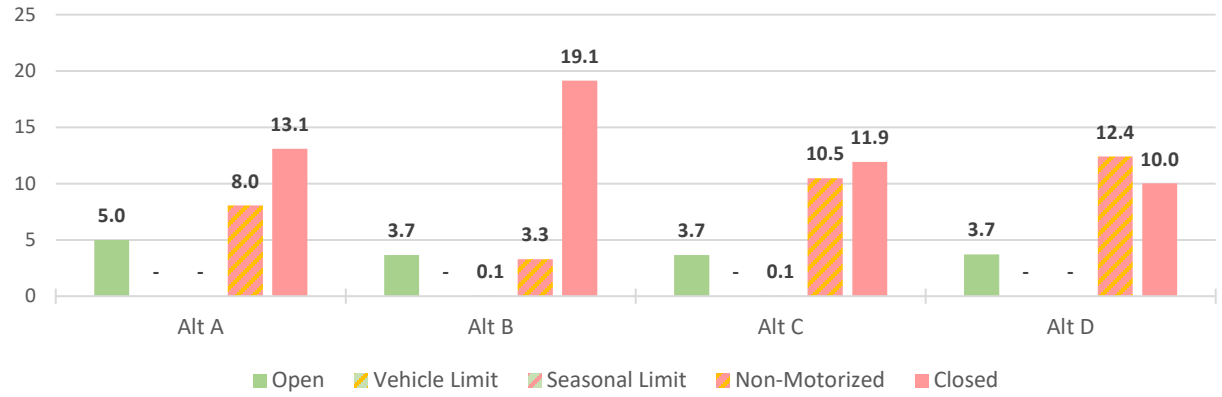


Figure 3-36: Miles of Evaluated Routes Within 1 Mile of Documented Golden Eagle Nests



3.2.4.2.3 Alternative A (Current Management)

- Elk: Under Alternative A, 578.7 miles of evaluated routes (79% of the evaluated network) within the TMA are in elk crucial habitat. Of these miles, 80% are available for OHV use, 10% are limited to non-motorized use, and 2% are limited to authorized use only. The rest of the evaluated routes are closed.

- Moose: 202.4 miles of evaluated routes (28% of the network) are in moose crucial habitat. Of these miles, 70% are available for OHV use most of the year, including 16.0 miles that are limited seasonally. Approximately 5% of the miles in this habitat are limited to non-motorized use and 7% are limited to authorized use only. The rest of the evaluated routes are closed.
- Mule deer: 215.0 miles of evaluated routes (29% of the network) are in mule deer crucial habitat. Of these miles, 56% are available for OHV use, including 32.1 miles that are limited seasonally. Approximately 25% are limited to non-motorized use and 2% are limited to authorized use only. The rest of the evaluated routes are closed.
- Pronghorn: 15.2 miles of evaluated routes (2% of the network) within the TMA are in pronghorn crucial habitat. Of these miles, 90% are available for OHV use, 3% are limited to non-motorized use, and the rest are closed.
- White-tailed deer: 83.8 miles of evaluated routes (11% of the network) are in white-tailed deer crucial habitat. Of these miles, 46% are available for OHV use, including 16.0 miles that are limited seasonally. Approximately 13% of the evaluated miles in this habitat are limited to non-motorized use and 15% are limited to authorized use only. The rest are closed.
- Migratory birds: Migratory birds may occur throughout the TMA. Of the 761.2 miles of evaluated routes within the TMA, 78% would remain available for OHV use under Alternative A, 9% would remain limited to non-motorized use, 3% would remain limited to authorized use only, and the rest would remain closed.
- Golden eagle: 26.1 miles of evaluated routes (4% of the network) are within 1 mile of documented golden eagle nests. Of these miles, 19% are available for OHV use, 31% are limited to non-motorized use, 6% are limited to authorized use only, and the rest are closed.

Given that most of the existing travel routes in big game crucial habitats and migratory bird habitat are currently available for OHV or non-motorized use, Alternative A has the highest potential of any of the TMA network alternatives for adverse route-related impacts to wildlife such as disruption, habitat avoidance, interference of movement, injury or mortality, habitat loss, and habitat fragmentation. These impacts to habitat from ongoing OHV and recreational non-motorized use would reflect a continuation of current management.

3.2.4.2.4 Alternative B (Natural Resource Emphasis)

Compared to Alternative A, Alternative B would provide for substantial reductions in miles of evaluated routes designated for OHV use (OHV-Open or OHV-Limited) in big game crucial habitats, ranging from 47% in white-tailed deer crucial habitat to 64% in elk crucial habitat. For miles of evaluated routes designated for non-motorized use, Alternative B would see a 132% increase in moose crucial habitat but would see reductions in all other big game crucial habitats ranging from 24% for white-tailed deer to 52% for mule deer. Alternative B would also close and earmark for decommissioning and reclamation between 38% and 53% of the existing routes in big game crucial habitats. Alternative B proposes construction in big game crucial habitats of 0.2 miles of new routes limited to authorized users only, and 2.1 miles of new non-motorized routes and trails that would result in acres short- and long-term habitat disturbance shown in Table 3.33.

Table 3-33: Acres of Disturbance from Proposed New Route and Trail Construction in Big Game Wildlife Crucial Habitats Under Alternative B

	Designation	Acres of Short-Term	Acres of Long-Term
Elk Crucial Habitat	Limited to non-motorized use (OHV-Closed)	1.51	0.50
Moose Crucial Habitat	Limited to non-motorized use (OHV-Closed)	1.51	0.50
Mule Deer Crucial Habitat	Limited to authorized users (OHV-Closed)	0.38	0.27
	Limited to non-motorized use (OHV-Closed)	1.51	0.50

Of the 761.2 miles of evaluated routes throughout the TMA potentially affecting migratory birds, Alternative B would designate 210.0 miles for OHV use, a 65% reduction from Alternative A, and 50.6 miles for non-motorized use, a 24% reduction from Alternative A. After accounting for routes that would remain available for authorized users only, Alternative B would close and earmark for decommissioning and reclamation 51% of the existing miles. Alternative B proposes the construction of 0.3 miles of new primitive routes (to be limited to seasonal or authorized use) and 2.7 miles of new non-motorized single-track trail. This proposed new construction would result in the acres of disturbance in migratory bird habitat as shown in Table 3.34.

Table 3-34: Acres of Disturbance from Proposed New Route and Trail Construction in Migratory Bird Habitat Under Alternative B

	Designation	Acres of Short-Term	Acres of Long-Term
Migratory Bird Habitat (entire TMA)	Limited by seasonal restrictions (OHV-Limited)	0.06	0.02
	Limited to authorized users (OHV-Closed)	0.38	0.27
	Limited to non-motorized use (OHV-Closed)	2.00	0.67

Alternative B would designate 3.8 miles of evaluated routes for OHV use proximate to documented golden eagle nests, a 24% reduction compared to Alternative A. Alternative B would also designate 3.3 miles for non-motorized use, a 59% reduction from Alternative A. Alternative B would close and earmark for decommissioning and reclamation 56% of the existing miles of routes proximate to golden eagle nests, and this alternative does not propose any new route construction proximate to eagle nests.

Over the long term, the reclaimed routes in wildlife habitats would contribute to habitat restoration while reducing fragmentation and disruption of movement patterns, foraging and breeding activities, etc. Overall, the Alternative B network would provide for substantial reductions in OHV routes and related use effects in crucial big game wildlife and migratory bird habitats as compared to Alternative A and would have the lowest potential for effects to big game crucial wildlife habitats of any of the alternatives while formally designating a portion of the network for authorized use only access.

3.2.4.2.5 Alternative C (Multiple Use Emphasis)

Compared to Alternative A, Alternative C would also provide for substantial reductions in miles designated for OHV use in big game crucial wildlife habitats, ranging from 40% in white-tailed deer crucial habitat to 55% in mule deer crucial habitat. For miles of evaluated routes designated for non-motorized use, Alternative C would see increases of 9% in elk crucial habitat, 24% in white-tailed deer crucial habitat, and 228% in moose crucial habitat; but this alternative would also see reductions of 1% in mule deer crucial habitat and 40% (0.2 miles) in pronghorn crucial habitat. Alternative C would close and earmark for decommissioning and reclamation between 29% and 35% of the existing routes in big game crucial habitats. Alternative C proposes construction of a mix of new motorized primitive routes and non-motorized single-track trails in big game wildlife crucial habitats that would result in acres of habitat disturbance as shown in Table 3.35. Alternative C would also implement seasonal human entry closures for Teton River, Pine Creek Bench, and Stinking Springs and seasonal closures for modes of travel in Teton Basin and Deer Parks. Removing human activities from these areas during critical periods of the year will help maintain useable foraging habitat in winter months. As discussed in Naylor et al. 2009 and Dwinnell et al. 2019, precluding human activities, including winter recreation activities (cross-country skiing and hiking), will decrease big game travel time, increase feeding and resting time, and prevent the indirect habitat loss and forage availability.

Table 3-35: Acres of Disturbance from Proposed New Route and Trail Construction in Big Game Wildlife Crucial Habitats Under Alternative C

	Designation	Acres of Short-Term	Acres of Long-Term
Elk Crucial Habitat	Open to all use (OHV-Open)	0.21	0.07
	Limited to non-motorized use (OHV-Closed)	10.05	3.35
Moose Crucial Habitat	Open to all use (OHV-Open)	0.21	0.07
	Limited to non-motorized use (OHV-Closed)	7.10	2.80
Mule Deer Crucial Habitat	Open to all use (OHV-Open)	0.18	0.06
	Limited to authorized users (OHV-Closed)	0.38	0.27
	Limited to non-motorized use (OHV-Closed)	12.32	4.97
Pronghorn Antelope Crucial Habitat	Open to all use (OHV-Open)	0.12	0.04
White-Tailed Deer Crucial Habitat	Open to all use (OHV-Open)	0.04	0.01
	Limited to non-motorized use (OHV-Closed)	1.13	0.81

Of the 761.2 miles of evaluated routes throughout the TMA potentially affecting migratory birds, Alternative C would designate 283.1 miles for OHV use, a 53% reduction from Alternative A; and this alternative would designate 89.4 miles for non-motorized use, a 35% increase from Alternative A. After accounting for routes that would remain available for authorized users only, Alternative C would close and earmark for decommissioning and reclamation 35% of the existing miles. Alternative C proposes the construction of 0.8

miles of new primitive routes (0.5 of which would be OHV-Open, 0.1 limited seasonally, and 0.2 limited to authorized use only) and 21.9 miles of new non-motorized single-track trail. This proposed new construction would result in the acres of disturbance in migratory bird habitat as shown below.

Table 3-36: Acres of Disturbance from Proposed New Route and Trail Construction in Migratory Bird Habitat Under Alternative C

	Designation	Acres of Short-Term	Acres of Long-Term
Migratory Bird Habitat (entire TMA)	Open to all use (OHV-Open)	0.33	0.11
	Limited by seasonal restrictions (OHV-Limited)	0.06	0.02
	Limited to authorized users (OHV-Closed)	0.38	0.27
	Limited to non-motorized use (OHV-Closed)	16.55	5.95

Like the other action alternatives, Alternative C would designate 3.8 miles of evaluated routes for OHV use proximate to golden eagle nests, a 24% reduction compared to Alternative A; however, Alternative C would designate 10.5 miles for non-motorized use, a 31% increase from Alternative A. Alternative C would close and earmark for decommissioning and reclamation 43% of the existing miles of routes proximate to golden eagle nests. Alternative C also proposes new construction of 4.8 miles of non-motorized single-track trail in areas proximate to golden eagle nests, which would result in the acres of disturbance as shown in Table 3.37.

Table 3-37: Acres of Disturbance from Proposed New Trail Construction Proximate to Golden Eagle Nests Under Alternative C

	Designation	Acres of Short-Term	Acres of Long-Term
Golden Eagle	Limited to non-motorized use (OHV-Closed)	3.46	1.15

Over the long term, the reclamation of existing routes in wildlife habitats under Alternative C would contribute to habitat restoration while reducing fragmentation and disruption of movement patterns, foraging and breeding activities while also reducing miles of OHV routes and related use effects in crucial big game and migratory bird habitats. Overall, Alternative C would have lower potential for effects to general wildlife and migratory bird habitats compared to Alternative A though not to the same extent as Alternative B.

3.2.4.2.6 Alternative D (Access Emphasis)

Compared to Alternative A, Alternative D would provide for moderate reductions in miles designated for OHV use in big game crucial habitats, ranging from 25% in white-tailed deer crucial habitat to 46% in mule deer crucial habitat. Alternative D would see increases in miles of evaluated routes designated for non-motorized use in all big game crucial habitats, ranging from less than 1% in mule deer crucial habitat to 219% in moose crucial habitat. Alternative D would close and earmark for decommissioning and reclamation between 9% and 27% of the existing routes in big game crucial habitats. Alternative D proposes construction of a mix of new motorized primitive routes and non-motorized single-track trails in big game crucial habitats that would result in acres of habitat disturbance shown in Table 3.38.

Table 3-38: Acres of Disturbance from Proposed New Route and Trail Construction in Big Game Wildlife Crucial Habitats Under Alternative D

	Designation	Acres of Short-Term	Acres of Long-Term
Elk Crucial Habitat	Open to all use (OHV-Open)	0.90	0.30
	Limited to non-motorized use (OHV-Closed)	12.86	4.29
Moose Crucial Habitat	Open to all use (OHV-Open)	0.90	0.30
	Limited to non-motorized use (OHV-Closed)	7.49	2.93
Mule Deer Crucial Habitat	Open to all use (OHV-Open)	0.18	0.06
	Limited to authorized users (OHV-Closed)	0.38	0.27
	Limited to non-motorized use (OHV-Closed)	15.13	5.91
Pronghorn Antelope Crucial Habitat	Open to all use (OHV-Open)	0.26	0.09
White-Tailed Deer Crucial Habitat	Open to all use (OHV-Open)	0.04	0.01
	Limited to non-motorized use (OHV-Closed)	1.13	0.81

Of the 761.2 miles of evaluated routes throughout the TMA potentially affecting migratory birds, Alternative D would designate 4119.1 miles for OHV use, a 30% reduction from Alternative A; and this alternative would designate 87.7 miles for non-motorized use, a 32% increase from Alternative A. After accounting for routes that would remain available for authorized users only, Alternative D would close and earmark for decommissioning and reclamation 19% of the existing miles. Alternative D proposes the construction of 1.9 miles of new primitive routes (1.7 of which would be OHV-Open and 0.2 limited to authorized use only) and 26.0 miles of new non-motorized single-track trail. This proposed new construction would result in the acres of disturbance in migratory bird habitat as shown in Table 3.39.

Table 3-39: Acres of Disturbance from Proposed New Route and Trail Construction in Migratory Bird Habitat Under Alternative D

	Designation	Acres of Short-Term	Acres of Long-Term
Migratory Bird Habitat (entire TMA)	Open to all use (OHV-Open)	1.21	0.40
	Limited to authorized users (OHV-Closed)	0.38	0.27
	Limited to non-motorized use (OHV-Closed)	19.35	6.88

Like the other action alternatives, Alternative D would designate 3.8 miles of evaluated routes for OHV use proximate to golden eagle nests, a 24% reduction compared to Alternative A; however, Alternative D would

designate 12.4 miles for non-motorized use, a 55% increase from Alternative A. Alternative D would close and earmark for reclamation 35% of the existing miles of routes proximate to golden eagle nests. Alternative D also proposes new construction of 6.7 miles of non-motorized single-track trail in areas proximate to golden eagle nests, which would result in the acres of disturbance as shown below in Table 3.40.

Table 3-40: Acres of Disturbance from Proposed New Trail Construction Proximate to Golden Eagle Nests Under Alternative D

	Designation	Acres of Short-Term	Acres of Long-Term
Golden Eagle	Limited to non-motorized use (OHV-Closed)	4.85	1.62

Over the long term, the reclamation of existing routes in wildlife habitats under Alternative D would contribute to habitat restoration while reducing fragmentation and disruption of movement patterns, foraging and breeding activities, while reducing miles of OHV routes and related use effects in crucial big game and migratory bird habitats. Overall, Alternative D would have lower potential for effects to general wildlife and migratory bird habitats compared to Alternative A, though not to the same extent as Alternatives B and C.

3.2.5 Cultural Resources: Archaeological Precontact and Historical Resources

How would the designated travel route network impact cultural resources in the TMA?

3.2.5.1 Affected Environment

The BLM is responsible for identifying, recording, protecting, managing, and enhancing archaeological, historic, architectural, and traditional cultural values located on BLM-administered public lands, as well as those that might be affected by BLM undertakings on non-federal lands. The BLM manages cultural resources in accordance with existing laws, regulations, EOs, and policy guidelines. The principal federal law addressing cultural resources is the National Historic Preservation Act (NHPA) of 1966, as amended (16 U.S.C. 1A § 470 et seq.) and implementing regulations (36 CFR III § 800 et seq.). The NHPA describes the process for identifying and evaluating historic properties defined as cultural resources eligible for, or listed in, the National Register of Historic Places (NRHP). The NHPA also provides the procedures for assessing the effects of federal actions on historic properties and consulting to avoid, reduce, or minimize adverse effects. Since 1998, the USFO has met its NHPA responsibilities though a protocol agreement with Idaho's State Historic Preservation Office (SHPO). The USFO cultural resources program manages Native American precontact and Euro-American historic-era archaeological sites, including buildings and structures, and historic properties of cultural significance important to Native Americans.

People have occupied the USFO area for at least 11,000 years. Precontact and historic Native American sites in the TMA include seasonal campsites, stone tool making areas, stone tool caches, food processing and kill localities, trails, quarries, rock shelters, rock alignments, rock rings, rock cairns, and pictographs/petroglyphs. Open lithic sites or stone flake and tool scatters indicate seasonal or temporary campsites. Rock shelters, particularly larger shelters and overhangs, indicate a longer-term residential site. Pictographs or petroglyphs and rock cairns (stacked rock features) are usually associated with Native American religious and traditional cultural practices. Historic Euro-American sites in the TMA include homesteads, cabins, irrigation structures, ranching and farming features, mineshafts and adits, abandoned railroad grades, abandoned ski areas, emigrant trails and wagon roads, debris scatters, inscription rocks, ferries, and other manifestations of 19th and 20th Century Euro-American exploration, occupation, and economic development in southeastern Idaho. Early roads also connected Union Pacific stations at Ashton, Dubois, and Spencer to National Parks. (BLM 2009)

A review of the cultural resource database lists 53 previous Class III archaeological inventories within the USFO East TMA. The intensive surveys covered 23,299 acres of public land, or 30% of the total BLM acres in

the project area. As such, there were no travel management-specific cultural resource inventories conducted for the project. All previous surveys were conducted for non-travel-related undertakings, although several were associated with access road rights-of-way.

Additionally, a Class II reconnaissance survey conducted in the mid-1970s covered selected high probability locations for archaeological sites within a 20,480 acre project area, in the TMA.

There are approximately 200 recorded cultural resource sites in the Upper Snake East TMA. Prehistoric lithic scatters are the predominant site type in the project area. Other site types include several historic structures, debris scatters, and multicomponent sites that contain both prehistoric and historic artifacts.

A portion of the Nez Perce National Historic Trail (Nez Perce NHT), which is eligible for inclusion in the NRHP, runs through the northern portion of the TMA. The 1,170-mile Trail runs from Wallowa Lake, Oregon to the Bear Paw Battlefield near Chinook, Montana. It was established by Congress in 1986 to commemorate the flight of the Nez Perce, led by Chief Joseph, from the U.S. Army in 1887 as the Nez Perce sought peace in Canada (USFS 1982). The purpose of the Nez Perce National Historic Trail is to:

- Identify, protect, and interpret significant historic sites and segments associated with the 1877 Nez Perce War and Flight for public educational and recreational use;
- Foster improved cooperation and collaboration with Federal, Tribal, State, local governments, and other partners to improve opportunities for recreation, access, cultural experience, educational opportunities, and tourism along the Trail; and
- Provide historical context for the Trail, through interpretation and education, of historic events prior to, during, and following the flight of the Nez Perce from their traditional homelands in 1877. (USFS 2020)

A few short segments of the Trail are on BLM public lands. A total of 81 evaluated routes cross or are within ¼ mile of the Trail.

3.2.5.2 Environmental Effects

3.2.5.2.1 Potential Effects Common to All Alternatives

Cultural resources within the TMA can be adversely affected by OHV use and the various permitted and general public recreation activities available to users that include camping, hiking, exploring, etc., as well as OHV use.

The direct and indirect impacts on cultural resources from recreation and OHV use in the TMA can be gauged by examining the number of dispersed and developed recreation sites and travel routes in proximity to known cultural sites. Designated dispersed and developed use (i.e., camping) and access also increases the potential for theft and vandalism to cultural sites where a camp site or route is proximate to or within a cultural site. Recreation and OHV use such as hiking, exploring, etc. can cause surface disturbances and accelerated erosion which in turn can expose sites to damage, theft, and vandalism. Motorized vehicles can act as a vector for the introduction of weed seeds or invasive species which, upon establishment, can increase the potential for wildfire and subsequent damage to cultural resources. Conversely, some travel routes provide beneficial access for interpretive and educational experiences as well as for ongoing Native American ceremonial or traditional uses of areas.

Implementation activities that could directly affect cultural resources include installation or construction of improvements and amenities such as kiosks, fencing, parking areas, camp sites, etc. Maintenance activities associated with access and egress routes such as surface and ditch grading, drainage structure installation or replacement, construction of lead-off ditches, etc., ripping and seeding of closed routes, installation of signs

and barriers. Some of these activities may extend beyond existing route prisms onto nearby previously undisturbed ground.

Potential for OHV Route Designations to Concentrate Travel on OHV Routes

In general, the effects to cultural resources of closing and opening routes to OHV use depends on site type and eligibility as a historic property. For instance, sites with architecture, features, and visual appeal (i.e., cabins, mines, caves, towers, granaries, rock art, inscriptions, etc.) are generally more eye-catching and may prompt greater desire for visitation. Because these types of sites are larger and three dimensional, they are often visible from distance, and if accessible by vehicle, may prompt off-route travel. These site types are also more likely to be eligible as historic properties and require recording, monitoring, and protection. Historic and prehistoric camp sites and artifact scatters are more likely to be visited less frequently because artifacts are spread out on the ground and often covered by brush and soils. In many cases people don't know they are driving or walking over these types of sites unless they are amateur archaeologists, looters, or pot hunters who are familiar with site types and common locations and looking for certain types of artifacts (i.e., projectile points, textiles, jewelry, etc.). Concentrating use to assigned routes is ideal when sites are highly visible, known and visited by the public, and are managed for interpretation. Concentrated use on particular routes also potentially deters visitors from creating new routes while exploring and keeps them away from unknown or sensitive sites that may exist. On the other hand, more routes can often lead to more sites and more impacts unless those routes lead away from sites. The South Shore Boat Access at Henry's Lake is an area with concentrated use relative to others in the TMA; there is one cultural site in the vicinity of this area, but it is inside a livestock exclosure fence. Overall, concentrated use will not have an effect on cultural resources in the TMA.

3.2.5.2.2 Impact Indicators

Figure 3.37 – Figure 3.39, below, illustrate the number of evaluated routes proximate to known cultural resources under each alternative. "Known cultural sites" include NRHP eligible sites, NRHP not eligible sites, and NRHP unevaluated sites. For a detailed breakout of routes proximate to each site type, see Appendix C (note: some routes may be proximate to more than one site). Although the presence of a cultural resource on or proximate to a route is not an indication that an impact may occur, this analysis is an indicator of potential effects each alternative network could have on cultural resources when considering the TMP project as a whole. See Appendix G for definitions of the National Register eligibilities used in these figures.

Figure 3-37: Number of Evaluated Routes Proximate to Known Cultural Sites

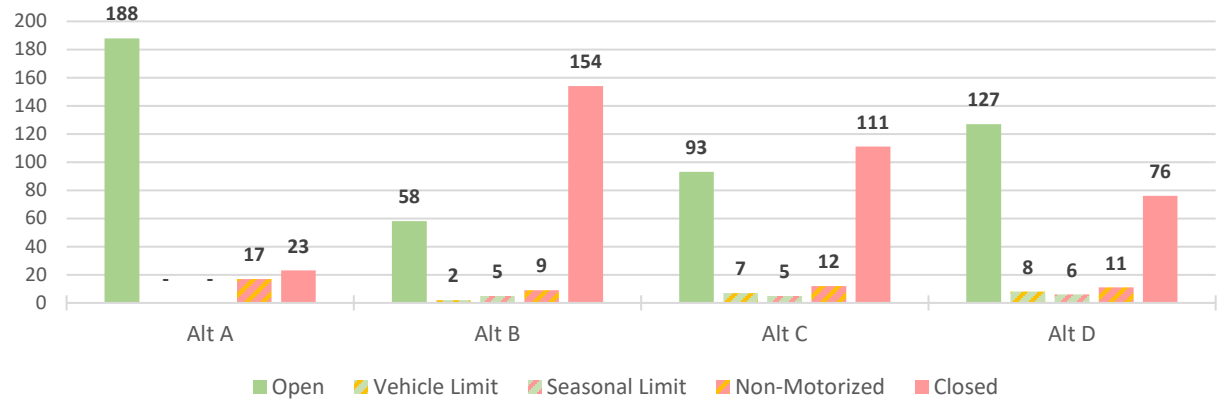


Figure 3-38: Number of Evaluated Routes in Areas of High Probability for Cultural Resources

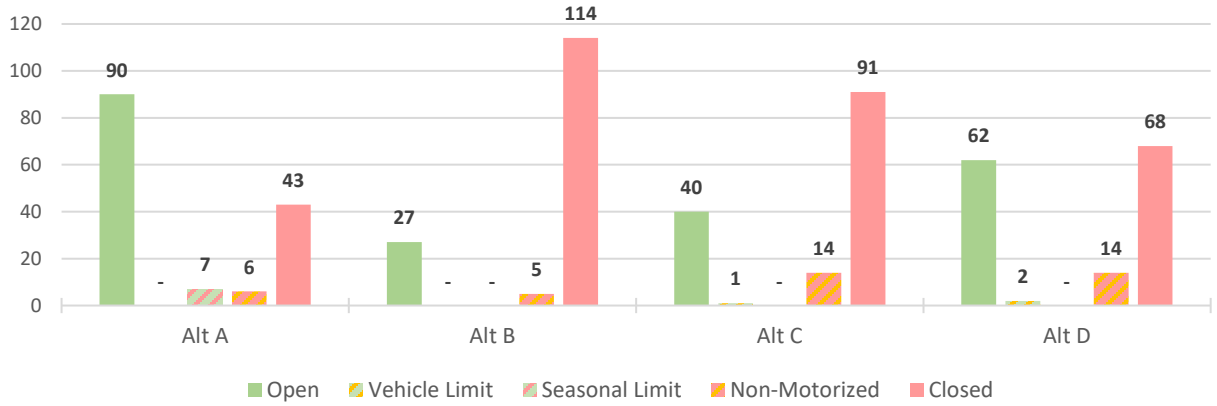
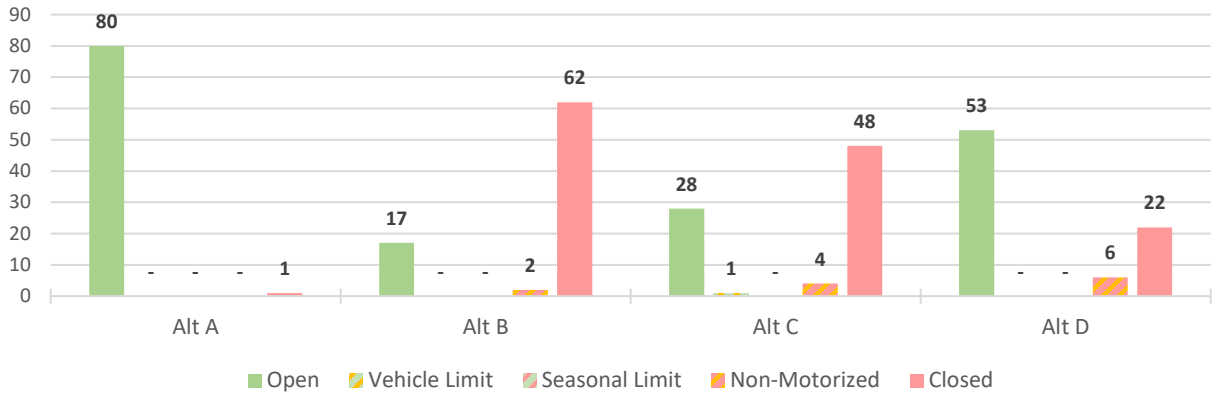


Figure 3-39: Number of Evaluated Routes Within ¼ Mile of Nez Perce NHT



3.2.5.2.3 Alternative A (Current Management)

Under Alternative A, 82% of the 228 evaluated routes crossing or proximate to known cultural sites (eligible, not eligible, or unevaluated) are open to public OHV use, 7% are limited to non-motorized use, and the rest are closed. Of the 146 evaluated routes in areas of high probability, 66% are available for OHV use, 4% are limited to non-motorized use, and the rest are closed. And of the 81 evaluated routes crossing or proximate to the Nez Perce NHT, one route is closed and the rest are open to OHV use.

Impacts to cultural resources under Alternative A would reflect a continuation of current management. Open routes provide OHV access that could result in direct damage to cultural resources from trampling, theft, and vandalism. This unrestricted access could also cause indirect impacts such as noxious and invasive species spread (e.g., cheatgrass) from travel-related disturbances, increasing the potential for damaging wildland fire. Erosion and exposure of sites from travel-related disturbances leaves sites more susceptible to loss and damage. Conversely, some open designations could provide access that is beneficial for interpretive or educational opportunities. Given the high percentage of routes available to OHV access, there is a correspondingly high likelihood for ongoing adverse impacts to cultural sites and the Nez Perce NHT.

3.2.5.2.4 Alternative B (Natural Resource Emphasis)

Under Alternative B, 65 routes crossing or proximate to known cultural sites would be designated for OHV use, a 65% reduction from Alternative A. Alternative B would designate 9 routes in proximity to known cultural sites for non-motorized use, a 47% reduction from Alternative A. This alternative proposes the

construction of one new non-motorized route proximate to a known cultural site (in this case, an unevaluated site). Prior to any ground disturbing activity, a Class III level cultural resource inventory would be conducted.

Of the evaluated routes in high probability areas, Alternative B would designate 27 for OHV use, a 72% reduction from Alternative A. Alternative B would designate 5 routes for non-motorized use in high probability areas, a 1-route reduction. Under this alternative, no new routes are proposed for construction in areas of high probability.

Of the evaluated routes crossing or proximate to the Nez Perce NHT, Alternative B would designate 17 routes for OHV use, a 79% reduction from Alternative A. Alternative B would designate 2 routes in proximity to the NHT for non-motorized use, a 2-route increase from Alternative A. No new routes are proposed for construction in proximity to the NHT.

The decreases in routes designated for public use under Alternative B would substantially reduce the potential for route use-related impacts of vandalism, theft, damage, soil erosion and exposure, invasive species and weed spread, and wildfire to cultural resources compared to Alternative A.

3.2.5.2.5 Alternative C (Multiple Use Emphasis)

Under Alternative C, 105 routes crossing or proximate to known cultural sites would be designated for OHV use, a 44% reduction from Alternative A. Alternative C would designate 12 routes in proximity to known cultural sites for non-motorized use, a 29% reduction from Alternative A. This alternative proposes the construction of 2 new non-motorized routes proximate to known cultural sites (both are unevaluated sites).

Of the evaluated routes in high probability areas, Alternative C would designate 40 for OHV use, a 59% reduction from Alternative A. Alternative C would designate 14 routes for non-motorized use in high probability areas, an 8-route increase. Under this alternative, 1 new route open to all use and 1 new non-motorized single-track trail are proposed for construction in areas of high probability.

Of the evaluated routes crossing or proximate to the Nez Perce NHT, Alternative C would designate 29 routes for OHV use, a 64% reduction from Alternative A. Alternative C would designate 4 routes in proximity to the NHT for non-motorized use, a 4-route increase from Alternative A. No new routes are proposed for construction in proximity to the NHT.

The decreases in routes designated for public use under Alternative C would reduce the potential for route use-related impacts of vandalism, theft, damage, soil erosion and exposure, invasive species and weed spread, and wildfire to cultural resources compared to Alternative A, though not to the extent of Alternative B.

3.2.5.2.6 Alternative D (Access Emphasis)

Under Alternative D, 141 routes crossing or proximate to known cultural sites would be designated for OHV use, a 25% reduction from Alternative A. Alternative D would designate 11 routes in proximity to known cultural sites for non-motorized use, a 35% reduction from Alternative A. This alternative proposes the construction of 2 new non-motorized routes proximate to known cultural sites (both are unevaluated sites).

Of the evaluated routes in high probability areas, Alternative D would designate 63 for OHV use, a 35% reduction from Alternative A. Alternative D would designate 14 routes for non-motorized use in high probability areas, an 8-route increase. Under this alternative, 1 new route open to all use and 2 new non-motorized single-track trails are proposed for construction in areas of high probability.

Of the evaluated routes crossing or proximate to the Nez Perce NHT, Alternative D would designate 53 routes for OHV use, a 34% reduction from Alternative A. Alternative D would designate 6 routes proximate to the NHT for non-motorized use, a 6-route increase from Alternative A. No new routes are proposed for construction in proximity to the NHT.

The decreases in routes designated for public use under Alternative D would reduce the potential for route use-related impacts of vandalism, theft, damage, soil erosion and exposure, invasive species and weed spread, and wildfire to cultural resources compared to Alternative A, though not to the extent of the other action alternatives.

3.2.6 Special Designations

How would the designated travel route network impact special designation areas (e.g., ACECs, RNAs, WSAs, WSRs) in the TMA?

3.2.6.1 Affected Environment

Note: The Snake River Islands WSA, Pine Creek Island RNA, Reid Canal Island RNA, and Squaw Creek Island RNA are within the TMA but because they do not contain any evaluated routes, they are not analyzed below.

3.2.6.1.1 Henry's Lake ACEC

50-acre Henry's Lake ACEC was designated in 1997, as part of an amendment to the 1985 Medicine Lodge RMP, for the protection of riparian–wetland areas, wildlife, recreation, and water quality resources from land disposal and unrestricted ROWs and development.

The ACEC is located along the shore and in the Henry's Lake Flat area at the head of the Henry's Fork watershed. Henry's Lake and its tributaries make up the headwaters of the Henry's Fork of the Snake River. It is a natural, glacial-filled mountain lake famous for its trout fishing that was greatly increased in size many years ago by a dam. This area is considered to be one of the most ecologically significant regions within the Greater Yellowstone Ecosystem. The wide open grasslands and wetland area of the area provide critical habitat for peregrine falcons, gray wolf, bald eagles, and grizzly bears as well as crucial habitat for large numbers of big game, waterfowl, and sandhill cranes. The Henry's Lake and Henry's Lake Flat area is renowned for its vast, diverse, and unique wetlands.

The ACEC is of high scenic value and can be accessed by U.S. Highway 20 and State Highway 87, both of which intersect the ACEC. A series of improved and unimproved roads also cross through the ACEC. A total of 16.3 miles of evaluated routes are on BLM lands within the ACEC.

3.2.6.1.2 Henry's Lake WSA

The Henry's Lake WSA is a 350-acre parcel of public land within a small perennial stream drainage north of Henry's Lake and bounded on the east and north by the USFS-managed Lion's Head roadless area. The other two sides are adjacent to private land that has been developed for recreation home sites. The vegetation is lush along the creek bottom with Wood's rose, quaking aspen, willows, serviceberry, and snowberry. The slopes have scattered stands of Douglas-fir, lodgepole pine, and quaking aspen intermixed with sagebrush, antelope bitterbrush, and grasses. Wildlife species found in the WSA include black bear, elk, moose, deer, and a variety of birds. The area lies within habitat where management for grizzly bear is given priority over other uses. The WSA receives minimum human activity because of its small size and lack of public access from the southern boundary (BLM 1991a).

The WSA is closed to OHV use. Of the 0.9 miles of evaluated routes that are within the WSA, 0.4 miles are non-motorized, and 0.5 miles are in trespass.

3.2.6.1.3 Game Creek RNA

The 360-acre Game Creek RNA was designated in the 1985 Medicine Lodge RMP. It encompasses a cross-section of the lower Game Creek Canyon. The Game Creek drainage is a transition zone where both Engelmann spruce and Colorado blue spruce are intermixed; riparian vegetation consists largely of

communities dominated by Engelmann spruce and red-osier dogwood. The blue spruce community makes this RNA unique, and healthy quaking aspen stands and Douglas-fir habitat types are also well represented. Changes to the vegetation are not allowed. The area is of high scenic value and offers an opportunity for primitive recreation and solitude. It is also an important wintering area for big game. The RNA is also a municipal watershed that provides drinking water to the town of Victor, Idaho. Current management actions and restrictions associated with the Game Creek RNA have been effective in preserving and protecting the resource values for which the area was designated (BLM 2009).

The RNA is closed to public OHV use. There are 4 routes within the RNA. Three routes are proposed for designation as limited to nonmotorized uses under all action alternatives which would be consistent with the unique values of the RNA. The fourth route has a right-of-way and provides administrative access to a municipal watershed, so it would be closed to public OHV use under all action alternatives. For these reasons, the RNA will not be analyzed in detail below.

3.2.6.1.4 North Menan Butte ACEC/RNA

The 346-acre North Menan Butte RNA is within the boundaries of the 1,124-acre ACEC. Both were designated in the 1985 Medicine Lodge RMP. The butte lies at the confluence of the Henry's Fork and the main stem of the Snake River and is an outstanding example of a glassy tuff cone, which is found in only a few places in the world (BLM 2009). It was chosen for designation because of its value as a unique geologic feature and because of the great variety of vegetation types that occur there. It also has high scenic value. A trailhead with barriers, gates, and interpretive signs have been developed on the west side and the rim of the butte can be accessed via a series of hiking trails. The North Menan Butte National Natural Landmark is a National Park Service designation that falls within the same boundaries as the ACEC.

Within the ACEC are 4.7 miles of evaluated routes and within the RNA are 3.2 miles of evaluated routes.

3.2.6.1.5 Snake River ACEC

The Snake River ACEC was designated in the 1985 RMP with the intent to recognize and conserve a unique cottonwood ecosystem, scenic values, bald eagle habitat, and other wildlife species and their habitats. The 2009 AMS determined that current management of travel within the Snake River ACEC is adequate for protecting these values (BLM 2009).

The Snake River ACEC covers approximately 21,954 acres of BLM-managed public lands along approximately 88 miles of river and includes the South Fork of the Snake River (South Fork) from Palisades Dam to the confluence with the Henrys Fork of the Snake River (Henrys Fork), the Henrys Fork from the confluence to St. Anthony, Idaho, and the main stem of the Snake River from the confluence south to Market Lake Canal below Lewisville Knolls (BLM 2008b). The ACEC was designated to protect and conserve riparian–wetland habitat within the unique cottonwood ecosystem, recreation values, scenic qualities, bald eagle habitat, and other wildlife species and their habitats. The river flows through some of the most valuable terrestrial and aquatic wildlife habitat in Idaho (BLM 1985a). The Snake River SRMA falls within the same boundaries as the Snake River ACEC; for more information on the SRMA, see section 3.3.1.

The USFWS has identified the ACEC as containing the highest-quality cottonwood riparian zone in the western United States (USDI-BLM 2008). This area has one of the most extensive cottonwood riparian–wetland ecosystems in North America and is one of the last ecosystems of this type in Idaho. The South Fork from Palisades Reservoir to the confluence with the Henrys Fork is eligible for inclusion in the National Wild and Scenic Rivers System.

Maintaining quality habitat for wildlife that occupies the lands along the Snake River is a major concern. The extensive riverbanks and islands within the Snake River ACEC provide wintering habitat for bald eagles, elk, moose, mule deer, whitetail deer, and dozens of bird species. Much of the deer population remains year-round.

The Snake River, particularly the South Fork, is a high-quality Yellowstone cutthroat trout fishery with non-native brown and rainbow trout also present. Three ESA-listed species—Ute ladies'-tresses (*Spiranthes diluvialis*), yellow-billed cuckoo (*Coccyzus americanus*), and Canada lynx (*Lynx canadensis*)—live in the Snake River ACEC.

A total of 142.6 miles of evaluated routes are within the Snake River ACEC.

3.2.6.2 Environmental Effects

3.2.6.2.1 Direct or Indirect Effects Common to All Alternatives

Potential adverse effects to an ACEC or RNA are those effects that would degrade their relevant and important values. For the Henry's Lake ACEC this would be any effects that would damage or degrade riparian and wildlife habitats, water quality, or quality of recreational experiences within the ACEC. Similarly, for the Snake River ACEC, this would include any effects that would damage or degrade the ACEC's riparian-wetland habitat, bald eagle and other wildlife habitat, scenic quality, or recreation values. Such effects would include:

- crushing or trampling of vegetation and forage critical to wildlife
- alteration or destruction of foraging or nesting habitats
- soil erosion or compaction of soils needed to sustain vegetative growth
- dusting of vegetation resulting in loss of plant health and vigor
- disturbance resulting in spread of invasive plants and noxious weeds which can outcompete native vegetation and forage for available plant nutrients
- weed germination and spread as a result of transport of weed seeds from other areas on OHV undercarriages and tires
- damage or disruption to the natural appearance of the landscape
- direct loss of access for desired recreation opportunities and experiences (primarily, fishing)
- increase in encounters or conflicts with other users seeking different experiences

Within WSAs, continued OHV use may contribute to degradation or loss of some wilderness characteristics as a result of travel-related impacts such as vehicle noise, wheel tracks, creation of dispersed camp sites, resource damage on or along travel routes, and expanded human presence. OHV access and the presence of OHVs can also lead to a loss of solitude and opportunity to experience primitive and unconfined recreation. Resource damage can occur near travel routes from vehicle passing, parking, and staging, and the creation of social trails, etc., by causing potential adverse effects that may result in degradation of naturalness.

TMP implementation activities that could occur in the ACECs and may affect their relevant and important values include road maintenance (surface and ditch grading and drainage structure replacement or installation, etc.), route reclamation (ripping or scarifying road surfaces and planting seed), and sign placement (digging post holes). Seeding and planting on closed routes could accelerate reclamation. If implementation is proposed that requires new surface disturbance, additional site-specific NEPA would be conducted before the activity could occur.

TMP implementation activities that could occur in the Henry's Lake WSA would be limited to non-motorized trail maintenance, very minimal signing where needed, and route closure and reclamation. These activities could result in some short-term noticeable surface disturbance; however, once completed, they would support enhancement and restoration of the area's natural character.

Travel networks with open or limited designations can contribute to prolonged effects from OHV and non-motorized use on routes in the ACECs. Conversely, closed and limited designations that prohibit use wholly or

in part can reduce or eliminate effects from OHV use of routes in the ACECs. Travel routes would also provide access for ACEC monitoring activities.

Because the Game Creek RNA is closed to public OHV use and all alternatives propose the same route designations, which would be consistent with the unique values of the RNA, it is not analyzed further below.

3.2.6.2.2 Impact Indicators

Indicators of potential OHV route impacts on the important and relevant values of an ACEC or a WSA include the miles of routes in these areas. Figure 3.40 – Figure 3.44, below, show the miles of evaluated routes in each alternative network that are in special designation areas within the TMA to more easily compare the action alternatives (B-D) to the baseline, Alternative A. More detailed data tables may be found in Appendix C.

Figure 3-40: Miles of Evaluated Routes in the Henry's Lake ACEC

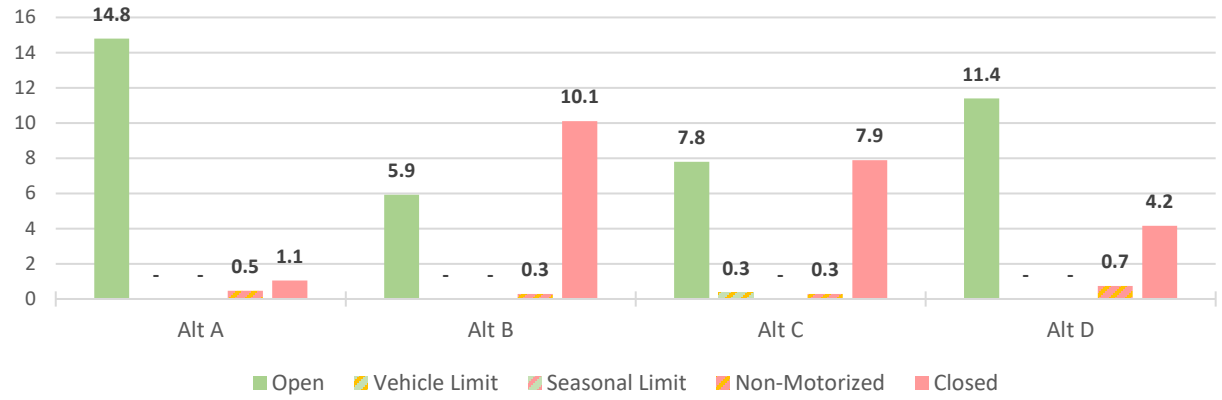


Figure 3-41: Miles of Evaluated Routes in the Henry's Lake WSA

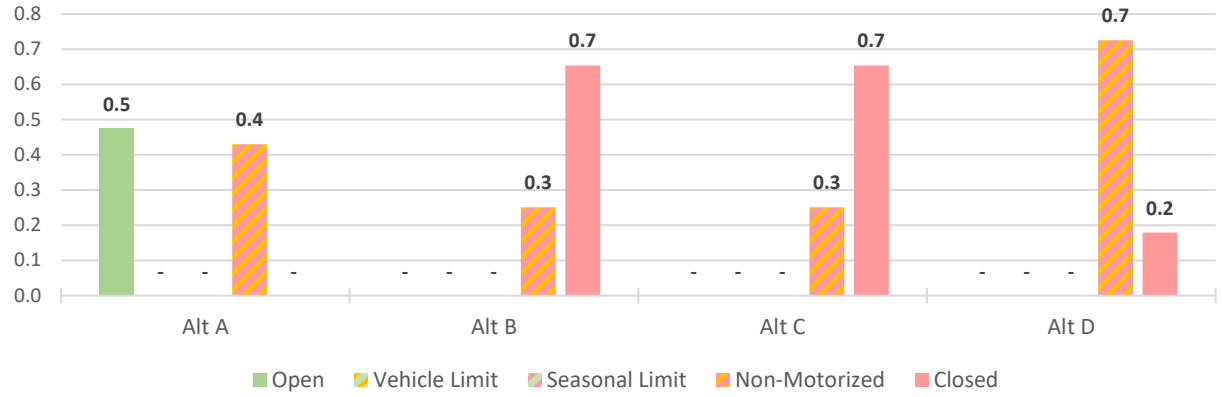


Figure 3-42: Miles of Evaluated Routes in the North Menan Butte ACEC

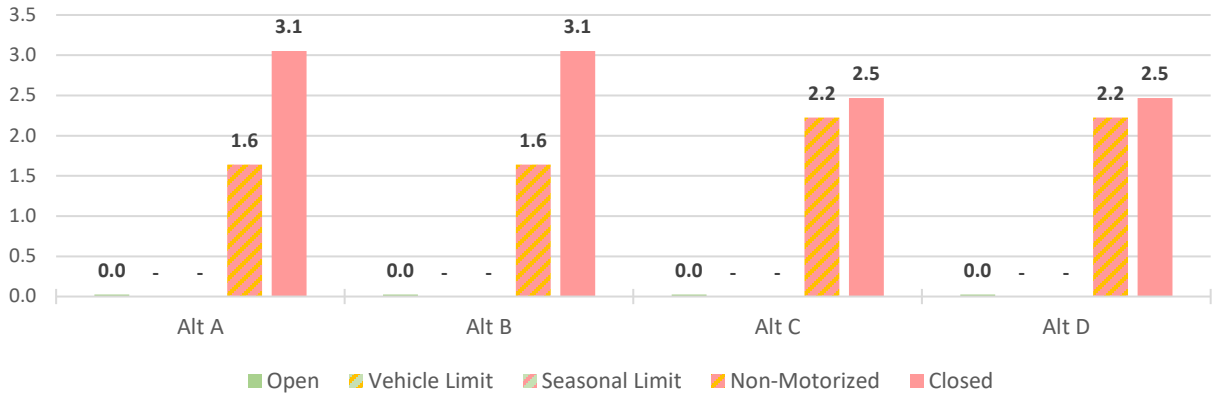


Figure 3-43: Miles of Evaluated Routes in the North Menan Butte RNA

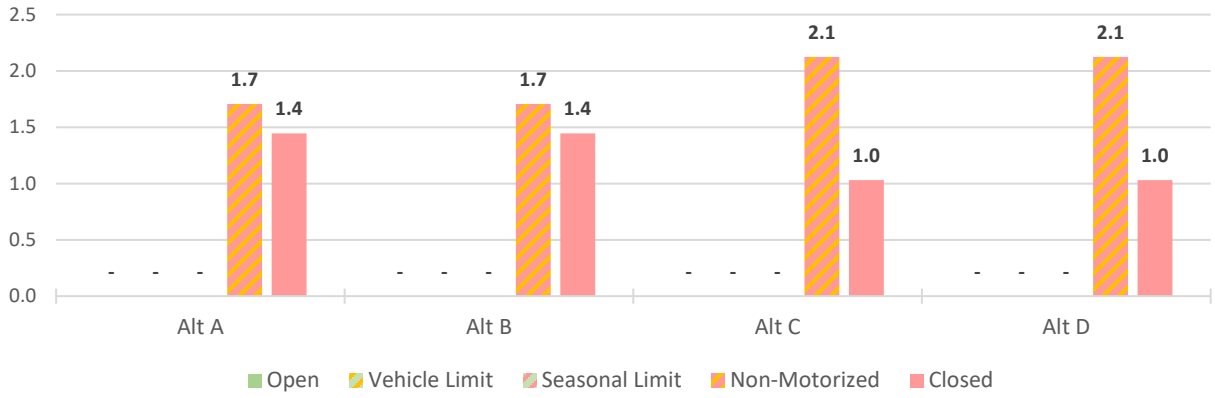
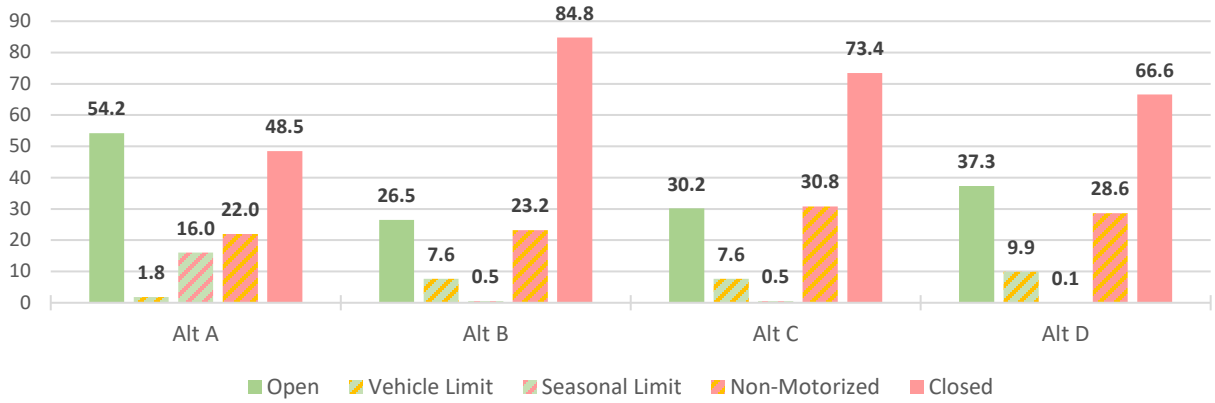


Figure 3-44: Miles of Evaluated Routes in the Snake River ACEC



3.2.6.2.3 Alternative A (Current Management)

Under Alternative A, of the 16.3 miles of evaluated routes in the Henry's Lake ACEC, 91% would remain open to OHV use, 3% would remain limited to non-motorized use, and the rest would remain closed. Within the Henry's Lake WSA, 0.5 of the 0.9 miles of evaluated routes are currently receiving OHV use but are in

trespass. The other 0.4 miles of evaluated routes would remain limited to non-motorized use under Alternative A.

Within the North Menan Butte ACEC, under Alternative A, 34% of the 4.7 miles of evaluated routes would remain limited to non-motorized use and the rest would remain limited to authorized users only or closed. Within the North Menan Butte RNA, 53% of the 3.2 miles of evaluated routes would remain limited to non-motorized use and the rest would remain limited to authorized use only or closed.

Within the Snake River ACEC, under Alternative A, 50% of the 142.6 miles of evaluated routes would remain available for OHV use, 15% would remain limited to non-motorized use, and the rest would remain limited to authorized users only or closed.

Impacts to the relevant and important values of the ACECs and RNA (i.e., crushing or trampling of vegetation, alteration of foraging or nesting habitats, soil erosion, dusting of plants that decreases health and vigor, disturbance resulting in the spread of invasive species or noxious weeds, damage or disruption of the natural landscape, loss of desired recreation opportunities, increases in user conflicts, etc.) and impacts to the WSA's wilderness values (i.e., human encounters, noise, loss of naturalness, and loss of opportunity to experience primitive recreation and solitude during the duration of the travel-related activity) would reflect a continuation of current management.

3.2.6.2.4 Alternative B (Natural Resource Emphasis)

Alternative B would designate 5.9 miles of evaluated routes for OHV use (OHV-Open or OHV-Limited) within the Henry's Lake ACEC, a 60% reduction compared to Alternative A. Alternative B would also designate 0.3 miles for non-motorized use, a 0.2-mile reduction from Alternative A. Alternative B would close and earmark for decommissioning and reclamation 52% of the existing miles in the ACEC. Within the Henry's Lake WSA, Alternative B would designate 0.3 miles for non-motorized use while the rest would be closed and earmarked for reclamation. Alternative B does not propose any new route construction in the Henry's Lake ACEC nor in the WSA.

Within the North Menan Butte ACEC, Alternative B would designate 1.6 miles for non-motorized use, the same as Alternative A. Alternative B would close and earmark for decommissioning and reclamation 45% of the 4.7 miles of existing routes within the ACEC. Within the North Menan Butte RNA, Alternative B would designate 1.7 miles for non-motorized use, the same as Alternative A. Alternative B would close and earmark for reclamation 40% of the 3.2 miles of existing routes in the RNA. Alternative B does not propose any new route construction in the North Menan Butte ACEC nor in the RNA.

Of the evaluated routes in the Snake River ACEC, Alternative B would designate 34.6 miles for OHV use, a 52% reduction from Alternative A, and would designate 23.2 miles for non-motorized use, a 5% increase from Alternative A. Alternative B would close and earmark for decommissioning and reclamation 36% of the existing routes in the ACEC. Alternative B does not propose any new route construction in the Snake River ACEC.

Overall, given Alternative B's substantial route closures and reclamation, the potential for route use-related impacts noted above to the ACECs, RNA, and WSA under this alternative would be lower than Alternative A and the other action alternatives.

3.2.6.2.5 Alternative C (Multiple Use Emphasis)

Alternative C would designate 8.1 miles of evaluated routes for OHV use within the Henry's Lake ACEC, a 45% reduction compared to Alternative A. Alternative C would also designate 0.3 miles for non-motorized use, a 0.2-mile reduction from Alternative A. Alternative C would close and earmark for decommissioning and reclamation 29% of the existing miles in the ACEC. Alternative C proposes the construction of 0.2 miles of new OHV-Open routes within the ACEC, which would result in acres of disturbance as shown below in Table

3.41. Within the Henry's Lake WSA, Alternative C would not designate any routes for OHV use, a 0.5-mile reduction from Alternative A. It would designate 0.3 miles for non-motorized use in the WSA, a 0.1-mile reduction from Alternative A, and the rest of the evaluated miles would be closed and earmarked for decommissioning and reclamation. Alternative C does not propose any new route construction in the WSA.

Table 3-41: Acres of Disturbance from Proposed New Route Construction in Henry's Lake ACEC Under Alternative B

	Designation	Acres of Short-Term	Acres of Long-Term
Henry's Lake ACEC	Open to all use (OHV-Open)	0.12	0.04

Within the North Menan Butte ACEC, Alternative C would designate 2.2 miles for non-motorized use, a 0.6-mile increase from Alternative A. Alternative C would close and earmark for reclamation 32% of the 4.7 miles of existing routes within the ACEC. Within the North Menan Butte RNA, Alternative C would designate 2.1 miles for non-motorized use, a 0.4-mile increase from Alternative A. Alternative C would close and earmark for decommissioning and reclamation 27% of the 3.2 miles of existing routes in the RNA. Alternative C does not propose any new route construction in the North Menan Butte ACEC nor in the RNA.

Of the evaluated routes in the Snake River ACEC, Alternative C would designate 38.3 miles for OHV use, a 47% reduction from Alternative A, and would designate 30.8 miles for non-motorized use, a 40% increase from Alternative A. Alternative C would close and earmark for decommissioning and reclamation 25% of the existing routes in the ACEC. Alternative C proposes the construction of 0.3 miles of new OHV-Open routes within the ACEC, and 0.7 miles of new non-motorized single-track trails, which would result in acres of disturbance as shown below in Table 3.42.

Table 3-42: Acres of Disturbance from Proposed New Route and Trail Construction in the Snake River ACEC Under Alternative C

	Designation	Acres of Short-Term	Acres of Long-Term
Snake River ACEC	Open to all use (OHV-Open)	0.21	0.07
	Limited to non-motorized use (OHV-Closed)	1.13	0.81

Overall, the potential for the types of route use-related impacts noted above to the ACECs, RNA, and WSA under Alternative C would be lower than Alternatives A and D but higher than Alternative B.

3.2.6.2.6 Alternative D (Access Emphasis)

Alternative D would designate 11.4 miles of evaluated routes for OHV use within the Henry's Lake ACEC, a 23% reduction compared to Alternative A. Alternative D would also designate 0.7 miles for non-motorized use, a 0.2-mile increase from Alternative A. Alternative D would close and earmark for decommissioning and reclamation 9% of the existing miles in the ACEC. Alternative D proposes the construction of 0.4 miles of new OHV-Open routes within the ACEC, which would result in acres of disturbance as shown below in Table 3.43. Within the Henry's Lake WSA, Alternative D would designate 0.7 miles for non-motorized use, a 0.3-mile increase from Alternative A, while closing and reclaiming 0.2 miles of existing routes. Alternative D does not propose any new route construction in the WSA.

Table 3-43: Acres of Disturbance from Proposed New Route Construction in Henry's Lake ACEC Under Alternative B

	Designation	Acres of Short-Term	Acres of Long-Term
Henry's Lake ACEC	Open to all use (OHV-Open)	0.26	0.09

Within the North Menan Butte ACEC, Alternative D would designate 2.2 miles for non-motorized use, a 0.6-mile increase from Alternative A. Alternative D would close and earmark for decommissioning and reclamation 32% of the 4.7 miles of existing routes within the ACEC. Within the North Menan Butte RNA, Alternative D would designate 2.1 miles for non-motorized use, a 0.4-mile increase from Alternative A. Alternative D would close and earmark for decommissioning and reclamation 27% of the 3.2 miles of existing routes in the RNA. Alternative D does not propose any new route construction in the North Menan Butte ACEC nor in the RNA.

Of the evaluated routes in the Snake River ACEC, Alternative D would designate 47.3 miles for OHV use, a 34% reduction from Alternative A, and would designate 28.6 miles for non-motorized use, a 30% increase from Alternative A. Alternative D would close and earmark for reclamation 22% of the existing routes in the ACEC. Alternative D proposes the construction of 0.3 miles of new routes within the ACEC that would be open to OHV use, and 0.7 miles of new non-motorized single-track trails, which would result in acres of disturbance as shown below in Table 3.44.

Table 3-44: Acres of Disturbance from Proposed New Route and Trail Construction in the Snake River ACEC Under Alternative C

	Designation	Acres of Short-Term	Acres of Long-Term
Snake River ACEC	Open to all use (OHV-Open)	0.21	0.07
	Limited to non-motorized use (OHV-Closed)	1.13	0.81

Overall, the potential for route use-related impacts noted above to the ACECs, RNA, and WSA under Alternative D would be lower than Alternative A but higher than the other action alternatives.

3.2.7 Visual Resources

How would the designated travel route network impact visual resources in the TMA?

3.2.7.1 Affected Environment

The quality of visual resources for BLM lands is *measured* with visual resource inventory (VRI) classes. VRI classes are assigned through an inventory process and serve as the basis for considering visual values. As noted in the BLM's visual resource inventory manual, "Inventory classes are informational in nature and provide the basis for considering visual values in the RMP process. They do not establish management direction and are not used as a basis for constraining or limiting surface disturbing activities." Class I is assigned to those areas where a management decision has been made previously to maintain a natural landscape. Classes II, III, and IV are assigned based on a combination of scenic quality, sensitivity level, and distance zones. Class I contains the highest visual quality and Class IV the lowest visual quality.

Visual resources in the TMA are *managed* in accordance with land use plans. Visual resource management (VRM) is a process the BLM uses to manage scenic values to reduce visual impacts of development or other surface-disturbing activities on public lands. There are four visual resource classes: I, II, III, and IV. Class I is

assigned to areas where management decisions have been made to maintain natural landscapes, and Class IV is assigned to areas where decisions have been made to provide for activities that involve major landscape character modification. VRM classes are assigned through land use plans and are used as a basis for management (BLM 1986).

The 1985 Medicine Lodge RMP identified the original VRM inventory classes for the USFO. The RMP stipulates, "Visual resources will continue to be evaluated as a part of activity and project planning. Such evaluation will consider the significance of the proposed project and the visual sensitivity of the affected area. Stipulations will be attached as appropriate to maintain existing visual resource management classes." The management direction in the 1985 RMP was determined to be not adequate. Based on improved inventory and assessment techniques, the visual resource inventory was updated in 1994, which coincided with the 1997 Interior Columbia Basin Ecosystem Management Project. The USFO conducted a new inventory effort from 2010 to 2011, which now represents the best available visual resource class data.

The VRM class objectives are:

- VRM Class I – Preserve the existing character of the landscape. This class provides for the natural ecological changes; however, it does not preclude very limited management activity. The level of change of the characteristic landscape should be very low and must not attract attention.
- VRM Class II – Retain the existing character of the landscape. The level of change to the characteristic landscape should be low. Management activities may be seen but should not attract the attention of the casual observer. Changes must repeat the basic elements of form, line, color, and texture found in the predominant natural features of the characteristic landscape.
- VRM Class III – Partially retain the existing character of the landscape. The level of change to the characteristic landscape should be moderate. Management activities may attract attention but should not dominate the view of the casual observer. Changes should repeat the basic elements found in the predominant natural features of the characteristic landscape.
- VRM Class IV – Provide for management activities that require major modification of the existing character of the landscape. The level of change to the characteristic landscape can be high. These management activities may dominate the view and be the major focus of viewer attention. However, every attempt should be made to minimize the impact of these activities through careful location, minimal disturbance, and repeating the basic elements.

The miles of evaluated routes by VRI and VRM Classes I and II in the TMA are as follows[5]:

Table 3-45: Miles of Evaluated Routes by VRI Class

VRI Class	BLM Acres	Miles of Evaluated Routes
VRI Class I	769	0.9
VRI Class II	35,236	216.1

Table 3-46: Miles of Evaluated Routes by VRM Class

VRM Class	BLM Acres	Miles of Evaluated Routes
VRM Class I	7,260	23.3
VRM Class II	89,246	497.9

[5] Analysis does not include Classes III and IV because they allow for changes in form, line, and color and would not provide for a useful comparison between alternatives.

3.2.7.2 Environmental Effects

3.2.7.2.1 Direct or Indirect Effects Common to All Alternatives

Existing travel routes and associated use can contribute to damage and disruption to the natural appearance of landscapes due to route proliferation (i.e., user-created routes extending off existing routes) resulting in new disturbances. Other travel-related surface disturbances and uses such as roadside camping can lead to expansion of invasive species and noxious weeds and subsequently higher potential for disruptive wildfire events. Routes also impact visual resources by creating contrasting lines where they do not follow natural landscape contours. User-created routes typically do not follow ground contours and can extend up slopes, leading to rilling, erosion, and contrasting lines. Changes in color and form from road cuts and fills create visible impacts. However, the formal establishment of a route network that includes operation and management components can help to minimize route proliferation and future degradation of visual resources. Under all action alternatives, the application of specified operation and management tools provided in the Implementation Guide—such as signs, route markers, and human-made barriers—would help reduce or prevent impacts to the visual elements of line, form, and color.

Regardless of the final route designation decision for each travel route, it is assumed there will be follow-up action on the ground. For permanently closed routes, implementation actions would include the placement of closure signs, reclamation, or installation of barricades. For routes designated for OHV use, maintenance actions may include the use of heavy equipment for grading and drainage maintenance or hand tools for directional signing. The effects of these actions on visual resources are expected to be minor and short-term but are included in this analysis. Overall, the route designations will result in some routes being closed, thereby eventually reducing the overall footprint of the route network. More site-specific analysis of maintenance or management actions may be needed if such actions could affect high-quality visual landscapes.

3.2.7.2.2 Impact Indicators

Indicators of impacts on visual resources include the miles of routes in VRI and VRM Classes I and II in the TMA. Analysis does not include Classes III and IV because they allow for changes in form, line, and color and would not provide for a useful comparison between alternatives. Figure 3.45 – Figure 3.48, below, show the miles of evaluated routes in each alternative network that are in VRI and VRM Classes I and II within the TMA to compare the action alternatives (B-D) to the baseline, Alternative A. More detailed data tables may be found in Appendix C.

Figure 3-45: Miles of Evaluated Routes in VRI Class I

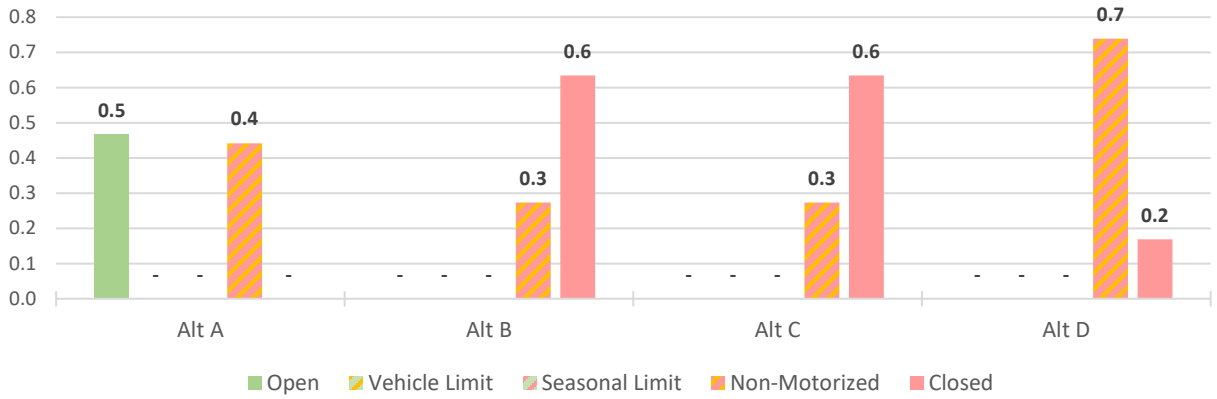


Figure 3-46: Miles of Evaluated Routes in VRI Class II

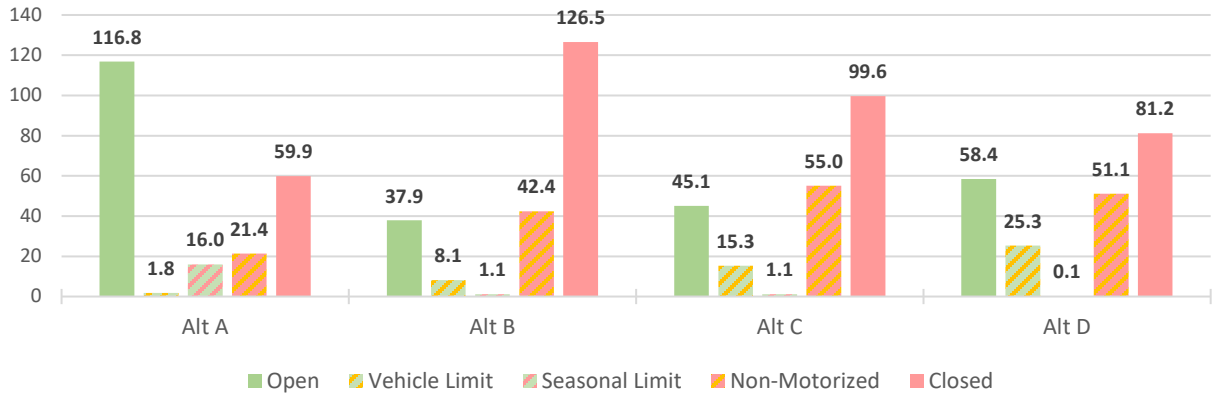


Figure 3-47: Miles of Evaluated Routes in VRM Class I

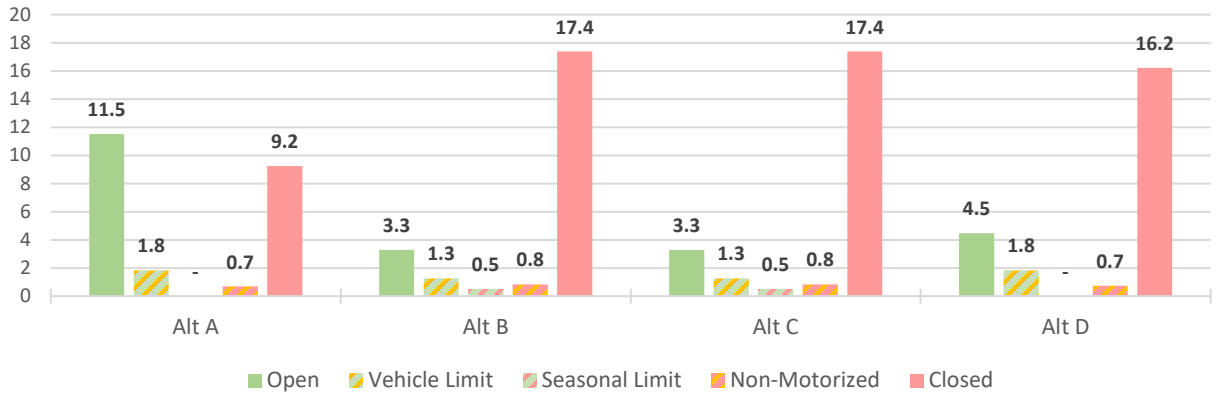
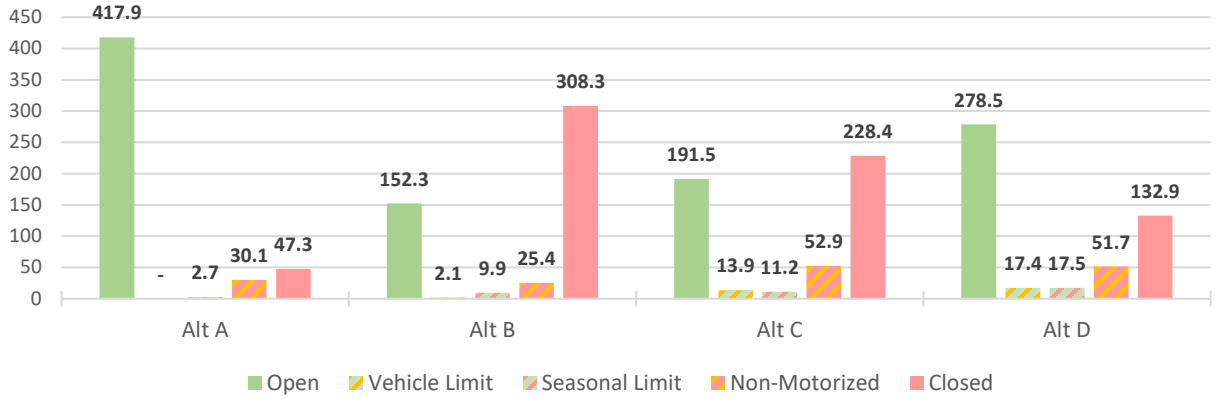


Figure 3-48: Miles of Evaluated Routes in VRM Class II



3.2.7.2.3 Alternative A (Current Management)

Class I: Under Alternative A, 0.5 of the 0.9 miles of evaluated routes within VRI I areas would remain open to OHV use and the rest would remain limited to non-motorized use. In VRM I areas, 57% of the 23.3 miles of evaluated routes would remain available for OHV use under Alternative A, 3% would remain limited to non-motorized use, 30% would remain limited to authorized users only, and the rest would remain closed.

Class II: In VRI II areas, 62% of the 215.9 miles of evaluated routes would remain available for OHV use, 10% would remain limited to non-motorized use, 9% would remain limited to authorized users only, and the rest would remain closed. In VRM II areas, 84% of the 498.0 miles of evaluated routes would remain available for OHV use, 6% would remain limited to non-motorized use, less than 1% would remain limited to authorized users only, and the rest would remain closed.

Overall, under Alternative A, impacts to the TMA's visual resources from existing routes and related use (i.e., degradation of visual quality, disruption of natural appearance, etc.) would reflect a continuation of current management.

3.2.7.2.4 Alternative B (Natural Resource Emphasis)

Class I: In VRI I areas, Alternative B would designate zero miles for OHV use, a 100% (0.5-mile) reduction from Alternative A, and 0.3 miles for non-motorized use, a reduction of 0.1 miles compared to Alternative A; this alternative would close and earmark for decommissioning and reclamation the remaining 0.6 miles in VRI I areas. In VRM I areas, Alternative B would designate 5.1 miles for OHV use, a 62% reduction compared to Alternative A, and would designate 0.8 miles for non-motorized use, a 0.1-mile increase from Alternative A. Alternative B would close and earmark for decommissioning and reclamation 45% of the existing miles in VRM I areas. Alternative B does not propose any new route or trail construction in VRI I or VRM I areas.

Class II: In VRI II areas, Alternative B would designate 47.1 miles for OHV use (OHV-Open or OHV-Limited), a 65% reduction from Alternative A, and would designate 42.4 miles for non-motorized use, an increase of 98% compared to Alternative A; this alternative would close and earmark for decommissioning and reclamation 39% of the existing miles in VRI II areas. In VRM II areas, Alternative B would designate 164.3 miles for OHV use, a 61% reduction from Alternative A, and 25.4 miles for non-motorized use, a 16% reduction from Alternative A; 48% of the existing miles of routes would be closed and earmarked for decommissioning and reclamation. Alternative B proposes construction within VRI II areas of 0.1 miles of new routes for OHV use, 0.2 miles of new routes limited to authorize users, and 2.5 miles of new non-motorized single-track trail. In VRM II areas, Alternative B proposes construction of 2.7 miles of new non-motorized single-track trail. This new construction in VRI and VRM II areas would result in acres of disturbance as disclosed below in Table 3.47.

Table 3-47: Acres of Disturbance from Proposed New Route and Trail Construction in VRI and VRM II Areas Under Alternative B

	Designation	Acres of Short-Term	Acres of Long-Term
VRI II	Limited by seasonal restrictions (OHV-Limited)	0.06	0.02
	Limited to authorized users (OHV-Closed)	0.38	0.27
	Limited to non-motorized use (OHV-Closed)	1.79	0.60
VRM II	Limited to non-motorized use (OHV-Closed)	1.97	0.66

Despite the proposed construction of new routes and trails in VRI and VRM II areas, Alternative B's overall potential for the types of route use-related impacts noted above to the TMA's visual resources would be the lowest of any alternative.

3.2.7.2.5 Alternative C (Multiple Use Emphasis)

Class I: In VRI I areas, Alternative C, like Alternative B, would designate zero miles for OHV use, a 100% (0.5-mile) reduction from Alternative A, and 0.3 miles for non-motorized use, a reduction of 0.1 miles compared to Alternative A. Like Alternative B, this alternative would close and earmark for decommissioning and reclamation the remaining 0.6 miles in VRI I areas. In VRM I areas, Alternative C would designate 5.1 miles for OHV use, a 62% reduction compared to Alternative A, and would designate 0.8 miles for non-motorized use, a 0.1-mile increase from Alternative A. Alternative C would close and earmark for decommissioning and reclamation 18% of the existing miles in VRM I areas. Alternative C does not propose any new route or trail construction in VRI I or VRM I areas.

Class II: In VRI II areas, Alternative C would designate 61.5 miles for OHV use, a 54% reduction from Alternative A, and would designate 55.0 miles for non-motorized use, an increase of 157% compared to Alternative A; this alternative would close and earmark for decommissioning and reclamation 25% of the existing miles in VRI II areas. In VRM II areas, Alternative C would designate 216.6 miles for OHV use, a 48% reduction from Alternative A, and 52.9 miles for non-motorized use, a 76% increase from Alternative A; 32% of the existing miles of routes would be closed and earmarked for decommissioning and reclamation. Alternative C proposes construction within VRI II areas of 0.6 miles of new routes for OHV use, 0.2 miles of new routes limited to authorize users, and 9.3 miles of new non-motorized single-track trail. In VRM II areas, Alternative C proposes construction of 0.3 miles of new routes for OHV use and 16.2 miles of new non-motorized single-track trail. This new construction in VRI and VRM II areas would result in acres of disturbance as disclosed below in Table 3.48.

Table 3-48: Acres of Disturbance from Proposed New Route and Trail Construction in VRI and VRM II Areas Under Alternative C

	Designation	Acres of Short-Term	Acres of Long-Term
VRI II	Open to all use (OHV-Open)	0.33	0.11
	Limited by seasonal restrictions (OHV-Limited)	0.06	0.02
	Limited to authorized users (OHV-Closed)	0.38	0.27
	Limited to non-motorized use (OHV-Closed)	7.38	2.89
VRM II	Open to all use (OHV-Open)	0.18	0.06
	Limited to non-motorized use (OHV-Closed)	12.44	4.58

Overall, Alternative C's potential for route use-related impacts noted above to the TMA's visual resources would be lower than Alternatives A and D but higher than Alternative B.

3.2.7.2.6 Alternative D (Access Emphasis)

Class I: In VRI I areas, Alternative D, like Alternatives B and C, would designate zero miles for OHV use, a 100% (0.5-mile) reduction from Alternative A, and 0.7 miles for non-motorized use, an increase of 0.3 miles compared to Alternative A; this alternative would close and earmark for decommissioning and reclamation the remaining 0.2 miles of existing routes in VRI I areas. In VRM I areas, Alternative D would designate 6.3 miles for OHV use, a 53% reduction compared to Alternative A, and would designate 0.7 miles for non-motorized

use, similar to Alternative A. Alternative D would close and earmark for decommissioning and reclamation 9% of the existing miles in VRM I areas. Alternative D does not propose any new route or trail construction in VRI I or VRM I areas.

Class II: In VRI II areas, Alternative D would designate 83.8 miles for OHV use, a 38% reduction from Alternative A, and would designate 51.1 miles for non-motorized use, an increase of 139% compared to Alternative A; this alternative would close and earmark for decommissioning and reclamation 17% of the existing miles in VRI II areas. In VRM II areas, Alternative D would designate 313.4 miles for OHV use, a 25% reduction from Alternative A, and 51.7 miles for non-motorized use, a 72% increase from Alternative A; 16% of the existing miles of routes would be closed and earmarked for decommissioning and reclamation. Alternative D proposes construction within VRI II areas of 0.7 miles of new routes for OHV use, 0.2 miles of new routes limited to authorized users, and 9.8 miles of new non-motorized single-track trail. In VRM II areas, Alternative D proposes construction of 1.4 miles of new routes for OHV use and 16.8 miles of new non-motorized single-track trail. This new construction in VRI and VRM II areas would result in acres of disturbance as disclosed below in Table 3.49.

Table 3-49: Acres of Disturbance from Proposed New Route and Trail Construction in VRI and VRM II Areas Under Alternative D

	Designation	Acres of Short-Term	Acres of Long-Term
VRI II	Open to all use (OHV-Open)	0.53	0.18
	Limited to authorized users (OHV-Closed)	0.38	0.27
	Limited to non-motorized use (OHV-Closed)	7.77	3.02
VRM II	Open to all use (OHV-Open)	1.01	0.34
	Limited to non-motorized use (OHV-Closed)	12.83	4.71

Overall, Alternative D's potential for route use-related impacts noted above to the TMA's visual resources would be lower than Alternative A but higher than the other action alternatives.

3.2.8 Socioeconomics

How will the designated travel route network directly, indirectly, and cumulatively impact study area socioeconomic market and non-market conditions including recreation access, regional economic stability (including travel, tourism, and agriculture), social cohesion and user conflict, and environmental non-market indicators including sense-of-place, ecosystem services, and ecosystem resilience.

3.2.8.1 Affected Environment

The project area is located or adjacent to Bannock, Bingham, Bonneville, Clark, Fremont, Jefferson, Madison, Power, and Teton counties, ID. It includes lands managed by the Bureau of Land Management (BLM), the United States Forest Service (USFS), the National Park Service (NPS), Native American Reservation land, State and private land. US interstate I-15 and State Highway 20 intersect the project area. Yellowstone and Grand Teton national parks are adjacent to the study area to the east. Population centers, including but not limited to, St. Anthony, Rexburg, Idaho Falls, Blackfoot, Pocatello, and American Falls, ID are in and proximal to the project area. These geographies provide the context for analyzing the potential socioeconomic impacts route designation changes may have within the project area.

Land Ownership

There are 7,872,131 total acres within the study area (Table 3.50:Land Ownership in the USFO East TMP Socioeconomic Study Area in Acres (and % of total)). Of those, 3,351,279 acres (42.6 percent) are federally owned lands. Fremont County, IA has the largest total (711,986 acres / 63.1 percent). The Bureau of Land Management (BLM) manages 1,363,777 acres (17.3 percent) of the study area's total land with Clark County, ID (30.2 percent), Jefferson County, ID (27.6 percent), and Bingham County, ID (20.6 percent) containing the largest BLM landholdings. There are 3,478,022 acres (44.2 percent) of the study area under private ownership. Tribal lands include 507,891 acres (6.5 percent) of the total study area. The United States Forest Service manages 1,648,530 acres in the study area (USGS 2018).

Table 3-50:Land Ownership in the USFO East TMP Socioeconomic Study Area in Acres (and % of total)

	Bannock	Bingham	Bonneville	Clark	Fremont	Jefferson	Madison	Power	Teton
Total Land	734,746	1,356,948	1,216,186	1,129,025	1,213,553	707,657	302,926	922,963	288,127
Federal Land	194,977 (26.5%)	347,248 (25.6%)	599,593 (49.3%)	711,986 (63.1%)	714,221 (58.9%)	350,412 (49.5%)	59,981 (19.8%)	277,156 (30.0%)	95,705 (33.2%)
BLM	75,432 (10.3%)	278,909 (20.6%)	94,021 (7.7%)	341,186 (30.2%)	150,616 (12.4%)	195,211 (27.6%)	17,501 (5.8%)	203,279 (22.0%)	7,622 (2.6%)
Tribal Land	116,264 (15.8)	225,291 (16.6%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	166,336 (18.0%)	0 (0.0%)

Population Demographics

In 2020 the total population of the study area was 363,244 people (19.9 percent of Idaho's total population). Study area population increased by 89,708 people (an increase of 32.8 percent) from 2000 to 2020. That growth was not unilaterally experienced across the study area (Table 3.51:Population in USFO East TMP Socioeconomic Study Area (and percent change from 2000-20)). By percentage, Teton County grew by 105.0 percent during that period. Conversely, Power County grew by 2.1 percent and Clark County declined by 16.8 percent. This is compared to the reference area over the same period which grew by 40.6 percent (USDC 2021).

Table 3-51:Population in USFO East TMP Socioeconomic Study Area (and percent change from 2000-20)

	Bannock	Bingham	Bonneville	Clark	Fremont	Jefferson	Madison	Power	Teton
Pop. 2000	75,728	41,753	82,968	1,024	11,769	19,193	27,519	7,484	6,098
Pop. 2020	88,795	47,202	122,134	852	13,218	30,581	40,318	7,643	12,501
Percent Change	+ 17.3%	+ 13.1%	+ 47.2%	- 16.8%	+ 12.3%	+ 59.3%	+ 46.5%	+ 2.1%	+105%
2020 % of Total SA Pop.	24.4%	13.0%	33.6%	0.2%	3.6%	8.4%	11.1%	2.1%	3.4%

Selected study area urban communities combine for 48.0 percent of the study area's total population (Table 3.52: USFO East TMP Socioeconomic Study Area Urban Populations). Population in selected study area urban areas display similar non-unilateral growth patterns; Rexburg, ID has grown 37.4 percent since 2010 whereas Pocatello, ID has only grown by 4.9 percent (USDC 2022b).

Table 3-52: USFO East TMP Socioeconomic Study Area Urban Populations

	St. Anthony, ID	American Falls, ID	Idaho Falls, ID	Blackfoot, ID	Pocatello, ID	Rexburg, ID
Pop. 2010	3,541	4,315	55,653	11,524	53,258	24,513
Pop. 2021	3,677	4,531	64,399	12,106	55,865	33,684
Percent Change	+ 3.8%	+ 5.0%	+ 15.7%	+5.1%	+4.9%	+37.4%
2021 % of Total SA Pop.	1.0%	1.2%	17.7%	3.3%	15.4%	9.3%

Income, Wages, Employment, and Poverty

Study area per capita income in 2021 was $46,495 (as measured in 2021 dollars) – an increase of 37.2 percent from 2000 to 2021. Over the same period in the study area, average earnings per job grew 15.6 percent. In 2021 total study area non-labor income (retirement, interest and rent, annuities, disability etc.) accounted for 39.7 percent of all income. This is compared to 42.2 percent in the reference area. The highest categories of non-labor income dividends, interest, and rent (16.0 percent of all income) and age-related transfer payments (10.6 percent of all income (USDC 2022a).

From 2010 to 2021, labor earnings increased across the study area by 45.3 percent - largely due to massive employment wage increases post the early 21 Century global recession. The average annual wage for all reported jobs in the study area was $41,767 in 2021 dollars compared to $50,744 for all reported jobs in the reference area. The highest paying industries in the study area, on average, were those involved with the federal government ($77,755, accounting for 1.2 percent of total employment), financial activities ($58,342, accounting for 3.7 percent of total employment), and professional and business services ($52,716, accounting for 11.2 percent of total employment). The lowest paying industries in the study area, on average, were leisure and hospitality ($17,578, accounting for 10.7 percent of total employment), agriculture ($39,784, accounting for 2.7 percent of total employment), and trade, transportation, and utilities ($39,843, accounting for 20.3 percent of total employment) (USDC 2022a).

The total number of full- and part-time study area jobs (as defined by the U.S. Department of Commerce) in 2021 was 213,500 (Table CCC). This represents an increase of 62,383 employed persons (41.3 percent growth) from 2000 to 2021 – which is significantly higher than population growth over that period (USDC 2022a).

Of workers aged 16 to 64, 128,429 people (56.1 percent) worked 50 – 52 weeks per year and 129,429 people (56.4 percent) worked 35 or more hours per week. Both can be used as proxies to understand rates of full-time employment. Moreover, counties that display significant differences between “Weeks Worked per Year” and “Hours Worked per Week” can offer greater understanding of the role of hourly and potentially temporary employment – often associated with outdoor recreation and tourism. Teton County, for example, displays significantly more workers that averaged greater than or equal to 35 hours per week than those that worked 50 to 52 weeks per year. That may be an indication of seasonal and temporary employment; when workers worked, they did so at full-time hours but perhaps fewer worked in the area throughout the year. In the study area 44,641 people (19.5 percent) did not work. Compared to the reference area (Table BBB), fewer people are employed full-time in the study area (USDC 2022b).

Table 3-53: Employment Rates by County (and percent)

	Bannock	Bingham	Bonneville	Clark	Fremont	Jefferson	Madison	Power	Teton
Pop. Aged 16 to 64, 2021	54,186	28,063	72,577	553	8,179	17,926	35,457	4,510	7,616
Work 50 to 52 Weeks per Year	31,086 (57.4%)	16,281 (58.0%)	43,157 (59.5%)	301 (54.4%)	4,299 (52.6%)	10,505 (58.6%)	15,513 (43.8%)	2,688 (59.6%)	4,599 (60.4%)
Work >= 35 Hours per Week	29,565 (54.6%)	16,404 (58.5%)	42,796 (59.0%)	392 (70.9%)	4,609 (56.4%)	10,496 (58.6%)	16,159 (45.6%)	3,106 (68.9%)	5,563 (73.0%)
Did Not Work	11,413 (21.1%)	6,265 (22.3%)	14,252 (19.6%)	74 (13.4%)	2,115 (25.9%)	3,244 (18.1%)	5,466 (15.4%)	725 (16.1%)	1,087 (14.3%)

In 2021, 40,723 study area jobs (19.1 percent) were in non-services related sectors (Table CCC) compared to 19.7 percent in the reference area. By percentage, Power County, ID is the largest contributor to this statistic (48.5 percent). Within the non-service sector construction (15,977 jobs, 7.5 percent of total jobs) and manufacturing (13,705 jobs, 6.5 percent of total jobs) were the largest employers. There were an estimated 146,000 jobs (68.4 percent) in service-related employment sectors compared to 68.3 percent in the reference area. Within the service sector, health care and social assistance (25,283 jobs, 11.8 percent of total jobs) and retail trade (24.236 jobs, 11.4 percent of total jobs) were the largest employers. Additionally, there were 26,263 jobs (12.3 percent) in the government sector compared to 12 percent in the reference area. Since 2010, jobs in non-service sector industries grew by 25.2 percent and jobs in service sector industries grew by 29.4 percent (USDC 2022a).

Table 3-54:USFO East TMP Joby by Industry (percent of total jobs)

	Bannock	Bingham	Bonneville	Clark	Fremont	Jefferson	Madison	Power	Teton
Total Jobs 2021	49,637 (23.2%)	23,118 (10.9%)	80,803 (37.8%)	502 (0.2%)	6,555 (3.1%)	13,444 (6.3%)	26,790 (12.5%)	4,893 (2.3%)	7,758 (3.6%)
Total Jobs 2001	43,013 (28.7%)	19,910 (13.3%)	49,711 (33.2%)	786 (0.5%)	4,685 (3.1%)	8,118 (5.4%)	15,700 (10.5%)	4,936 (3.3%)	2,997 (2.0%)
Total Jobs Change	+6,624	+3,208	+31,092	-284	+1,870	+5,326	+11,090	-43	+4,761
Share, SA Total Job Change	-5.5%	-2.4%	+4.6%	-0.3%	0.0%	+0.9%	+2.0%	-1.0%	+1.6%
Total Non-Service Jobs 2021	6,770 (3.2%)	7,035 (3.3%)	12,380 (5.8%)	219 (0.1%)	1,749 (0.8%)	4,587 (2.1%)	3,574 (1.7%)	2,372 (1.1%)	2,037 (1.0%)
Total Non-Service Jobs 2001	6,800 (4.5%)	6,902 (4.6%)	8,457 (5.6%)	291 (0.2%)	1,278 (0.9%)	3,430 (2.3%)	2,851 (1.9%)	2,825 (1.9%)	864 (0.6%)
Total Non-Service Change	-30	+133	+3,923	-72	+471	+1,157	+723	-453	+1,173
Share, SA Non-Ser. Job Change	-1.3%	-1.3%	+0.2%	-0.1%	-0.1%	-0.2%	-0.2%	-0.8%	+0.4%
Total Service Jobs 2021	34,294 (16.1%)	11,866 (5.6%)	61,538 (28.8%)	143 (0.1%)	3,531 (1.7%)	7,444 (3.5%)	20,109 (9.4%)	1,844 (0.9%)	5,231 (2.5%)

Total Service Jobs 2001	27,040 (18.4%)	9,050 (6.0%)	35,568 (23.7%)	212 (0.1%)	2,104 (1.4%)	3,274 (2.2%)	11,562 (7.7%)	1,843 (1.2%)	1,542 (1.0%)
Total Service Change	+7,254	+2,816	+25,970	-69	+1,427	+4,170	+8,547	+1	+3,689
Share, SA Service Job Change	-2.3%	-0.4%	+5.1%	0.0	+0.3%	+1.3%	+1.7%	-0.3%	+1.5%

Understanding travel and tourism data can aid TMP analysis. In 2021, 13.6 percent of jobs were in travel and tourism sectors – which include retail trade, passenger transportation (including sightseeing), recreation and entertainment (including gambling), and accommodations and food economic sub-sectors. Bonneville (7,907 jobs, 13.8 percent of jobs in county) and Bannock (5,018 jobs, 14.4 percent of jobs in county) counties were the largest contributors to the travel and tourism sector (Table 3.55:Travel and Tourism Sector Jobs (and percent of jobs in the county)). There is geographic variation in travel and tourism jobs across the study area. Nearly a quarter of Teton County jobs are in travel and tourism thanks in part to its proximity to Yellowstone and Grand Teton national parks. Meanwhile, only 3.8 percent of jobs in rural and non-service economy dominated Clark County are in travel and tourism (USDL 2022).

Table 3-55:Travel and Tourism Sector Jobs (and percent of jobs in the county)

	Bannock	**Bingham**	**Bonneville**	**Clark**	**Fremont**	**Jefferson**	**Madison**	**Power**	**Teton**
Travel and Tourism Jobs 2021	5,018 (14.4%)	1,947 (12.8%)	7,907 (13.8%)	9 (3.8%)	539 (16.4%)	753 (9.9%)	2,100 (12.4%)	196 (5.6%)	929 (23.5%)
Retail	830 (2.4%)	295 (1.9%)	1,284 (2.2%)	4 (1.7%)	87 (2.6%)	180 (2.4%)	311 (1.8%)	29 (0.8%)	99 (2.5%)
Passenger Transport.	36 (0.1%)	0 (0.0%)	26 (0.0%)	0 (0.0%)	1 (0.0%)	20 (0.3%)	0 (0.0%)	0 (0.0%)	5 (0.1%)
Recreation and Enter.	514 (1.5%)	603 (4.0%)	607 (1.1%)	0 (0.0%)	8 (0.2%)	137 (1.8%)	175 (1.0%)	26 (0.7%)	250 (6.3%)
Accom. and Food	3,638 (10.4%)	1,049 (6.9%)	5,990 (10.5%)	5 (2.1%)	443 (13.5%)	416 (5.4%)	1,614 (9.5%)	141 (4.0%)	575 (14.5%)

Recreation and livestock grazing offer the greatest economic contribution on the BLM's USFO land. In FY 2021, authorized recreation and grazing contributed approximately $188,200,000 to Idaho's economy. This output includes both direct employment and economic output (defined as economic activity directly attributable to the resource use in question, such as the money spent by visitors or the value of cattle pairs raised) and indirect effects (defined as economic ripple effects as money earned and spent as a direct effect ripples throughout the economy and provides other economic opportunities). This total economic impact represents 99.7 percent of all income generated on the BLM's USFO lands in FY 2021 (BLM SE 2022).

In 2021 the average annual study area unemployment rate was 3.0. This represents a 4.1 percent decrease in average annual study area unemployment rate between 2010 and 2021 – again a result of growth coming out of the 2010s recession. There is a seasonality to unemployment in the study area with highest unemployment coming in the winter months (**Figure 3.49**). Power County is the outlier – in 2021 Power County experienced a significant unemployment spike in the summer months that did not occur in other study area counties (USDC 2022a).

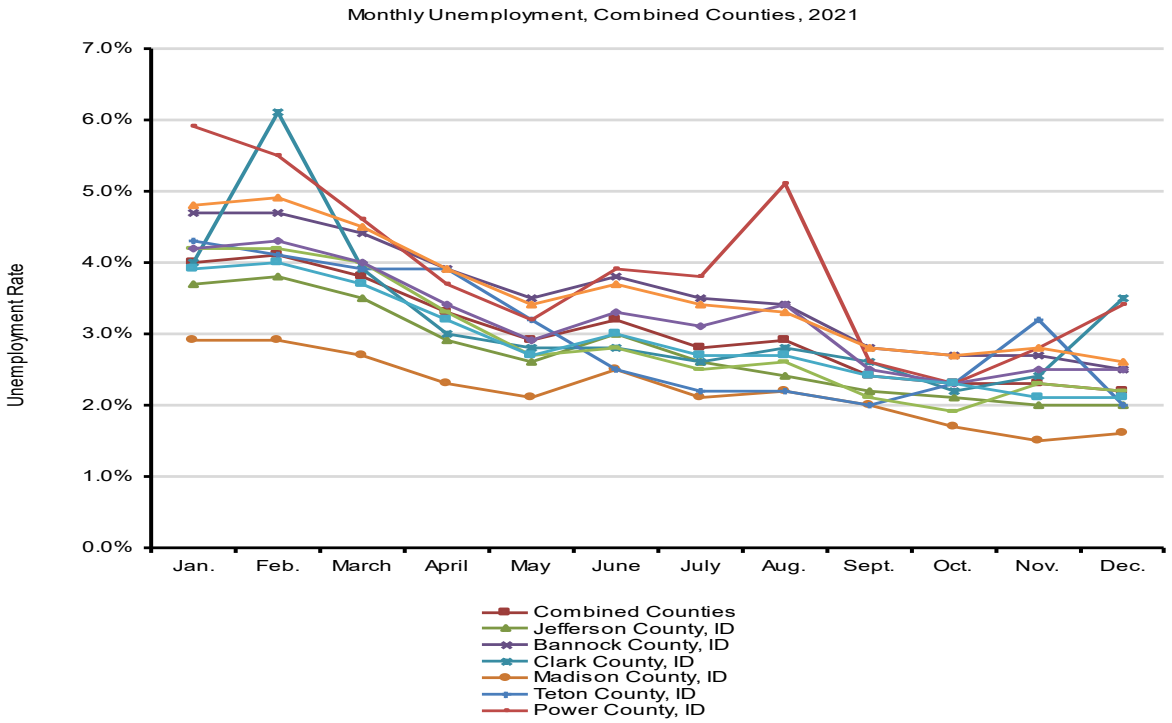


Figure 3-49: Unemployment Seasonality by County

3.2.8.2 Environmental Effects

Direct or Indirect Effects Common to All Alternatives

The study area is comprised of nine counties in and around Idaho's eastern border, US interstate I-15 and State Highway 20. Over 40 percent of the study area is owned and managed by federal agencies and federal land ownership is especially high Bonneville, Clark, and Fremont counties. As such, BLM and federal management decision may have a relatively larger effect on socioeconomic conditions, recreation activity, local community quality of life and sense of place, and resource use. Local governments may also rely heavily on federal land payments, taxes, and direct and indirect revenues generated from activities on public lands.

The project area intersects several communities of varying sizes and is home to nearly 20 percent of Idaho's total population. Long-term, steady population growth is generally an indication of a healthy economy and a positive community sense-of-place. Most of the communities in the study area are showing signs of population growth. The region is home to many communities that prize outdoor recreation and open space; population growth can encroach on those important contributors to sense-of-place, economy, and ecological health. Teton County (Driggs and adjacent to Yellowstone and Grand Teton national parks), Bonneville County (Idaho Falls and surrounding communities), Jefferson County, and Madison County (Rexburg) exhibit the largest percentage population growth in the study area and potential action and alternative impacts should be examined through the lens of population growth.

The study area exhibits strong economic growth since the Great Recession, though wages are generally lower than the State of Idaho and other Great Basin states. Some counties in the study area display strong ties towards outdoor recreation-based travel and tourism economies, though it must be stated that these jobs are among the lowest-paying jobs in the State of Idaho. Unemployment and poverty are higher than the reference area in several counties, though it appears that poverty rates are trending in a positive direction.

Recreation will continue to be a primary social and economic driver in the USFO East TMP study area and TMP management actions will impact recreation opportunities and the ecological integrity of the study area. Access and use pressures will continue to grow alongside population and with nationwide demands for unique outdoor recreation experiences. Associated increased user conflicts, route and habitat degradation, and unregulated disturbance has the potential to impact regional market and non-market socioeconomic conditions.

Impact Indicators

Socioeconomic impact indicators for the USFO East TMP include access to the broad suite of leisure and recreation activities, recreation employment, regional economic stability (including travel, tourism, and agriculture), social cohesion and user conflict, and environmental non-market indicators including sense-of-place, ecosystem services, and ecosystem resilience.

Alternative A (Current Management)

The current USFO East TMP covers approximately 761.1 route miles. Of these routes, 76.0 percent are designated "Open Routes" and open to all use, 2.4 percent are designated "Limited" and access is restricted depending on vehicle type, authorization, and / or season, 8.7 percent open to non-motorized use, and 12.9 percent of routes are closed to all unauthorized use.

Alternative A offers the widest range of access opportunities for users and no travel management changes intended to sustain or enhance environmental or cultural resources in the USFO East Project Area are expected to occur. As study area population continues to grow alongside demand for outdoor recreation opportunities, adverse impacts to natural resources and social cohesion (through user conflict) is expected to increase. Subsequent effects will result in ecosystem degradation, negative place perceptions, and adverse market and non-market socioeconomic impacts from diminishing travel and tourism. Unmitigated resource degradation could eventually result in devastating non-market value losses with subsequent reductions in recreational activities (hunting, shed gathering, and hiking to name several) associated with those values.

Alternative B (Natural Resource Emphasis)

Compared to Alternative A, Alternative B offers a significant reduction to TMA public access. Under Alternative B, the BLM would designate 24.7 percent of routes as open (a 51.2 percent reduction from Alternative A), 2.9 percent of routes as limited (a 0.06 percent increase from Alternative A), 6.6 percent of routes as non-motorized (a 2.1 percent reduction from Alternative A), and 65.7 percent of routes as closed to unauthorized use (a 52.8 percent increase from Alternative A).

Alternative B offers the strongest support for natural resource protection and supports TMA non-market ecosystem services. However, as detailed previously Alternative B significantly reduces access to many recreational activities enjoyed by study area residents and destination tourists. Alternative B has the potential to negatively impact study area economies without necessarily reducing user conflict; the significant reductions offered in Alternative B are likely to concentrate users on the remaining open routes.

Alternative C (Multiple Use Emphasis)

Alternative C reduces route-miles from Alternative A but offers route-mile increases from Alternative B. Under Alternative C, the BLM would designate 32.5 percent of routes as open (a 43.5 percent reduction from Alternative A and a 7.8 percent increase from Alternative B), 4.7 percent of routes as limited (a 2.4 percent increase from Alternative A and a 1.8 percent increase from Alternative B), 11.8 percent of routes as non-motorized (a 3.0 percent increase from Alternative A and a 5.1 percent increase from Alternative B), and 51.1 percent of routes as closed to unauthorized use (a 38.1 percent increase from Alternative A and a 14.7 percent decrease from Alternative B).

Alternative C offers significant route reductions from Alternative A but increases open, limited, and non-motorized access in comparison to Alternative B. As such, this alternative would provide greater opportunities for multiple recreation uses and has a higher likelihood to reduce user conflicts than alternatives A and B. Therefore, Alternative C offers greater opportunities for more diverse recreation experiences from alternatives A and B and there is likely to be a socioeconomic ripple as in study area communities. Moreover, Alternative C supports access by a diversity of users and may provide beneficial access to study area low-income environmental justice communities. Open route reductions and increased limited and non-motorized access should support wildlife habitat and decrease environmental degradation thereby supporting non-market ecosystem services and study area sense of place. However, route reductions could still concentrate OHV and other motorized users in the remaining open routes.

Alternative D (Access Emphasis)

Alternative D continues route-mile reductions from Alternative A but offers a more balanced array of user access options than alternatives A-C. Under Alternative D, the BLM would designate 47.6 percent of routes as open (a 28.4 percent reduction from Alternative A, a 22.8 percent increase from Alternative B, and a 15.1 percent increase from Alternative C), 7.5 percent of routes as limited (a 5.2 percent increase from Alternative A, a 4.6 percent increase from Alternative B, and a 2.8 percent increase from Alternative C), 11.7 percent of routes as non-motorized (a 2.8 percent increase from Alternative A, a 4.9 percent increase from Alternative B, and a 0.2 percent reduction from Alternative C), and 33.4 percent of routes as closed to unauthorized use (a 20.5 percent increase from Alternative A, a 32.3 percent reduction from Alternative B, and a 17.6 percent reduction from Alternative C).

Alternative D proposes the highest potential for distributive access across the TMA. Alternative D offers significant open and limited access increases over alternatives B and C and effectively maintains non-motorized access from Alternative C. This attempt at distribution is likely to decrease user conflicts while maintaining primary access to key recreation destinations. From a socioeconomic perspective, Alternative D offers the greatest opportunity to support the array of market and non-market socioeconomic conditions analyzed in this document.

3.2.9 Cumulative Effects for Issue 1

The cumulative impact analysis area (CIAA) used to analyze cumulative impacts for several of the resource topics analyzed in section 3.2 under Issue 1 consists of the entire TMA. These topics and other Issue 1 resource topics for which the CIAA is contained within, or extends beyond the TMA, are presented below in Table 3.56.

Table 3-56: Cumulative Impact Analysis Area and Past, Present, or Reasonably Foreseeable Actions, Plans, or Projects for Issue 1

Resource	Cumulative Impact Analysis Area
• **Soils** • **Vegetation** • **Invasive Species/Noxious Weeds**	The entire TMA
Aquatic Resources	The HUC10 watersheds within the TMA
Wildlife	The entire range of wildlife species within and adjacent to the TMA
Cultural	The entire TMA
Henry's Lake ACEC	The boundaries of the ACEC
Game Creek RNA	The boundaries of the RNA
Snake River ACEC	The boundaries of the ACEC
Visual Resources	The entire TMA

	Past, present, or reasonably foreseeable actions, plans, or projects affecting resources analyzed under Issue 1
1973	Endangered Species Act
1985	Medicine Lodge RMP
1993	Revised Grizzly Bear Recovery Plan
1997	Idaho Standards for Rangeland Health and Guidelines for Livestock Grazing Management
2008	Birds of Conservation Concern effort
2015	2015 Idaho and Southwestern Montana Greater Sage-Grouse Approved Resource Management Plan Amendment
2016	Upper Snake River Basin Habitat Conservation and Restoration Project
2017	Idaho State Wildlife Action Plan
2018	Grizzly Bear Recovery Plan Supplement: Habitat-Based Recovery Criteria
Ongoing/Anticipated	• Construction of new motorized and non-motorized routes • Invasive species/noxious weed treatment • Grazing permits • Range improvements • Rights-of-ways Increased recreation use

All of the actions, plans, and projects in Table 3.50 contribute to impacts on the listed resources. Several, such as the management, conservation, and recovery/restoration plans, provide for beneficial protections to the listed resources and habitats. Development projects and actions, including those that are recreation-based, have had short-term surface-disturbing incremental impacts during development; however, once completed with stabilization measures in place, these projects have helped to better manage and mitigate user impacts to the TMA. All of the travel management network action alternatives in this TMP are proposing new surface-disturbing route construction which would add to the past, present or foreseeable future actions noted above; however, once these new linear disturbances are stabilized, overall incremental effects would be very minor. All the action alternatives propose improved management and operation of an OHV travel network. Alternative B has the highest potential to reduce cumulative impacts to these resources in the CIAA through route closures and implementation measures that would provide structured management and operation of the travel route system. Alternatives C and D, with fewer route closures but the same route system management and operation as Alternative B, would result in correspondingly lower potential to reduce cumulative impacts than Alternative B, while Alternative A would not reduce cumulative impacts to these resources within the CIAA.

3.3 Issue 2: Providing for recreation opportunities and experiences while minimizing conflicts between recreation users and authorized users.

3.3.1 Recreation

How would the designated travel route network impact recreation opportunities and experiences?

3.3.1.1 Affected Environment

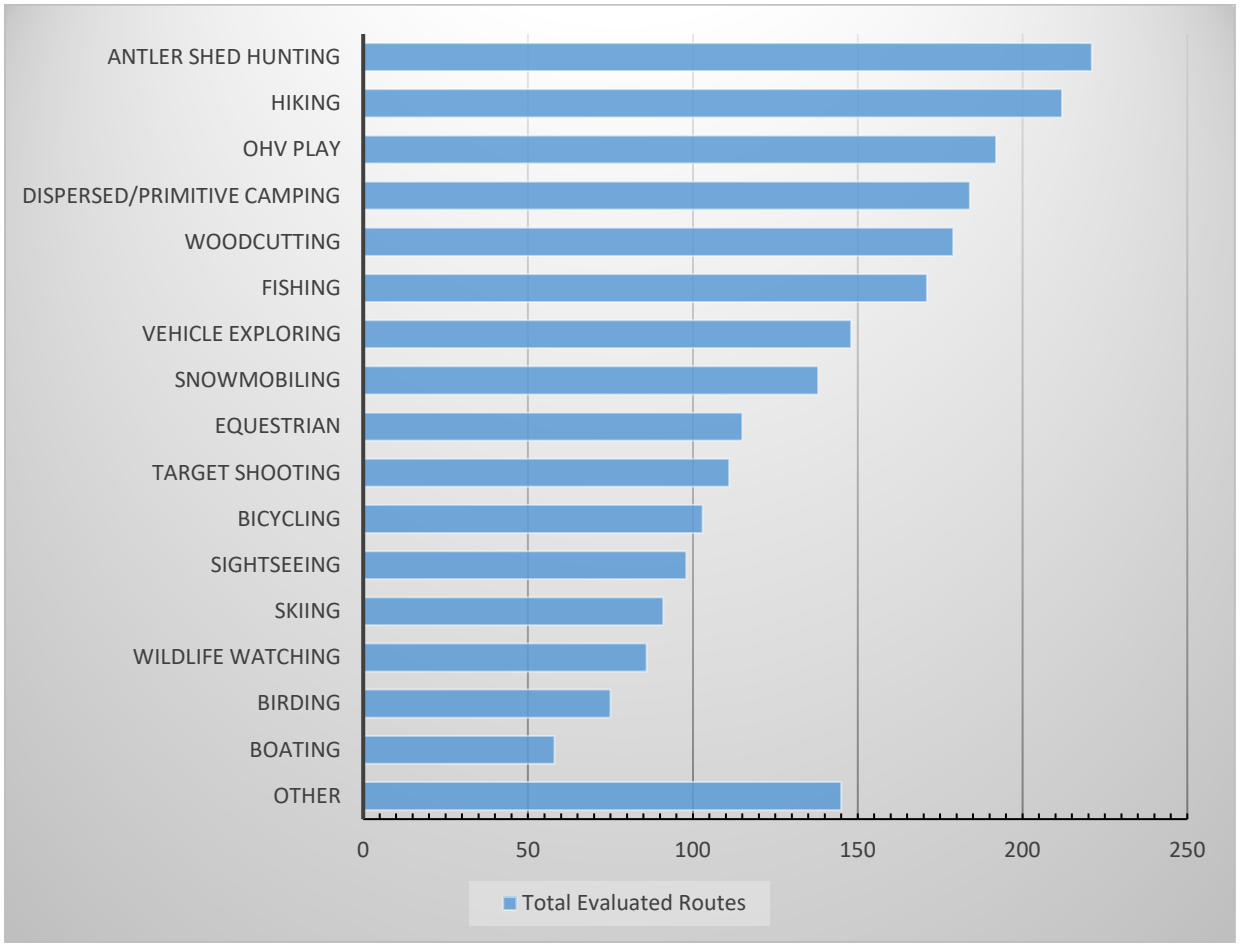
Regional, national, and international visitors seek out the USFO area because of the abundance of recreation opportunities and settings. The USFO gets over a million visitors each year. Some of the typical recreational

activities within the TMA portion of the FO include, but are not limited to, boating and river-based recreation, camping, geocaching, hiking, horseback riding, mountain biking, hunting, photography, wildlife observation, and OHV use. Recreation use in the TMA is expected to continue to increase in the future.

Motorized and non-motorized recreation on established routes is a key component of TMA recreation overall. Although the BLM manual 1626 and H-8342 handbook direct that travel management plans be comprehensive (i.e., consider access needs for all uses, including authorized and administrative), recreation has been the primary driver of, and has the biggest effects on, travel and transportation management. Motorized recreation use on BLM public lands has grown exponentially since the 1970s and 1980s when Presidents Nixon and Carter recognized the need to designate travel routes and accordingly issued Executive Orders 11644 (1972) and 11989 (1977) to manage off-road vehicle use on public lands.

Figure 3.50, below, shows the number of evaluated travel routes associated with specific recreation activities. Table 3.51, below, shows the number of evaluated routes associated with various recreation destinations. Many routes are associated with more than one recreation activity or destination.

Figure 3-50: Number of Evaluated Routes Providing Access for TMA Recreation Opportunities[6]



Note: For a breakdown of "Other" recreation activities in the TMA, see Appendix C.

[6] Approximately 700 of the TMA's evaluated routes (95% of the evaluated network) provide hunting access; hunting was not included in this chart because the high number would make the scale more difficult to read.

Table 3-57: Number of Evaluated Routes Currently Providing Primary Access for Recreation Destinations

Recreation Destination	Number of Evaluated Routes
Day Use Area	24
Developed Parking Area	18
Undeveloped Campground	15
Bathroom	13
Developed Boat Ramp	12
Interpretive Site	12
Undeveloped Boat Ramp	11
Undeveloped Parking Area	11
Information Kiosk	11
Staging Area	8
Picnic Area	8
Developed Campground	7
Developed Trailhead	7
Vista	3
Fire Pit	3
Undeveloped Trailhead	2
Visitor Center	2

Additionally, most of the Snake River SRMA is within the TMA. The SRMA, which was designated in the 1985 Medicine Lodge RMP, comprises the South Fork of the Snake River (Palisades Dam to the confluence with the Henry's Fork), Henry's Fork of the Snake River (St. Anthony to the confluence with the South Fork), and a portion of the main stem of the Snake River (confluence of the South Fork and Henry's Fork to Lewisville Knolls). The SRMA offers unique experiences for a range of recreation activities such as fishing, boating, developed and undeveloped camping, hiking, hunting, mountain biking, vehicle exploring, and bird watching. Routes within the SRMA access numerous recreation facilities including boat access points, trailheads, and campsites and campgrounds. A total of 150.4 miles of evaluated routes provide access to and within the SRMA.

3.3.1.2 Environmental Effects

3.3.1.2.1 Direct or Indirect Effects Common to All Alternatives

Direct effects that travel networks and their use have on recreation include direct loss of or added gains in access for desired recreation opportunities and experiences. Recreation access can also result in direct encounters or conflicts with other users seeking different experiences (e.g., equestrian users on open OHV routes encountering dirt bike users). Indirect impacts or effects include the actual gain or loss of the opportunities and experiences available on the public lands.

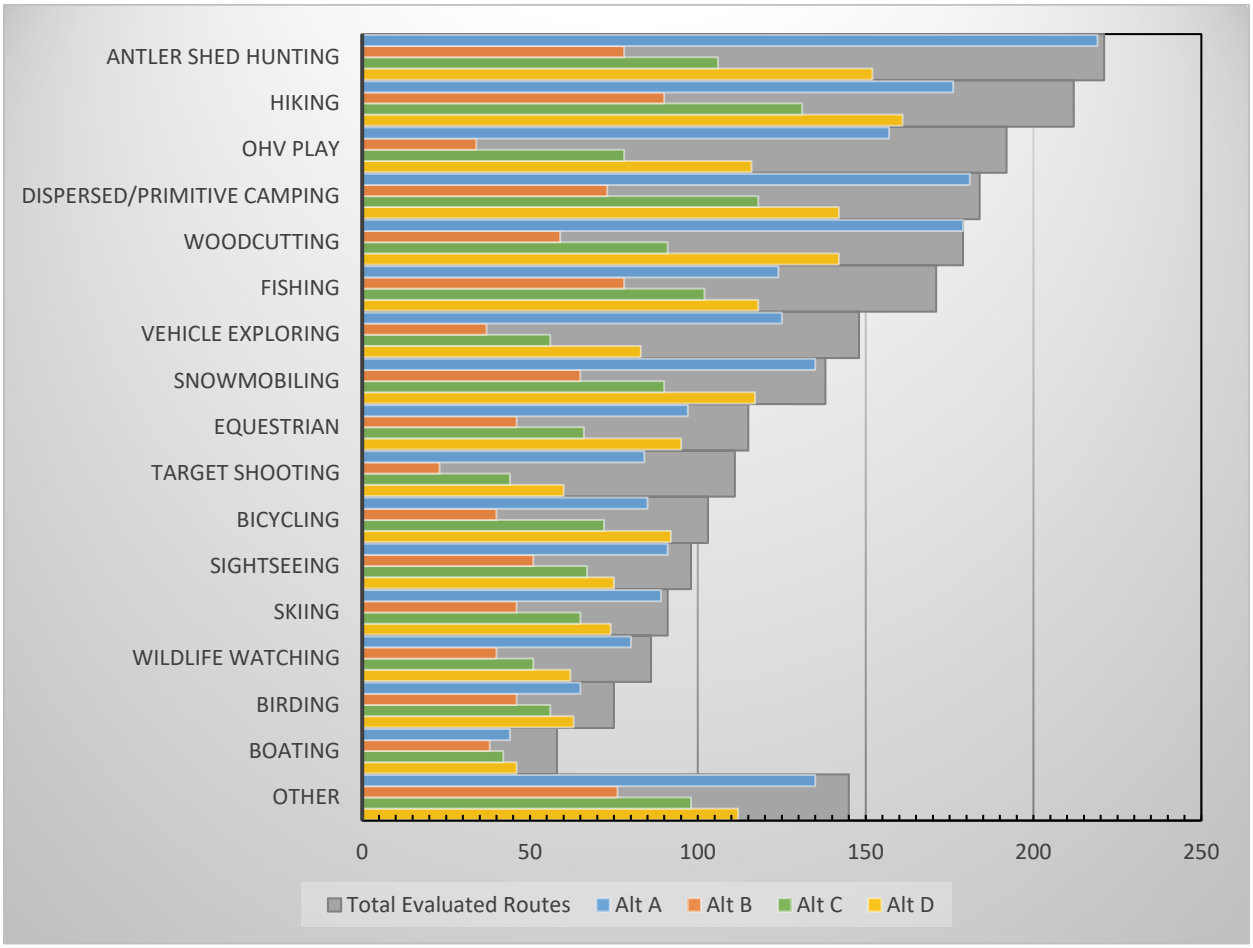
It is highly likely that recreation visitor numbers in the TMA would continue to increase in the future. A travel route network that provides for a wide variety of structured motorized and non-motorized opportunities and experiences is more apt to reduce user inclination to travel off-route. This can provide for increased user-compliance with route designations which helps to minimize OHV use-related damage to unique and sensitive natural and cultural resources. A travel network that closes and reclaims more routes to year-round OHV use would provide for higher quality recreation experiences for non-motorized users than a network that designates more routes as open to OHV use.

TMP implementation actions could affect recreation access and experiences. Road maintenance that involves ground-disturbing activities can temporarily block OHV access to recreation opportunities. However, maintenance actions would likely also enhance access and safety for recreation experiences, while helping to control and mitigate road prism drainage and rilling or rutting caused by OHV use during seasonal wet periods. Decommissioning and reclamation of closed roads could adversely affect access to some recreation opportunities, while installation along designated OHV routes would benefit users by directing them to destinations more easily.

3.3.1.2.2 Impact Indicators

Indicators of potential travel route designation impacts on recreation opportunities include the number of routes providing access for those opportunities and activities. Figure 3.51 – Figure 3.54, below, show the number or miles of evaluated routes in each alternative network that provide access for the various recreation opportunities and activities available within the TMA to compare the action alternatives (B-D) to the baseline, Alternative A. More detailed data tables may be found in Appendix C.

Figure 3-51: Number of Evaluated Routes by Alternative Providing Access for Recreation Opportunities[7]



Note: For a breakdown of "Other" recreation activities in the TMA, see Appendix C.

[7] See below for a figure showing the number of evaluated routes by alternative providing access for hunting opportunities.

Figure 3-52: Number of Evaluated Routes Providing Access to Hunting Opportunities

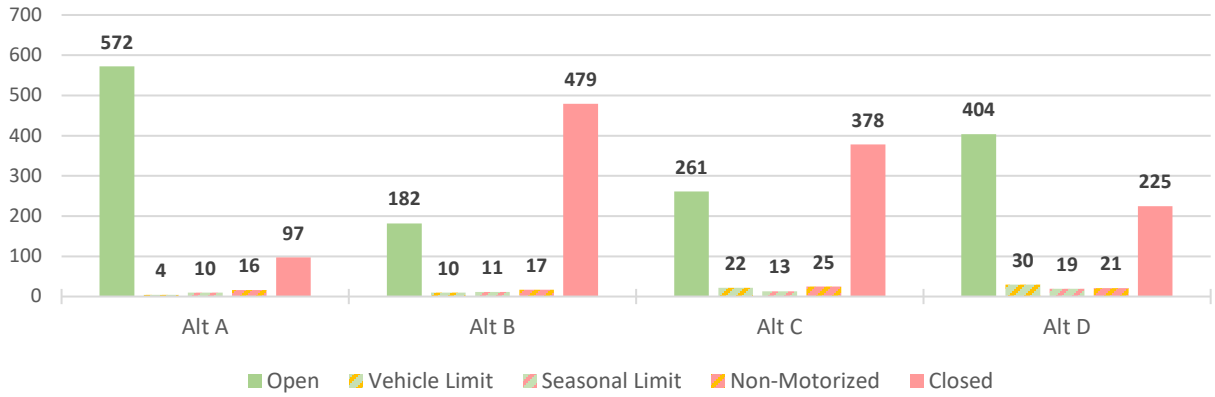


Figure 3-53: Number of Evaluated Routes Providing Primary Access to Recreation Destinations

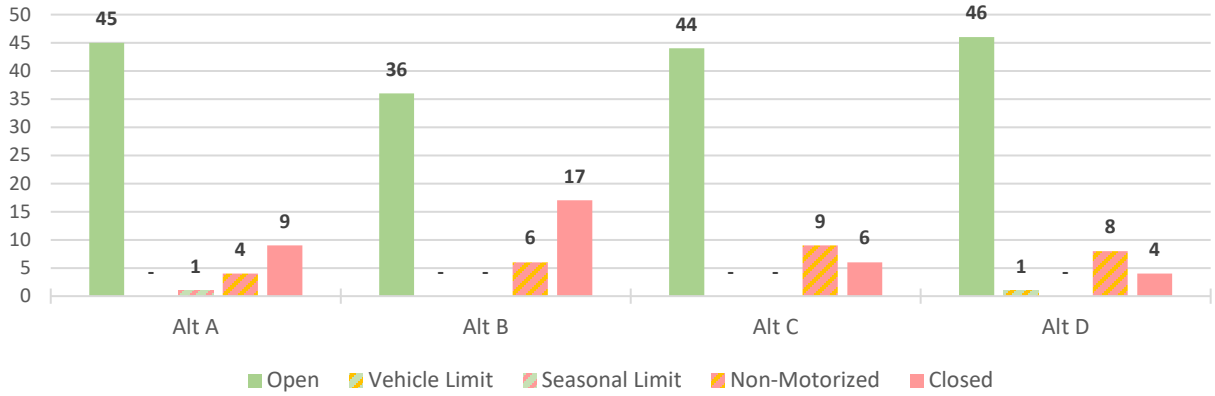
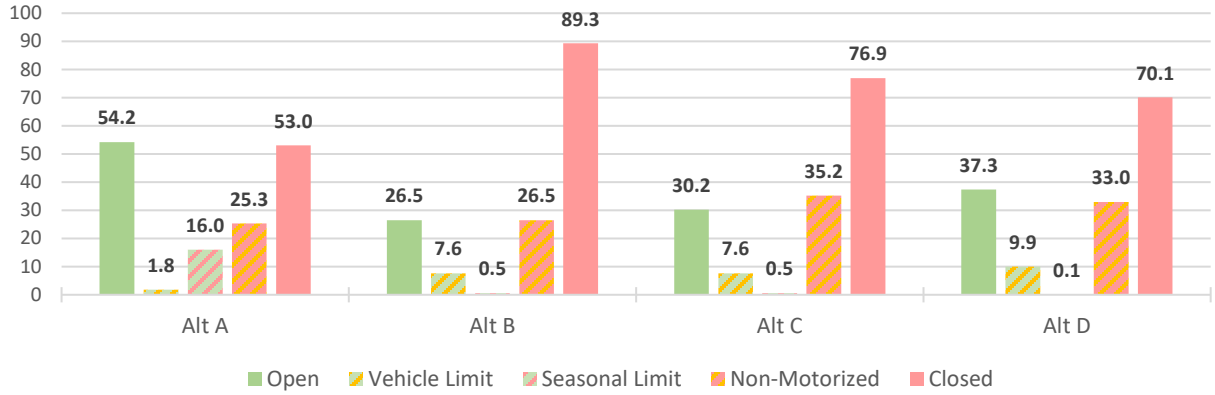


Figure 3-54: Miles of Evaluated Routes Accessing the Snake River SRMA



3.3.1.2.3 Alternative A (Current Management)

Most of the 1,147 evaluated routes in the TMA provide access for a variety of recreation activities. Of the evaluated routes in the TMA, 77% are currently available for OHV use, 6% are limited to non-motorized use, and the rest are limited to authorized users only or closed. Of the 59 routes accessing recreation destinations, 78% are available for OHV use, 7% are limited to non-motorized use, and the rest are limited to authorized

users only or closed. Of the 150.4 miles of evaluated routes accessing the Snake River SRMA, 48% would remain available for OHV use, 17% would remain limited to non-motorized use, and the rest would remain limited to authorized use only or closed.

The direct and indirect effects described above from current management and maintenance of the routes would continue to occur on those routes designated as open or limited. Alternative A provides the most public access for a variety of recreation opportunities of any of the alternative networks. However, Alternative A also has the most potential for continued conflicts between recreation users and authorized users, and between motorized and non-motorized recreation users. It also has the highest potential for perpetuating route-finding confusion—disappointing user experiences—and route proliferation.

3.3.1.2.4 Alternative B (Natural Resource Emphasis)

Compared to Alternative A, the Alternative B travel network would result in large reductions in public access within the TMA overall, including a reduction of 73% in routes designated for OHV use and a reduction of 36% in routes designated for non-motorized use. Alternative B would see reductions in motorized and non-motorized access for the TMA's most popular recreation activities of hunting (63%), antler shed hunting (64%), hiking (49%), OHV play (81%), and dispersed camping (60%). Other activities would see similar reductions in access. Alternative B also proposes a 22% reduction in OHV routes that provide primary access to recreation destinations, but a slight (2-route) increase in non-motorized routes providing primary access to recreation destinations. Within the Snake River SRMA, Alternative B would designate 34.6 miles for OHV use, a 52% reduction compared to Alternative A, and 26.5 miles for non-motorized use, a 5% increase.

In the TMA overall, Alternative B proposes the construction of 0.1 miles of new primitive road that would be available for OHV use, and 2.7 miles of new non-motorized single-track trail. Alternative B does not propose any new routes for construction within the Snake River SRMA.

Overall, Alternative B would substantially reduce public motorized access compared to Alternative A but would also reduce route-finding confusion and route proliferation while retaining some access to the various recreation opportunities throughout the TMA and Snake River SRMA. However, the reduction in routes available for public motorized use could also concentrate OHV users on the remaining open routes.

3.3.1.2.5 Alternative C (Multiple Use Emphasis)

Compared to Alternative A, the Alternative C travel network would result in reductions in public access within the TMA overall, including a reduction of 61% in routes designated for OHV use; however, Alternative C would see an increase of routes designated for non-motorized use of 14%, helping to reduce user conflicts. More specifically, Alternative C would see reductions in motorized and non-motorized access for the TMA's most popular recreation activities of hunting (47%), antler shed hunting (52%), hiking (26%), OHV play (57%), and dispersed camping (35%). Other activities would see similar reductions in access. The seasonal closures identified in Alternative C for Teton River, Pine Creek, Stinking Springs, Deer Parks, and Teton Basin would result in 8,669 acre temporary reduction in recreational activities, such as skiing and hiking, during the seasonal winter months. Alternative C also proposes a 9% reduction in OHV routes that provide primary access to recreation destinations, but a 5-route increase in non-motorized routes providing primary access to recreation destinations. Within the Snake River SRMA, Alternative C would designate 38.3 miles for OHV use, a 47% reduction compared to Alternative A, and 35.2 miles for non-motorized use, a 39% increase. This reduction in OHV access combined with the increase in non-motorized access would reduce user conflicts within the SRMA.

In the TMA overall, Alternative C proposes construction of 0.6 miles of new primitive road that would be available for OHV use, 0.3 miles of which would be located in the Snake River SRMA. This alternative also

proposes construction of 21.9 miles of new non-motorized single-track trail; of this, 0.7 miles would be located in the Snake River SRMA.

Overall, Alternative C would substantially reduce public motorized access within the TMA as compared to Alternative A, albeit to a lesser extent than Alternative B. The reduction in routes available for public motorized use could also concentrate OHV users on the remaining open routes. The reduction in routes available for public motorized access would also, however, help to reduce user conflicts (particularly in combination with increased non-motorized designations), route-finding confusion, and route proliferation, while retaining access to the various recreation opportunities throughout the TMA and Snake River SRMA.

3.3.1.2.6 Alternative D (Access Emphasis)

Compared to Alternative A, the Alternative D travel network would result in reductions in public access within the TMA overall, including a reduction of 38% in routes designated for OHV use; however, Alternative D would see an increase of routes designated for non-motorized use of 13%, and, like Alternative C, help to reduce user conflicts. More specifically, Alternative D would see reductions in motorized and non-motorized access for the TMA's most popular recreation activities of hunting (21%), antler shed hunting (31%), hiking (9%), OHV play (26%), and dispersed camping (22%). Other activities would see similar reductions in access. Alternative D also proposes a 4% reduction in OHV routes that provide primary access to recreation destinations, but a 4-route increase in non-motorized routes providing primary access to recreation destinations. Within the Snake River SRMA, Alternative D would designate 47.3 miles for OHV use, a 34% reduction compared to Alternative A, and 33.0 miles for non-motorized use, a 30% increase. This reduction in OHV access combined with the increase in non-motorized access would reduce user conflicts within the SRMA.

In the TMA overall, Alternative D proposes construction of 1.7 miles of new primitive road that would be available for OHV use, 0.3 miles of which would be located in the Snake River SRMA. This alternative also proposes construction of 25.8 miles of new non-motorized single-track trail; of this, 0.7 miles would be located in the Snake River SRMA.

Overall, Alternative D would reduce public motorized access within the TMA as compared to Alternative A, reduce user conflicts (particularly in combination with increased non-motorized designations), route-finding confusion, and route proliferation while retaining more access to the various recreation opportunities than Alternatives B and C throughout the TMA and Snake River SRMA.

3.3.2 Authorized Uses (Minerals, ROWs, Livestock Grazing)

How would the designated travel route network impact other authorized uses (e.g., livestock grazing, geology/minerals, energy production, rights-of-ways)?

3.3.2.1 Affected Environment

The TMA includes BLM public lands, private lands, state lands, USFS public lands, U.S. Bureau of Reclamation (BOR) lands, Department of Energy (DOE) lands, and NPS lands. Route designation decisions would not affect access for ROWs and other authorized uses, though they could result in conflicts between recreation users and authorized uses such as livestock grazing and minerals operations.

Authorized and administrative uses and related access in the TMA include the following:

- Rights of Ways (ROWs) for water wells/tanks, powerlines, gas pipelines, substations, fiber optic lines, wind power sites, telephone/communication sites, water pipelines, access to woodland products areas, routes used to access leases, and access to utility corridors
- Primary or alternate access to administrative sites; range improvements such as fences, gates, etc.; monitoring sites; cemeteries; resource treatments; fire suppression; etc.

- Developed wildlife water sites
- Mineral materials sites, active or inactive mines, mining claims, abandoned mine lands areas, and closed mines
- Livestock grazing
- Special Recreation Permits (SRPs). These authorizations are covered in Section 3.3.1 Recreation and Visitor Services.

Within the TMA, 21 routes provide access to mineral materials sites and 4 routes provide access to gravel pits.

Table 3.58, below, shows the number of routes providing primary access for ROWs within the TMA.

Table 3-58: Number of Evaluated Routes Providing Primary Access for ROWs

ROW	Number of Evaluated Routes
Road	138
Utilities	60
Mineral Materials Site	17
Water Facilities	12
Trail	11
Powerline	9
Railroad	4
Levy	3
Pipeline	3
Communications Site	2
Non-Linear	1

Rangeland conditions in the USFO have improved over time relative to historic conditions. Increased focus on allotment assessments and evaluations associated with changes in grazing regulations (43 CFR 4180) and approval of Idaho Standards for Rangeland Health and Guidelines for Livestock Grazing Management (BLM 1997) contributed to improved livestock grazing management. Drought and wildland fire will continue to threaten rangeland health, but overall, the AUMs available for livestock grazing in the USFO should remain stable (BLM 2009). Livestock permittees have operated within the TMA for decades. Many travel network routes provide access to range improvement projects and facilities like troughs, pipelines, water tanks, fencelines, and spring developments. These routes support and are essential to the management of livestock in grazing allotments. Table 3.53 shows the number of evaluated routes accessing range improvements and facilities.

Table 3-59: Number of Evaluated Routes Providing Access to Grazing Allotments, Facilities, and Improvements

Range Allotment, Facility, or Improvement	Number of Evaluated Routes
Active Allotment	440
Allotment/Pasture Fence	277
Monitoring/Study Areas	204
Gate	193
Private Boundary Fence	126
Cattleguard	34
Tank/Trough	34
Corral	18
Well/Windmill	15
Water Storage Tanks	11
Developed Water	10
Water Haul Site	9

Range Allotment, Facility, or Improvement	Number of Evaluated Routes
Vacant Allotment	9
Exclosure Fence	6
Livestock pond	5
Spring Source	5
Boundary Fence	3
Salting area	2
Pond	2
Log/Gated Archway	1
Barrier Fences	1
Pipeline	1
Bedding Ground	1

3.3.2.2 Environmental Effects

3.3.2.2.1 Direct or Indirect Effects Common to All Alternatives

TMP route designation decisions would not preclude access for ROW holders, mineral material, and livestock grazing operations. None of the route network alternatives would result in the loss or gain of access for these authorized uses, and even roads that are designated OHV closed (i.e., closed to public use) could remain available for authorized use. TMP effects (i.e., conflicts) on authorized uses discussed in this section are those that occur as a result of OHV recreation-related access—they include vandalism, disruption of operations, and trespass.

OHV use within the TMA can contribute to direct conflicts with livestock grazing operations (i.e., vandalism to facilities or improvements, open gates, OHV collisions with grazing animals, disturbance and displacement of grazing animals from OHV and recreation use, etc.). OHV use can also contribute to proliferation of invasive species and noxious weeds in rangelands via weed seeds transported onto rangelands on OHV vehicle undercarriages and tires. These invasive species and weeds can outcompete native vegetation for available nutrients and impair forage quality for grazing. For details on the networks' impacts on vegetation, see Section 3.2. Moreover, potential indirect effects include lost time and revenue associated with repairs or replacement of range improvements or facilities, displacement of livestock and subsequent retrieval, etc.

TMP implementation activities that could affect authorized use include installing new signs, road maintenance such as grading, surfacing, installing water control structures, etc. Road maintenance may temporarily block access for an authorized use; however, maintenance actions would likely also enhance access for an authorized use. Sign installations would direct OHV users to their destinations and educate them on allowable uses for a particular route. If implementation is proposed that requires new surface disturbance, additional site specific NEPA could be required before the activity could occur. Route reclamation actions could include ripping the ground and planting seed, grading/recontouring, installing fencing or barriers, or mulching on permanently closed routes. Maintenance or reclamation actions could result in dusting of existing native vegetation or direct loss of native vegetation and forage. Surface disturbances associated with these activities could leave disturbed areas prone to germination and spread of invasive species and noxious weeds that would compete with native vegetation and livestock forage; however, in most cases maintenance and implementation related disturbances would be minor, localized, and short-term.

3.3.2.2.2 Impact Indicators

Indicators of OHV use conflicts with ROW holders, mineral materials, and grazing operations are the number of routes in any of the network alternatives that provide primary access for these authorized uses. Network alternatives that limit more routes to authorized use and close more routes to OHV use would tend to minimize use conflicts more than those alternatives that leave routes open for OHV use. Figure 3.55 – Figure 3.59, below, show the number of evaluated routes in each alternative network that provide access for authorized uses within the TMA to compare the action alternatives (B-D) to the baseline, Alternative A. More detailed data tables may be found in Appendix C.

Figure 3-55: Number of Evaluated Routes Providing Primary Access to Mineral Materials Sites

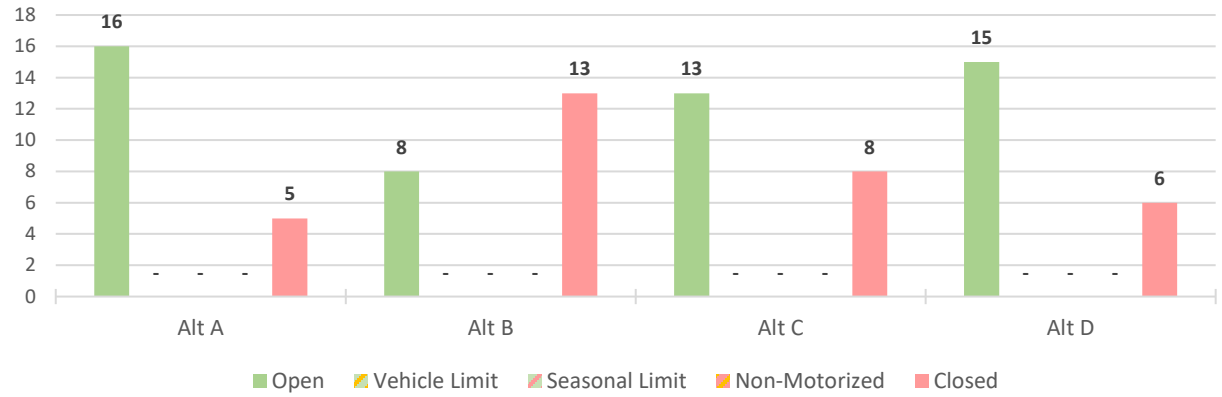


Figure 3-56: Number of Evaluated Routes Providing Primary Access to Gravel Pits

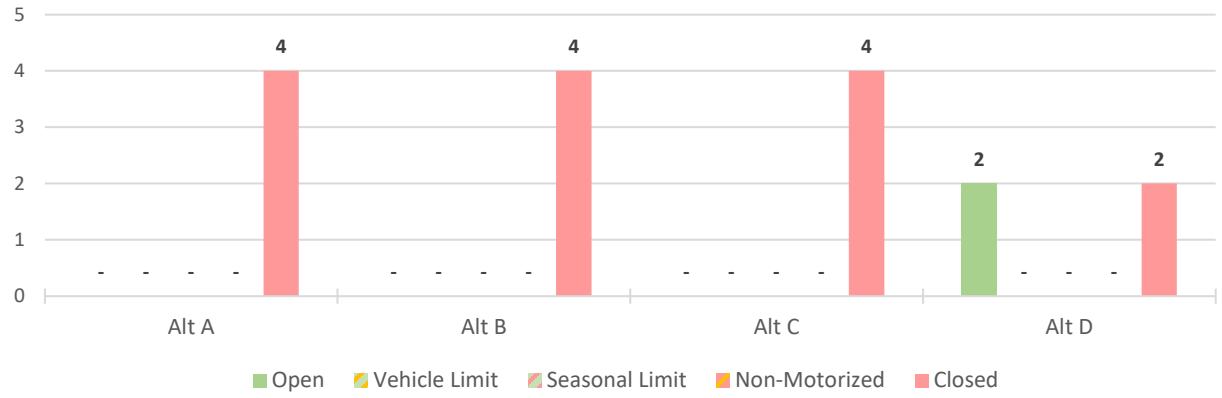


Figure 3-57: Number of Evaluated Routes Providing Primary Access for ROWs

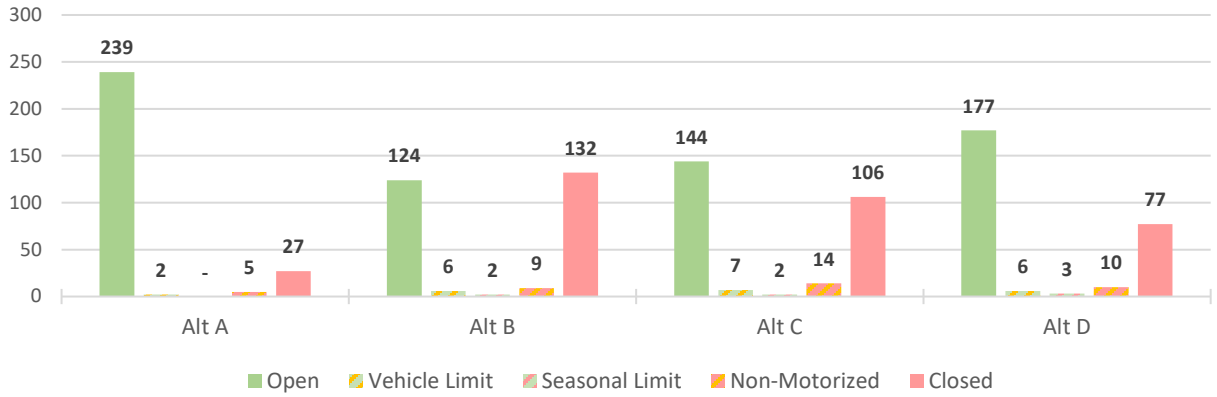


Figure 3-58: Number of Evaluated Routes Providing Primary Access to Grazing Allotments

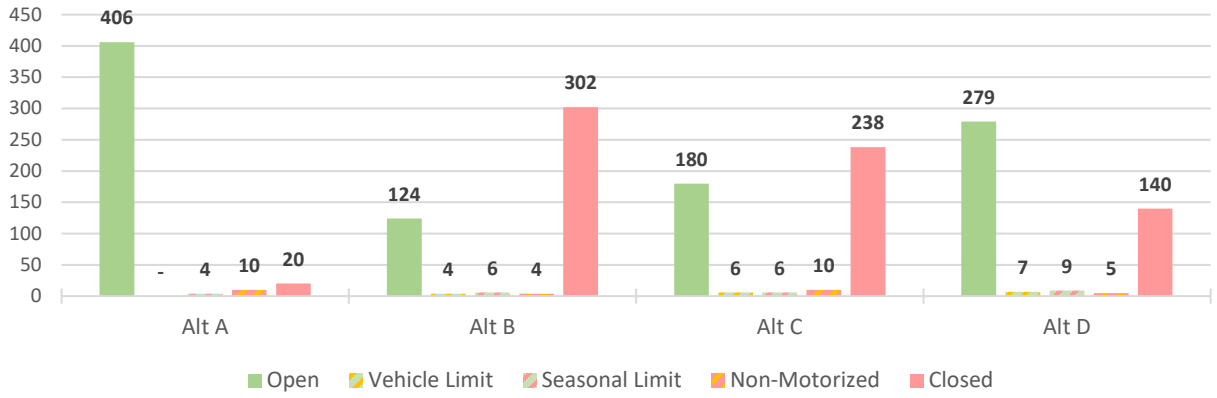
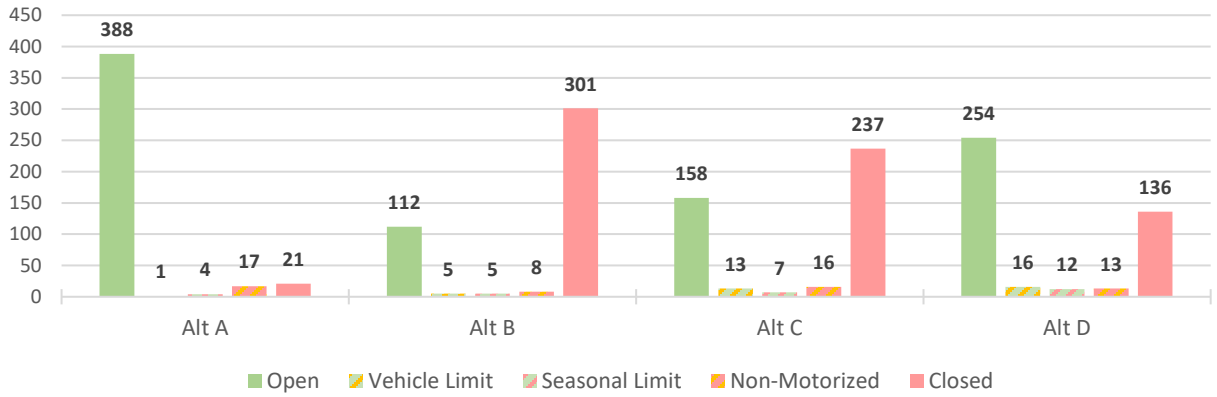


Figure 3-59: Number of Evaluated Routes Providing Primary Access to Range Facilities or Improvements



3.3.2.2.3 Alternative A (Current Management)

Under Alternative A, 76% of the 21 routes providing primary access to mineral materials sites are open to OHV use and the rest are closed. All 4 of the routes accessing gravel pits are closed to public OHV use. Of the 273 routes providing primary access for ROWs, 88% would remain available for OHV use, 2% would remain limited to non-motorized use, just 4% would remain limited to authorized users only, and the rest would

remain closed. Of the 440 evaluated routes accessing grazing allotments, 93% would remain available for public OHV use, 2% would remain limited to non-motorized use, just 2 routes would remain limited to authorized use only, and the rest would remain closed. Of the 431 routes accessing range improvements or facilities, 91% would remain available for public OHV use, 4% would remain limited to non-motorized use, just 1 route would remain limited to authorized use only, and the rest would remain closed.

The effects described above from public OHV use and route maintenance, such as vandalism, disruption, and trespass for operators and ROW holders, would continue to occur on those routes that are open or limited. Given the number of existing routes available for public use that also provide primary access for authorized users, Alternative A has a high likelihood for ongoing conflicts with OHV users.

3.3.2.2.4 Alternative B (Natural Resource Emphasis)

Under Alternative B, of the 21 evaluated routes accessing mineral materials sites, 8 would be designated for OHV use (OHV-Open or OHV-Limited), a 50% reduction compared to Alternative A; 7 of the evaluated routes accessing mineral materials sites would be limited to authorized use only. Of the 4 evaluated routes accessing gravel pits, 2 would be limited to authorized use only and 2 would be closed and earmarked for decommissioning and reclamation. Of the 273 evaluated routes providing primary access for ROWs, Alternative B proposes a reduction of 109 routes (45%) designated for OHV use and an increase of 86 routes designated for authorized use only. Of the evaluated routes accessing grazing allotments, Alternative B proposes a reduction of 276 routes (67%) designated for OHV use and an increase of 63 routes designated for authorized use only. Similarly, of the evaluated routes accessing range improvements or facilities, Alternative B proposes a reduction of 271 routes (69%) designated for OHV use and an increase of 80 routes designated for authorized use only.

Given the substantial closure of routes to public OHV access under Alternative B, and because authorized users would still have access for operation and maintenance, Alternative B would have considerably lower potential for conflicts with OHV users as compared to Alternative A.

3.3.2.2.5 Alternative C (Multiple Use Emphasis)

Under Alternative C, of the 21 evaluated routes accessing mineral materials sites, 13 would be designated for OHV use, a 19% reduction compared to Alternative A; 4 of the evaluated routes accessing mineral materials sites would be limited to authorized use only and 4 would be closed and earmarked for decommissioning and reclamation. Of the 4 evaluated routes accessing gravel pits, 2 would be limited to authorized use only and 2 would be closed and earmarked for decommissioning and reclamation. Of the 273 evaluated routes providing primary access for ROWs, Alternative C proposes a reduction of 88 routes (37%) designated for OHV use and an increase of 79 routes designated for authorized use only. Of the evaluated routes accessing grazing allotments, Alternative C proposes a reduction of 218 routes (53%) designated for OHV use and an increase of 86 routes designated for authorized use only. Similarly, of the evaluated routes accessing range improvements or facilities, Alternative C proposes a reduction of 215 routes (55%) designated for OHV use and an increase of 100 routes designated for authorized use only.

Given the substantial closure of routes to public OHV access under Alternative C, and because authorized users would still have access for operation and maintenance, Alternative C would have considerably lower potential for conflicts with OHV users as compared to Alternative A.

3.3.2.2.6 Alternative D (Access Emphasis)

Under Alternative D, of the 21 evaluated routes accessing mineral materials sites, 15 would be designated for OHV use, a 1-route reduction compared to Alternative A; 5 of the evaluated routes accessing mineral materials sites would be limited to authorized use only and 1 would be closed and earmarked for decommissioning and reclamation. Of the 4 evaluated routes accessing gravel pits, 2 would be designated for public OHV use, 1

would be limited to authorized use only, and 1 would be closed and earmarked for decommissioning and reclamation. Of the 273 evaluated routes associated with ROWs, Alternative D proposes a reduction of 55 routes (23%) designated for OHV use and an increase of 62 routes designated for authorized use only. Of the evaluated routes accessing grazing allotments, Alternative D proposes a reduction of 115 routes (28%) designated for OHV use and an increase of 67 routes designated for authorized use only. Similarly, of the evaluated routes accessing range improvements or facilities, Alternative C proposes a reduction of 111 routes (28%) designated for OHV use and an increase of 79 routes designated for authorized use only.

Given the closure of routes to public OHV access under Alternative D, and because authorized users would still have access for operation and maintenance, Alternative D would have lower potential for conflicts with OHV users as compared to Alternative A.

3.3.3 Cumulative Effects for Issue 2

The cumulative impact analysis area (CIAA) used to analyze cumulative impacts for the resource use topics of Issue 2 is the entire TMA.

Table 3-60: Past, Present, or Reasonably Foreseeable Actions, Plans, and Projects for Issue 2

Resource	Cumulative Impact Analysis Area
Recreation	The entire TMA.
Authorized Uses	The entire TMA.

	Past, present, or reasonably foreseeable actions, plans, or projects affecting resources analyzed under Issue 1
1985	Medicine Lodge RMP
1997	Idaho Standards for Rangeland Health and Guidelines for Livestock Grazing Management
2015	2015 Idaho and Southwestern Montana Greater Sage-Grouse Approved Resource Management Plan Amendment
2016	Upper Snake River Basin Habitat Conservation and Restoration Project
2017	Idaho State Wildlife Action Plan
Ongoing/Anticipated	• Commercial recreation permits • Increased recreation use • Construction of new motorized and non-motorized routes • Fuels reduction treatments • Invasive species/noxious weed treatment • Grazing permits • Range improvements • Rights-of-ways

All the actions, plans, and projects in Table 3.60 contribute to impacts on recreation and authorized uses. All are designed to protect resources while providing for and managing public and authorized uses. Direct and indirect effects to recreation from the various travel network alternatives include direct increase or reductions in access, and conflicts between recreation users that can result in reduced quality of recreation opportunities or experiences. Direct and indirect effects on access for authorized uses and to other jurisdictions include conflicts with recreation users as well as other authorized users. Alternatives B-D would reduce user conflicts to various extents by closing some routes in the TMA and limiting some routes to administrative or authorized use only, and providing for higher-quality recreation experiences through the construction of additional access for OHV and nonmotorized users, in effect resulting in some level of incremental reduction in recreation user conflicts throughout the cumulative effects analysis area when added to the past, present, and reasonably

foreseeable actions, plans, and projects noted in Table 3.60, above. Alternatives B-D would also implement structured management and operation of the route system (e.g., signing), providing for enhanced network user navigation and effectively reducing confusion and instances of user conflicts. The Alternative A route network would not provide for user navigation, reduce recreation user conflicts, crowding, and route confusion within the TMA; and, given the annual increases in recreation use noted in section 3.3.1, above, would incrementally add to user conflicts within the cumulative impact analysis area.

4 Consultation and Coordination

4.1 List of Preparers

4.1.1 Bureau of Land Management

The following staff assisted with assembling this EA and the Implementation Guide it supports. Additional staff contributed to the route evaluation that supports the EA and TMP Implementation Guide.

Name	Title
Ryan Beatty	Fisheries Biologist, USFO
Jeremy Casterson	Field Manager, USFO
Matt Clarkson	Range Technician, Noxious Weeds, and Invasive Species Program, USFO
Devin Englestead	Wildlife Biologist, USFO
Jarom Gilbert	Supervisory GIS Specialist, Idaho Falls District
Norm Henrikson	Archaeologist, USFO
James Johnsen	Hydrologist/Geologist, USFO
Becky Lazdauskas	Realty Specialist, USFO
Juley Smith	Rangeland Management Specialist, USFO
Deena Teel	Assistant Field Manager, USFO
Monica Zimmerman	Outdoor Recreation Planner, USFO

4.1.2 Interdisciplinary Team Involvement

BLM resource and resource use disciplines represented on the IDT during route evaluation included cultural resources, soils, water quality, riparian and wetlands, geology and minerals, paleontology, GIS, hydrology, law enforcement, natural resources, outdoor recreation planning, public health and safety, minerals, native vegetation and rangeland management, noxious weeds and invasive species, lands and realty, and environmental planning and NEPA.

4.1.3 Advanced Resource Solutions, Inc. (ARS)

The following contractor staff also assisted with developing the TMP and EA:

Name	Title
Dennis Gale	Travel Management Planner/Writer
Cameron Gale	Travel Management Planner/Writer
Derek Givens	Travel Management Planner/GIS Specialist
Cole Weeks	Travel Management Planner
Les Weeks	Company Owner

4.2 Public Review

As discussed in section 2, external scoping for travel management planning began in conjunction with public involvement for the 2009 Analysis of Management Situation (AMS). The Public Scoping Report (BLM 2008b) summarized several public comments related to travel management. Public scoping also occurred in conjunction with the route inventory and evaluation process in 2016. This scoping included a public meeting

held in Driggs and another in Rigby. The BLM also held internal scoping in 2016 to further develop issues and range of alternatives.

The BLM is providing a 30day comment period with the release of this EA. The comment period is intended to provide Tribes and the public an opportunity to review the environmental analysis and alternatives an provide input on the sufficiency of the analysis or range of alternatives.

4.3 Consultation

4.3.1 National Historic Preservation Act (NHPA) Section 106

The BLM is responsible for consulting with Tribes under section 106 of the National Historic Preservation Act and 36 CFR 800. The BLM is consulting with the Shoshone-Bannock and Nez Perce Native American Indian Tribes. In January 2018, the BLM sent the SHPO the Sand Creek Travel Management Area Class III and received SHPO concurrence on February 22, 2018. In October 2018, the BLM sent SHPO the Class III inventory reports for the Mountain Valley Travel Management Area and received SHPO's concurrence on November 19 and 21, 2018. On February 18, 2026, March 18, 2020, October 19, 2021, and March 13, 2023 the BLM met with the Shoshone-Bannock Native American Indian Tribe to discuss the Travel Management Plan during staff to staff meetings. In February 2023, the BLM sent the Shoshone-Bannock and Nez Perce Native American Indian Tribes drafts of the Environment Assessment. Consultation with the Tribes and SHPO is on-going.

4.3.2 Endangered Species Act Section 7

As the lead agency under section 107 of the Endangered Species Act, the BLM has the responsibility of consulting with the Fish and Wildlife Service when a BLM decision could impact threaten or endanger species. The BLM has identified several species who could be impacted by the alternatives identified within this environmental assessment. Consultation with the Fish and Wildlife Service is ongoing.

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Appendix B. Acronym Meanings

Acronym	Definition
ACEC	Area of critical environmental concern
ATV	All-terrain vehicle
BLM	Bureau of Land Management
BMP	Best management practice
CFR	Code of Federal Regulations
CLO	Cornell Lab of Ornithology
CX	Categorical exclusion
DNA	Determination of NEPA adequacy
DOI	Department of the Interior
DR	Decision record
ECOS	Environmental Conservation Online System
EIS	Environmental impact statement
FO	Field Office
FONSI	Finding of no significant impact
GPO	Government Publishing Office
GRSG	Greater Sage-Grouse
IDFG	Idaho Department of Fish and Game
IDT	Interdisciplinary Team
LWC	Land with wilderness characteristics
MBTA	Migratory Bird Treaty Act
MSC	Microbiotic soil crust
NEPA	National Environmental Policy Act
NPS	National Park Service
NRCS	Natural Resources Conservation Service
NSE	NatureServe Explorer
OHV	Off-highway vehicle
ORV	Outstandingly remarkable values
RMP	Resource management plan
ROW	Right-of-way
SRMA	Special recreation management area
SRP	Special recreation permit
SSS	Special status species
TCP	Traditional cultural property
TMA	Travel management area
TMP	Travel Management Plan
USFO	Upper Snake Field Office
USFS	U.S. Forest Service
USFWS	U.S. Fish and Wildlife Service
UTV	Utility terrain vehicle
YCT	Yellowstone cutthroat trout

Appendix C. Additional Tables

Table C.1: Miles of Evaluated Routes by Designation and Alternative

		Alt. A	Alt. B		Alt. C		Alt. D	
	Designation	Miles	Miles	Change in Miles	Miles	Change in Miles	Miles	Change in Miles
All Miles (761.2 miles; 103.8% of existing miles)	Open to all use (OHV-Open)	578.5	188.2	-390.3	246.9	-331.6	360.3	-218.2
	Limited by vehicle type (OHV-Limited)	1.8	9.7	7.9	22.2	20.3	34.2	32.4
	Limited by seasonal restrictions (OHV-Limited)	16.0	12.0	-4.0	13.4	-2.6	22.9	6.8
	Limited to authorized users (OHV-Closed)	21.6	102.6	81.0	128.2	106.6	113.2	91.6
	Limited to Ebikes & Non-Motorized use (OHV-Closed)	0.4	-	-0.4	6.8	6.4	5.1	4.7
	Limited to non-motorized use (OHV-Closed)	65.9	37.6	-28.4	57.8	-8.1	54.8	-11.1
	Limited to non-mechanized use (OHV-Closed)	-	10.3	10.3	2.9	2.9	2.1	2.1
	Closed/Unavailable (OHV-Closed)	49.2	373.2	323.9	255.4	206.1	141.0	91.7
Proposed Miles	Open to all use (OHV-Open)	-	-	-	0.5	0.5	1.7	1.7
	Limited by seasonal restrictions (OHV-Limited)	-	0.1	0.1	0.1	0.1	-	-
	Limited to authorized users (OHV-Closed)	-	0.2	0.2	0.2	0.2	0.2	0.2
	Limited to Ebikes & Non-Motorized use (OHV-Closed)	-	-	-	0.7	0.7	0.7	0.7
	Limited to non-motorized use (OHV-Closed)	-	2.7	2.7	21.2	21.2	25.1	25.1
	Unavailable (OHV-Closed)	27.6	24.6	-3.0	5.0	-22.6	-	-27.6
Totals		761.18	761.18	-	761.18	-	761.18	-

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Table C.2: Miles of Evaluated Routes in Erosive Soils

		Alt. A	Alt. B		Alt. C		Alt. D	
	Designation	Miles	Miles	Change in Miles	Miles	Change in Miles	Miles	Change in Miles
Erosive Soils (100.3 miles; 13.7% of existing miles)	Open to all use (OHV-Open)	77.2	17.7	-59.5	23.6	-53.6	35.9	-41.3
	Limited by vehicle type (OHV-Limited)	-	0.5	0.5	6.2	6.2	13.6	13.6
	Limited by seasonal restrictions (OHV-Limited)	-	2.5	2.5	2.5	2.5	4.2	4.2
	Limited to authorized users (OHV-Closed)	-	6.7	6.7	12.5	12.5	13.7	13.7
	Limited to non-motorized use (OHV-Closed)	14.2	8.5	-5.8	18.5	4.2	17.5	3.3
	Limited to non-mechanized use (OHV-Closed)	-	5.6	5.6	0.6	0.6	-	-
	Closed/Unavailable (OHV-Closed)	0.3	50.3	50.0	27.9	27.6	6.9	6.6
Proposed Miles	Limited to non-motorized use (OHV-Closed)	-	2.1	2.1	8.1	8.1	8.6	8.6
	Unavailable (OHV-Closed)	8.6	6.5	-2.1	0.5	-8.1	-	-8.6
Totals		100.33	100.33	-	100.33	0.00	100.33	(0.00)

Table C.3: Number of Evaluated Routes Associated with Route Proliferation and Potential Impacts on MSCs

		Alt. A	Alt. B		Alt. C		Alt. D	
	Designation	Routes	Routes	Change in Routes	Routes	Change in Routes	Routes	Change in Routes
Route Proliferation (64 Routes; 8.7% of existing Routes)	Open to all use (OHV-Open)	61	8	-53	18	-43	32	-29
	Limited by vehicle type (OHV-Limited)	-	-	-	1	+1	2	+2
	Limited by seasonal restrictions (OHV-Limited)	-	-	-	-	-	3	+3
	Limited to authorized users (OHV-Closed)	-	7	+7	6	+6	7	+7
	Limited to non-motorized use (OHV-Closed)	3	-	-3	-	-3	-	-3
	Closed/Unavailable (OHV-Closed)	-	49	+49	39	+39	20	+20
Totals		64	64	-	64	-	64	-

Table C.4: Miles of Evaluated Routes in Primary Native Vegetation Communities

		Alt. A	Alt. B		Alt. C		Alt. D	
	Designation	Miles	Miles	Change in Miles	Miles	Change in Miles	Miles	Change in Miles
Sagebrush Shrubland (508.6 miles; 69.3% of existing miles)	Open to all use (OHV-Open)	434.6	141.6	-293.0	193.9	-240.7	284.8	-149.8
	Limited by vehicle type (OHV-Limited)	0.7	3.6	2.9	8.8	8.1	11.0	10.3
	Limited by seasonal restrictions (OHV-Limited)	6.2	10.0	3.7	10.8	4.6	20.9	14.6
	Limited to authorized users (OHV-Closed)	10.3	66.6	56.3	81.8	71.4	69.4	59.0
	Limited to Ebikes & Non-Motorized use (OHV-Closed)	0.1	-	-0.1	2.3	2.2	1.6	1.5
	Limited to non-motorized use (OHV-Closed)	22.5	10.0	-12.5	17.4	-5.1	16.9	-5.6
	Limited to non-mechanized use (OHV-Closed)	-	3.4	3.4	0.7	0.7	0.0	0.0
	Closed/Unavailable (OHV-Closed)	28.8	268.1	239.3	187.6	158.8	98.7	69.9

		Alt. A	Alt. B		Alt. C		Alt. D	
	Designation	Miles	Miles	Change in Miles	Miles	Change in Miles	Miles	Change in Miles
Proposed Miles	Open to all use (OHV-Open)	-	-	-	0.3	0.3	1.2	1.2
	Limited to authorized users (OHV-Closed)	-	0.2	0.2	0.2	0.2	0.2	0.2
	Limited to Ebikes & Non-Motorized use (OHV-Closed)	-	-	-	0.1	0.1	0.1	0.1
	Limited to non-motorized use (OHV-Closed)	-	0.3	0.3	3.9	3.9	3.9	3.9
	Unavailable (OHV-Closed)	5.4	4.8	-0.5	0.9	-4.4	-	-5.4
Totals		508.64	508.64	(0.00)	508.64	(0.00)	508.64	(0.00)
Evergreen Montane Forest (71.2 miles; 9.7% of existing miles)	Open to all use (OHV-Open)	55.7	16.8	-38.9	18.2	-37.5	27.0	-28.8
	Limited by vehicle type (OHV-Limited)	0.5	2.3	1.8	8.0	7.5	9.7	9.2
	Limited by seasonal restrictions (OHV-Limited)	0.7	-	-0.7	-	-0.7	-	-0.7
	Limited to authorized users (OHV-Closed)	0.6	8.5	7.9	11.1	10.5	6.4	5.8
	Limited to non-motorized use (OHV-Closed)	7.5	7.9	0.4	17.6	10.1	17.1	9.6
	Limited to non-mechanized use (OHV-Closed)	-	5.7	5.7	0.2	0.2	0.6	0.6
	Closed/Unavailable (OHV-Closed)	0.9	24.8	23.9	10.8	9.9	5.3	4.3
Proposed Miles	Limited to non-motorized use (OHV-Closed)	-	1.2	1.2	5.2	5.2	5.2	5.2
	Unavailable (OHV-Closed)	5.2	4.1	-1.2	-	-5.2	-	-5.2
Totals		71.22	71.22	0.00	71.22	0.00	71.22	0.00
Bedrock, Scree, Cliffs and Canyons (47.2 miles; 6.4% of existing miles)	Open to all use (OHV-Open)	12.1	5.8	-6.4	6.0	-6.1	7.7	-4.4
	Limited by vehicle type (OHV-Limited)	0.4	3.6	3.2	3.7	3.3	4.9	4.5
	Limited by seasonal restrictions (OHV-Limited)	8.1	0.8	-7.3	0.8	-7.3	0.8	-7.3

		Alt. A	Alt. B		Alt. C		Alt. D	
	Designation	Miles	Miles	Change in Miles	Miles	Change in Miles	Miles	Change in Miles
	Limited to authorized users (OHV-Closed)	0.3	4.3	3.9	7.0	6.6	9.3	8.9
	Limited to Ebikes & Non-Motorized use (OHV-Closed)	-	-	-	4.0	4.0	2.9	2.9
	Limited to non-motorized use (OHV-Closed)	16.6	1.9	-14.8	1.7	-15.0	1.5	-15.1
	Limited to non-mechanized use (OHV-Closed)	-	-	-	0.0	0.0	0.2	0.2
	Closed/Unavailable (OHV-Closed)	1.9	23.2	21.3	16.3	14.4	12.2	10.3
Proposed Miles	Limited to Ebikes & Non-Motorized use (OHV-Closed)	-	-	-	0.6	0.6	0.6	0.6
	Limited to non-motorized use (OHV-Closed)	-	-	-	4.6	4.6	7.1	7.1
	Unavailable (OHV-Closed)	7.7	7.7	-	2.4	-5.3	-	-7.7
Totals		47.19	47.19	0.00	47.19	-	47.19	0.00
Deciduous Riparian Woodland (27.3 miles; 3.7% of existing miles)	Open to all use (OHV-Open)	16.4	7.1	-9.3	7.8	-8.6	9.1	-7.3
	Limited by vehicle type (OHV-Limited)	0.2	-	-0.2	0.0	-0.2	0.8	0.6
	Limited by seasonal restrictions (OHV-Limited)	0.1	0.0	-0.0	0.1	-0.0	0.0	-0.1
	Limited to authorized users (OHV-Closed)	2.4	5.0	2.6	6.3	3.9	7.3	4.9
	Limited to Ebikes & Non-Motorized use (OHV-Closed)	0.1	-	-0.1	0.1	-	0.1	-
	Limited to non-motorized use (OHV-Closed)	0.1	1.6	1.5	2.4	2.3	2.2	2.1
	Limited to non-mechanized use (OHV-Closed)	-	0.0	0.0	0.6	0.6	0.0	0.0
	Closed/Unavailable (OHV-Closed)	8.0	13.4	5.4	10.0	2.0	7.7	-0.3
Proposed Miles	Limited to non-motorized use (OHV-Closed)	-	0.0	0.0	0.0	0.0	0.0	0.0
	Unavailable (OHV-Closed)	0.0	0.0	-0.0	-	-0.0	-	-0.0
Totals		27.26	27.26	0.00	27.26	(0.00)	27.26	(0.00)

		Alt. A	Alt. B		Alt. C		Alt. D	
	Designation	Miles	Miles	Change in Miles	Miles	Change in Miles	Miles	Change in Miles
Mixed Evergreen Deciduous Montane Forest (23.3 miles; 3.2% of existing miles)	Open to all use (OHV-Open)	17.8	3.0	-14.8	3.6	-14.3	5.4	-12.5
	Limited by vehicle type (OHV-Limited)	-	0.2	0.2	1.1	1.1	6.6	6.6
	Limited by seasonal restrictions (OHV-Limited)	0.2	-	-0.2	0.5	0.3	0.8	0.7
	Limited to authorized users (OHV-Closed)	-	0.7	0.7	1.5	1.5	2.2	2.2
	Limited to non-motorized use (OHV-Closed)	1.5	3.8	2.3	2.9	1.5	1.5	0.1
	Closed/Unavailable (OHV-Closed)	0.1	11.8	11.7	9.9	9.8	3.0	2.9
Proposed Miles	Limited to non-motorized use (OHV-Closed)	-	1.2	1.2	3.2	3.2	3.8	3.8
	Unavailable (OHV-Closed)	3.8	2.5	-1.2	0.5	-3.2	-	-3.8
Totals		23.29	23.29	(0.00)	23.29	-	23.29	-
Herbaceous Wetland (21.6 miles; 2.9% of existing miles)	Open to all use (OHV-Open)	10.2	3.3	-6.9	4.1	-6.1	6.9	-3.3
	Limited by vehicle type (OHV-Limited)	-	0.0	0.0	0.0	0.0	0.5	0.5
	Limited by seasonal restrictions (OHV-Limited)	0.0	0.1	0.1	0.1	0.1	-	-0.0
	Limited to authorized users (OHV-Closed)	2.7	3.9	1.2	4.7	2.0	2.6	-0.1
	Limited to non-motorized use (OHV-Closed)	7.3	8.2	0.9	8.8	1.5	8.8	1.5
	Closed/Unavailable (OHV-Closed)	1.3	5.9	4.7	3.7	2.5	2.6	1.4
Proposed Miles	Open to all use (OHV-Open)	-	-	-	-	-	0.2	0.2
	Unavailable (OHV-Closed)	0.2	0.2	-	0.2	-	-	-0.2
Totals		21.63	21.63	0.00	21.63	0.00	21.63	0.00

Table C.5: Miles of Evaluated Routes in Areas of Noxious Weeds and Invasive Plants

		Alt. A	Alt. B		Alt. C		Alt. D	
	Designation	Miles	Miles	Change in Miles	Miles	Change in Miles	Miles	Change in Miles
Invasive or Noxious Weeds (67.2 miles; 9.2% of existing miles)	Open to all use (OHV-Open)	57.4	28.4	-29.0	31.7	-25.8	40.5	-17.0
	Limited by vehicle type (OHV-Limited)	0.1	1.3	1.2	1.2	1.2	3.6	3.6
	Limited by seasonal restrictions (OHV-Limited)	1.3	0.7	-0.6	0.8	-0.5	1.5	0.2
	Limited to authorized users (OHV-Closed)	2.2	7.6	5.4	9.3	7.1	7.0	4.8
	Limited to Ebikes & Non-Motorized use (OHV-Closed)	0.1	-	-0.1	0.1	-	0.1	-
	Limited to non-motorized use (OHV-Closed)	1.9	1.7	-0.2	2.3	0.4	2.1	0.2
	Limited to non-mechanized use (OHV-Closed)	-	0.2	0.2	0.4	0.4	0.2	0.2
	Closed/Unavailable (OHV-Closed)	3.0	26.1	23.0	20.2	17.1	11.0	7.9
Proposed Miles	Limited to non-motorized use (OHV-Closed)	-	0.2	0.2	1.3	1.3	1.3	1.3
	Unavailable (OHV-Closed)	1.3	1.1	-0.2	0.0	-1.3	-	-1.3
Totals		67.24	67.24	(0.00)	67.24	(0.00)	67.24	(0.00)

Table C.6: Miles of Evaluated Routes in Ute Ladies'-Tresses Habitat

		Alt. A	Alt. B		Alt. C		Alt. D	
	Designation	Miles	Miles	Change in Miles	Miles	Change in Miles	Miles	Change in Miles
Ute Ladies'-Tresses (0.6 miles; 0.1% of existing miles)	Open to all use (OHV-Open)	0.1	0.1	-	0.1	-	0.1	-
	Limited to authorized users (OHV-Closed)	0.5	0.5	-	0.5	-	0.5	-
Totals		0.64	0.64	-	0.64	-	0.64	-

Table C.7: Miles of Evaluated Routes in BLM Sensitive Plant Habitats

		Alt. A	Alt. B		Alt. C		Alt. D	
	Designation	Miles	Miles	Change in Miles	Miles	Change in Miles	Miles	Change in Miles
False Mountain Willow (1.7 miles; 0.2% of existing miles)	Open to all use (OHV-Open)	1.5	0.8	-0.6	0.8	-0.6	1.4	-0.1
	Limited to authorized users (OHV-Closed)	-	0.5	0.5	0.5	0.5	0.1	0.1
	Closed/Unavailable (OHV-Closed)	0.2	0.3	0.1	0.3	0.1	0.2	-0.1
Totals		1.69	1.69	0.00	1.69	0.00	1.69	0.00
Giant Helleborine (0.4 miles; 0.1% of existing miles)	Limited to non-motorized use (OHV-Closed)	0.3	-	-0.3	-	-0.3	-	-0.3
	Limited to non-mechanized use (OHV-Closed)	-	0.3	0.3	0.3	0.3	0.3	0.3
	Closed/Unavailable (OHV-Closed)	0.1	0.1	-	0.1	-	0.1	-
Totals		0.38	0.38	-	0.38	-	0.38	-
Rush Aster (1.7 miles; 0.2% of existing miles)	Open to all use (OHV-Open)	1.5	0.8	-0.6	0.8	-0.6	1.4	-0.1
	Limited to authorized users (OHV-Closed)	-	0.5	0.5	0.5	0.5	0.1	0.1
	Closed/Unavailable (OHV-Closed)	0.2	0.3	0.1	0.3	0.1	0.2	-0.1
Totals		1.69	1.69	0.00	1.69	0.00	1.69	0.00
Yellowstone Draba (2.3 miles; 0.3% of existing miles)	Open to all use (OHV-Open)	1.7	0.7	-1.0	1.0	-0.7	1.3	-0.4
	Limited to authorized users (OHV-Closed)	-	0.2	0.2	0.2	0.2	-	-

	Designation	Alt. A	Alt. B		Alt. C		Alt. D	
		Miles	Miles	Change in Miles	Miles	Change in Miles	Miles	Change in Miles
	Limited to non-motorized use (OHV-Closed)	0.5	0.1	-0.4	0.1	-0.4	0.1	-0.4
	Limited to non-mechanized use (OHV-Closed)	-	0.2	0.2	0.2	0.2	0.7	0.7
	Closed/Unavailable (OHV-Closed)	0.2	1.2	1.0	0.9	0.7	0.2	0.1
Totals		2.34	2.34	-	2.34	(0.00)	2.34	(0.00)

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Table C.8: Miles of Evaluated Routes Within 300 Feet of 303(d)-Listed Streams

		Alt. A	Alt. B		Alt. C		Alt. D	
	Designation	Miles	Miles	Change in Miles	Miles	Change in Miles	Miles	Change in Miles
303(d)-listed Streams (120.4 miles; 16.4% of existing miles)	Open to all use (OHV-Open)	72.9	29.9	-43.0	35.3	-37.6	44.5	-28.4
	Limited by vehicle type (OHV-Limited)	0.0	1.7	1.6	2.5	2.5	4.1	4.1
	Limited by seasonal restrictions (OHV-Limited)	3.6	1.9	-1.7	1.9	-1.7	2.0	-1.6
	Limited to authorized users (OHV-Closed)	6.6	21.1	14.5	23.5	16.9	25.3	18.7
	Limited to Ebikes & Non-Motorized use (OHV-Closed)	0.6	-	-0.6	0.8	0.2	0.8	0.2
	Limited to non-motorized use (OHV-Closed)	18.2	7.3	-10.9	12.3	-6.0	11.4	-6.8
	Limited to non-mechanized use (OHV-Closed)	-	2.4	2.4	2.0	2.0	1.5	1.5
	Closed/Unavailable (OHV-Closed)	9.5	47.2	37.7	33.1	23.6	21.9	12.4
Proposed Miles	Open to all use (OHV-Open)	-	-	-	0.2	0.2	0.3	0.3
	Limited to Ebikes & Non-Motorized use (OHV-Closed)	-	-	-	0.5	0.5	0.5	0.5
	Limited to non-motorized use (OHV-Closed)	-	0.3	0.3	2.9	2.9	8.2	8.2
	Unavailable (OHV-Closed)	9.0	8.8	-0.3	5.5	-3.6	-	-9.0
Totals		120.44	120.44	(0.00)	120.44	(0.00)	120.44	(0.00)

Table C.9: Miles of Evaluated Routes in Riparian Areas

		Alt. A	Alt. B		Alt. C		Alt. D	
	Designation	Miles	Miles	Change in Miles	Miles	Change in Miles	Miles	Change in Miles
Riparian (65.3 miles; 8.9% of existing miles)	Open to all use (OHV-Open)	38.4	16.7	-21.7	19.5	-18.8	24.5	-13.9
	Limited by vehicle type (OHV-Limited)	0.0	-	-0.0	0.7	0.7	1.8	1.8
	Limited by seasonal restrictions (OHV-Limited)	0.3	0.9	0.6	0.9	0.6	1.0	0.7
	Limited to authorized users (OHV-Closed)	5.3	11.5	6.2	13.7	8.5	13.8	8.5
	Limited to Ebikes & Non-Motorized use (OHV-Closed)	0.4	-	-0.4	0.4	-	0.4	-
	Limited to non-motorized use (OHV-Closed)	8.4	5.5	-3.0	7.8	-0.6	7.2	-1.3
	Limited to non-mechanized use (OHV-Closed)	-	1.6	1.6	1.3	1.3	1.2	1.2
	Closed/Unavailable (OHV-Closed)	7.8	24.5	16.7	16.3	8.4	10.9	3.0
Proposed Miles	Open to all use (OHV-Open)	-	-	-	0.2	0.2	0.3	0.3
	Limited to non-motorized use (OHV-Closed)	-	0.3	0.3	1.8	1.8	4.3	4.3
	Unavailable (OHV-Closed)	4.7	4.4	-0.3	2.7	-2.0	-	-4.7
Totals		65.33	65.33	-	65.33	0.00	65.33	-

Table C.10: Number of Stream Crossings in BLM Sensitive Fish Habitat

		Alt. A	Alt. B		Alt. C		Alt. D	
	Designation	Routes	Routes	Change in Routes	Routes	Change in Routes	Routes	Change in Routes
Crossing BLM Sensitive Fish Streams (10 Routes; 1.4% of existing Routes)	Open to all use (OHV-Open)	9	6	-3	6	-3	8	-1
	Limited to authorized users (OHV-Closed)	-	3	+3	3	+3	1	+1
	Limited to non-motorized use (OHV-Closed)	1	-	-1	-	-1	-	-1
	Closed/Unavailable (OHV-Closed)	-	1	+1	1	+1	1	+1
Totals		10	10	-	10	-	10	-

Table C.11: Miles of Evaluated Routes Proximate to BLM Sensitive Fish Habitat

		Alt. A	Alt. B		Alt. C		Alt. D	
	Designation	Miles	Miles	Change in Miles	Miles	Change in Miles	Miles	Change in Miles
BLM Sensitive Fish (300 feet) (34.2 miles; 4.7% of existing miles)	Open to all use (OHV-Open)	18.9	7.2	-11.7	8.7	-10.2	12.7	-6.2
	Limited by vehicle type (OHV-Limited)	-	-	-	0.1	0.1	0.2	0.2
	Limited by seasonal restrictions (OHV-Limited)	-	0.9	0.9	0.9	0.9	0.9	0.9
	Limited to authorized users (OHV-Closed)	1.9	6.4	4.4	7.4	5.5	7.2	5.3
	Limited to Ebikes & Non-Motorized use (OHV-Closed)	0.1	-	-0.1	0.1	-	0.1	-
	Limited to non-motorized use (OHV-Closed)	4.0	1.1	-3.0	1.9	-2.1	1.6	-2.4
	Limited to non-mechanized use (OHV-Closed)	-	-	-	-	-	0.1	0.1
	Closed/Unavailable (OHV-Closed)	5.4	14.8	9.4	11.2	5.8	7.6	2.2
Proposed Miles	Open to all use (OHV-Open)	-	-	-	0.2	0.2	0.2	0.2
	Limited to non-motorized use (OHV-Closed)	-	0.2	0.2	1.3	1.3	3.7	3.7

		Alt. A	Alt. B		Alt. C		Alt. D	
	Designation	Miles	Miles	Change in Miles	Miles	Change in Miles	Miles	Change in Miles
	Unavailable (OHV-Closed)	3.9	3.8	-0.2	2.5	-1.4	-	-3.9
Totals		34.23	34.23	0.00	34.23	0.00	34.23	0.00
BLM Sensitive Fish (50 feet) (1.2 miles; 0.2% of existing miles)	Open to all use (OHV-Open)	0.4	0.2	-0.2	0.2	-0.2	0.3	-0.1
	Limited to authorized users (OHV-Closed)	-	0.1	0.1	0.1	0.1	0.1	0.1
	Limited to non-motorized use (OHV-Closed)	0.4	-	-0.4	0.0	-0.4	0.0	-0.4
	Limited to non-mechanized use (OHV-Closed)	-	-	-	-	-	-	-
	Closed/Unavailable (OHV-Closed)	0.1	0.6	0.5	0.6	0.5	0.5	0.4
	Limited to non-motorized use (OHV-Closed)	-	-	-	0.0	0.0	0.4	0.4
	Unavailable (OHV-Closed)	0.4	0.4	-	0.3	-0.0	-	-0.4
Totals		1.24	1.24	-	1.24	-	1.24	-

Table C.12: Miles of Evaluated Routes in ESA-Listed Wildlife Species Habitats

		Alt. A	Alt. B		Alt. C		Alt. D	
	Designation	Miles	Miles	Change in Miles	Miles	Change in Miles	Miles	Change in Miles
Canada Lynx Area of Interest (39.3 miles; 5.4% of existing miles)	Open to all use (OHV-Open)	36.8	11.3	-25.5	14.8	-22.1	19.3	-17.6
	Limited by vehicle type (OHV-Limited)	0.0	0.2	0.2	2.1	2.1	8.4	8.4
	Limited by seasonal restrictions (OHV-Limited)	0.2	-	-0.2	0.0	-0.2	0.0	-0.2
	Limited to authorized users (OHV-Closed)	0.0	2.5	2.5	3.9	3.9	3.8	3.8
	Limited to non-motorized use (OHV-Closed)	0.5	4.0	3.5	3.0	2.6	0.3	-0.2
	Limited to non-mechanized use (OHV-Closed)	-	0.2	0.2	0.2	0.2	0.7	0.7

		Alt. A	Alt. B		Alt. C		Alt. D	
	Designation	Miles	Miles	Change in Miles	Miles	Change in Miles	Miles	Change in Miles
	Closed/Unavailable (OHV-Closed)	1.4	20.7	19.3	14.8	13.4	6.4	5.1
Proposed Miles	Open to all use (OHV-Open)	-	-	-	0.2	0.2	0.4	0.4
	Unavailable (OHV-Closed)	0.4	0.4	-	0.2	-0.2	-	-0.4
Totals		39.25	39.25	(0.00)	39.25	(0.00)	39.25	(0.00)
Grizzly Bear Habitat (340.1 miles; 46.4% of existing miles)	Open to all use (OHV-Open)	324.6	123.8	-200.8	152.4	-172.2	212.3	-112.3
	Limited by vehicle type (OHV-Limited)	-	2.1	2.1	13.6	13.6	23.1	23.1
	Limited by seasonal restrictions (OHV-Limited)	-	3.2	3.2	4.5	4.5	8.1	8.1
	Limited to authorized users (OHV-Closed)	0.4	32.2	31.9	42.5	42.1	27.9	27.6
	Limited to non-motorized use (OHV-Closed)	0.5	16.5	16.1	21.0	20.6	19.6	19.2
	Limited to non-mechanized use (OHV-Closed)	-	5.8	5.8	0.2	0.2	0.9	0.9
	Closed/Unavailable (OHV-Closed)	3.7	145.6	141.9	94.8	91.1	37.2	33.5
Proposed Miles	Open to all use (OHV-Open)	-	-	-	0.2	0.2	1.4	1.4
	Limited by seasonal restrictions (OHV-Limited)	-	0.1	0.1	0.1	0.1	-	-
	Limited to authorized users (OHV-Closed)	-	0.2	0.2	0.2	0.2	0.2	0.2
	Limited to non-motorized use (OHV-Closed)	-	2.7	2.7	8.9	8.9	9.4	9.4
	Unavailable (OHV-Closed)	11.0	8.0	-3.0	1.7	-9.3	-	-11.0
Totals		340.15	340.15	0.00	340.15	0.00	340.15	0.00
Yellow-billed Cuckoo (44.5 miles; 6.1% of existing miles)	Open to all use (OHV-Open)	16.5	7.9	-8.6	9.0	-7.5	10.9	-5.6
	Limited by seasonal restrictions (OHV-Limited)	0.1	-	-0.1	-	-0.1	-	-0.1
	Limited to authorized users (OHV-Closed)	11.2	16.7	5.5	18.6	7.4	20.1	8.9

		Alt. A	Alt. B		Alt. C		Alt. D	
	Designation	Miles	Miles	Change in Miles	Miles	Change in Miles	Miles	Change in Miles
	Limited to Ebikes & Non-Motorized use (OHV-Closed)	0.4	-	-0.4	0.4	-	0.4	-
	Limited to non-motorized use (OHV-Closed)	2.4	3.1	0.6	3.2	0.8	3.2	0.8
	Closed/Unavailable (OHV-Closed)	13.8	16.8	3.0	13.2	-0.6	9.9	-3.9
Totals		44.47	44.47	0.00	44.47	(0.00)	44.47	0.00

Table C.13: Miles of Evaluated Routes in or Proximate to BLM Sensitive Wildlife Species Habitats

		Alt. A	Alt. B		Alt. C		Alt. D	
	Designation	Miles	Miles	Change in Miles	Miles	Change in Miles	Miles	Change in Miles
Bald Eagle Nests (51.4 miles; 7% of existing miles)	Open to all use (OHV-Open)	26.4	8.8	-17.6	13.6	-12.8	18.6	-7.9
	Limited by vehicle type (OHV-Limited)	1.8	1.2	-0.6	1.6	-0.1	3.2	1.4
	Limited by seasonal restrictions (OHV-Limited)	3.0	-	-3.0	-	-3.0	-	-3.0
	Limited to authorized users (OHV-Closed)	11.6	18.0	6.5	21.0	9.5	19.8	8.2
	Limited to Ebikes & Non-Motorized use (OHV-Closed)	-	-	-	2.6	2.6	1.1	1.1
	Limited to non-motorized use (OHV-Closed)	0.2	1.7	1.4	2.5	2.3	2.1	1.8
	Closed/Unavailable (OHV-Closed)	8.1	21.4	13.3	9.7	1.6	6.3	-1.7
Proposed Miles	Open to all use (OHV-Open)	-	-	-	0.1	0.1	0.1	0.1
	Limited to Ebikes & Non-Motorized use (OHV-Closed)	-	-	-	0.1	0.1	0.1	0.1
	Limited to non-motorized use (OHV-Closed)	-	0.1	0.1	0.1	0.1	0.1	0.1
	Unavailable (OHV-Closed)	0.3	0.2	-0.1	-	-0.3	-	-0.3
Totals		51.39	51.39	0.00	51.39	0.00	51.39	0.00

		Alt. A	Alt. B		Alt. C		Alt. D	
	Designation	Miles	Miles	Change in Miles	Miles	Change in Miles	Miles	Change in Miles
Ferruginous Hawk Nests (7.7 miles; 1% of existing miles)	Open to all use (OHV-Open)	6.6	0.6	-5.9	0.6	-5.9	1.8	-4.8
	Limited to authorized users (OHV-Closed)	-	2.4	2.4	2.4	2.4	2.0	2.0
	Closed/Unavailable (OHV-Closed)	1.1	4.7	3.6	4.7	3.6	4.0	2.8
Totals		7.69	7.69	-	7.69	-	7.69	0.00
Columbian Sharp-tailed Grouse Leks (1.2 miles; 0.2% of existing miles)	Open to all use (OHV-Open)	0.8	0.0	-0.7	0.0	-0.7	0.5	-0.2
	Limited by seasonal restrictions (OHV-Limited)	-	0.3	0.3	0.3	0.3	-	-
	Limited to authorized users (OHV-Closed)	-	-	-	0.7	0.7	0.4	0.4
	Limited to non-motorized use (OHV-Closed)	0.4	-	-0.4	-	-0.4	-	-0.4
	Closed/Unavailable (OHV-Closed)	-	0.9	0.9	0.3	0.3	0.3	0.3
Totals		1.18	1.18	(0.00)	1.18	(0.00)	1.18	0.00
Greater Sage-Grouse Leks (5.4 miles; 0.7% of existing miles)	Open to all use (OHV-Open)	5.4	0.2	-5.2	0.2	-5.2	0.2	-5.2
	Limited by seasonal restrictions (OHV-Limited)	-	0.8	0.8	0.8	0.8	3.1	3.1
	Limited to authorized users (OHV-Closed)	-	0.2	0.2	0.3	0.3	1.7	1.7
	Closed/Unavailable (OHV-Closed)	-	4.2	4.2	4.1	4.1	0.5	0.5
Totals		5.44	5.44	0.00	5.44	0.00	5.44	0.00
Greater Sage-Grouse GHMA (89.5 miles; 12.2% of existing miles)	Open to all use (OHV-Open)	31.1	11.0	-20.1	12.3	-18.8	18.8	-12.3
	Limited by seasonal restrictions (OHV-Limited)	-	0.9	0.9	0.9	0.9	0.9	0.9
	Limited to authorized users (OHV-Closed)	2.2	12.3	10.1	20.0	17.8	24.3	22.1
	Limited to non-motorized use (OHV-Closed)	44.9	5.8	-39.1	15.2	-29.7	15.2	-29.7
	Limited to non-mechanized use (OHV-Closed)	-	0.2	0.2	-	-	-	-

		Alt. A	Alt. B		Alt. C		Alt. D	
	Designation	Miles	Miles	Change in Miles	Miles	Change in Miles	Miles	Change in Miles
	Closed/Unavailable (OHV-Closed)	2.4	50.4	48.1	32.2	29.8	21.3	18.9
Proposed Miles	Limited to non-motorized use (OHV-Closed)	-	-	-	5.6	5.6	8.9	8.9
	Unavailable (OHV-Closed)	8.9	8.9	-	3.3	-5.6	-	-8.9
Totals		89.48	89.48	0.00	89.48	(0.00)	89.48	-
Greater Sage-Grouse IHMA (327 miles; 44.6% of existing miles)	Open to all use (OHV-Open)	315.2	106.4	-208.9	151.1	-164.2	222.6	-92.6
	Limited by vehicle type (OHV-Limited)	-	0.3	0.3	3.3	3.3	1.8	1.8
	Limited by seasonal restrictions (OHV-Limited)	-	7.3	7.3	7.5	7.5	15.3	15.3
	Limited to authorized users (OHV-Closed)	0.0	34.7	34.7	36.4	36.4	25.9	25.9
	Limited to non-motorized use (OHV-Closed)	0.0	0.1	0.0	0.1	0.0	0.1	0.0
	Closed/Unavailable (OHV-Closed)	10.8	177.3	166.5	127.7	116.9	60.4	49.6
Proposed Miles	Open to all use (OHV-Open)	-	-	-	-	-	0.9	0.9
	Unavailable (OHV-Closed)	0.9	0.9	-	0.9	-	-	-0.9
Totals		326.98	326.98	(0.00)	326.98	(0.00)	326.98	(0.00)
Greater Sage-Grouse PHMA (28.8 miles; 3.9% of existing miles)	Open to all use (OHV-Open)	28.8	7.7	-21.1	11.7	-17.0	17.6	-11.1
	Limited by vehicle type (OHV-Limited)	-	-	-	-	-	2.5	2.5
	Limited by seasonal restrictions (OHV-Limited)	-	2.5	2.5	2.5	2.5	3.5	3.5
	Limited to authorized users (OHV-Closed)	-	2.0	2.0	3.7	3.7	4.1	4.1
	Closed/Unavailable (OHV-Closed)	-	16.6	16.6	10.9	10.9	1.0	1.0
Totals		28.77	28.77	0.00	28.77	0.00	28.77	0.00

Table C.14: Miles of Evaluated Routes in General Wildlife Species Habitats

		Alt. A	Alt. B		Alt. C		Alt. D	
	Designation	Miles	Miles	Change in Miles	Miles	Change in Miles	Miles	Change in Miles
Elk Crucial Habitat (578.7 miles; 78.9% of existing miles)	Open to all use (OHV-Open)	460.8	151.6	-309.2	203.7	-257.1	297.3	-163.5
	Limited by vehicle type (OHV-Limited)	0.3	1.9	1.6	11.7	11.5	14.9	14.6
	Limited by seasonal restrictions (OHV-Limited)	-	11.0	11.0	12.4	12.4	22.8	22.8
	Limited to authorized users (OHV-Closed)	11.6	68.5	56.9	86.7	75.1	75.2	63.5
	Limited to non-motorized use (OHV-Closed)	57.4	27.6	-29.8	47.9	-9.6	50.0	-7.5
	Limited to non-mechanized use (OHV-Closed)	-	9.0	9.0	0.9	0.9	-	-
	Closed/Unavailable (OHV-Closed)	29.6	290.2	260.5	196.5	166.9	99.7	70.0
Proposed Miles	Open to all use (OHV-Open)	-	-	-	0.3	0.3	1.2	1.2
	Limited to non-motorized use (OHV-Closed)	-	2.1	2.1	13.8	13.8	17.7	17.7
	Unavailable (OHV-Closed)	18.9	16.8	-2.1	4.8	-14.1	-	-18.9
Totals		578.65	578.65	(0.00)	578.65	0.00	578.65	0.00
Golden Eagle Nests (26.1 miles; 3.6% of existing miles)	Open to all use (OHV-Open)	5.0	3.7	-1.3	3.7	-1.3	3.7	-1.3
	Limited by seasonal restrictions (OHV-Limited)	-	0.1	0.1	0.1	0.1	-	-
	Limited to authorized users (OHV-Closed)	1.5	1.7	0.1	1.7	0.1	3.1	1.6
	Limited to non-motorized use (OHV-Closed)	8.0	-	-8.0	4.8	-3.2	5.7	-2.3
	Limited to non-mechanized use (OHV-Closed)	-	3.3	3.3	0.9	0.9	-	-
	Closed/Unavailable (OHV-Closed)	4.9	10.8	5.9	8.4	3.5	6.9	2.0
Proposed Miles	Limited to non-motorized use (OHV-Closed)	-	-	-	4.8	4.8	6.7	6.7

		Alt. A	Alt. B		Alt. C		Alt. D	
	Designation	Miles	Miles	Change in Miles	Miles	Change in Miles	Miles	Change in Miles
	Unavailable (OHV-Closed)	6.7	6.7	-	1.9	-4.8	-	-6.7
Totals		26.13	26.13	0.00	26.13	-	26.13	-
Moose Crucial Habitat (202.4 miles; 27.6% of existing miles)	Open to all use (OHV-Open)	125.8	42.6	-83.2	50.4	-75.4	68.3	-57.6
	Limited by vehicle type (OHV-Limited)	0.3	6.7	6.4	14.0	13.7	20.3	20.1
	Limited by seasonal restrictions (OHV-Limited)	16.0	2.6	-13.4	4.0	-12.0	8.3	-7.7
	Limited to authorized users (OHV-Closed)	13.7	30.0	16.3	40.9	27.2	38.0	24.3
	Limited to Ebikes & Non-Motorized use (OHV-Closed)	0.4	-	-0.4	6.8	6.4	5.1	4.7
	Limited to non-motorized use (OHV-Closed)	10.4	16.4	6.0	18.6	8.2	18.7	8.3
	Limited to non-mechanized use (OHV-Closed)	-	6.6	6.6	1.2	1.2	1.2	1.2
	Closed/Unavailable (OHV-Closed)	25.2	86.9	61.7	55.9	30.8	31.9	6.7
Proposed Miles	Open to all use (OHV-Open)	-	-	-	0.3	0.3	1.2	1.2
	Limited to Ebikes & Non-Motorized use (OHV-Closed)	-	-	-	0.7	0.7	0.7	0.7
	Limited to non-motorized use (OHV-Closed)	-	2.1	2.1	8.2	8.2	8.7	8.7
	Unavailable (OHV-Closed)	10.7	8.6	-2.1	1.5	-9.2	-	-10.7
Totals		202.40	202.40	(0.00)	202.40	(0.00)	202.40	(0.00)
Mule Deer Crucial Habitat (215 miles; 29.3% of existing miles)	Open to all use (OHV-Open)	88.8	31.7	-57.2	33.5	-55.3	39.1	-49.8
	Limited by vehicle type (OHV-Limited)	0.3	13.0	12.8	19.7	19.5	24.9	24.7
	Limited by seasonal restrictions (OHV-Limited)	32.1	1.3	-30.8	1.3	-30.8	1.4	-30.6
	Limited to authorized users (OHV-Closed)	3.6	21.8	18.2	36.4	32.8	44.9	41.3
	Limited to Ebikes & Non-Motorized use (OHV-Closed)	0.8	-	-0.8	13.6	12.8	10.1	9.3

		Alt. A	Alt. B		Alt. C		Alt. D	
	Designation	Miles	Miles	Change in Miles	Miles	Change in Miles	Miles	Change in Miles
	Limited to non-motorized use (OHV-Closed)	53.9	18.5	-35.3	25.2	-28.7	25.2	-28.7
	Limited to non-mechanized use (OHV-Closed)	-	5.6	5.6	0.3	0.3	0.5	0.5
	Closed/Unavailable (OHV-Closed)	16.0	103.5	87.5	65.5	49.4	49.3	33.3
Proposed Miles	Open to all use (OHV-Open)	-	-	-	0.2	0.2	0.2	0.2
	Limited to authorized users (OHV-Closed)	-	0.2	0.2	0.2	0.2	0.2	0.2
	Limited to Ebikes & Non-Motorized use (OHV-Closed)	-	-	-	1.3	1.3	1.3	1.3
	Limited to non-motorized use (OHV-Closed)	-	2.1	2.1	13.8	13.8	17.7	17.7
	Unavailable (OHV-Closed)	19.5	17.2	-2.3	3.9	-15.6	-	-19.5
Totals		214.95	214.95	0.00	214.95	0.00	214.95	-
Pronghorn Antelope Crucial Habitat (15.2 miles; 2.1% of existing miles)	Open to all use (OHV-Open)	13.7	5.6	-8.1	7.3	-6.4	10.1	-3.6
	Limited to authorized users (OHV-Closed)	-	1.2	1.2	2.7	2.7	2.6	2.6
	Limited to non-motorized use (OHV-Closed)	0.5	0.1	-0.4	0.1	-0.4	0.1	-0.4
	Limited to non-mechanized use (OHV-Closed)	-	0.2	0.2	0.2	0.2	0.7	0.7
	Closed/Unavailable (OHV-Closed)	0.6	7.7	7.1	4.5	3.9	1.3	0.7
Proposed Miles	Open to all use (OHV-Open)	-	-	-	0.2	0.2	0.4	0.4
	Unavailable (OHV-Closed)	0.4	0.4	-	0.2	-0.2	-	-0.4
Totals		15.17	15.17	0.00	15.17	0.00	15.17	0.00
White-tailed Deer Crucial Habitat (83.8 miles; 11.4% of existing miles)	Open to all use (OHV-Open)	22.4	14.0	-8.4	16.5	-5.9	20.5	-1.9
	Limited by vehicle type (OHV-Limited)	-	6.4	6.4	6.4	6.4	8.1	8.1
	Limited by seasonal restrictions (OHV-Limited)	16.0	-	-16.0	-	-16.0	0.1	-16.0

		Alt. A	Alt. B		Alt. C		Alt. D	
	Designation	Miles	Miles	Change in Miles	Miles	Change in Miles	Miles	Change in Miles
	Limited to authorized users (OHV-Closed)	13.0	22.6	9.6	22.5	9.5	21.2	8.2
	Limited to Ebikes & Non-Motorized use (OHV-Closed)	0.4	-	-0.4	6.8	6.4	5.1	4.7
	Limited to non-motorized use (OHV-Closed)	10.4	7.1	-3.3	4.7	-5.7	4.8	-5.6
	Limited to non-mechanized use (OHV-Closed)	-	1.1	1.1	1.2	1.2	1.2	1.2
	Closed/Unavailable (OHV-Closed)	20.8	31.8	11.0	24.9	4.1	22.1	1.3
Proposed Miles	Open to all use (OHV-Open)	-	-	-	0.1	0.1	0.1	0.1
	Limited to Ebikes & Non-Motorized use (OHV-Closed)	-	-	-	0.7	0.7	0.7	0.7
	Unavailable (OHV-Closed)	0.7	0.7	-	-	-0.7	-	-0.7
Totals		83.80	83.80	0.00	83.80	0.00	83.80	0.00

1 **Table C.15: Miles of Evaluated Routes in or Proximate to Cultural Resources**

		Alt. A	Alt. B		Alt. C		Alt. D	
	Designation	Routes	Routes	Change in Routes	Routes	Change in Routes	Routes	Change in Routes
Known Cultural Sites (228 Routes; 31.1% of existing Routes)	Open to all use (OHV-Open)	188	58	-130	93	-95	127	-61
	Limited by vehicle type (OHV-Limited)	-	2	+2	7	+7	8	+8
	Limited by seasonal restrictions (OHV-Limited)	-	5	+5	5	+5	6	+6
	Limited to authorized users (OHV-Closed)	8	42	+34	45	+37	29	+21
	Limited to non-motorized use (OHV-Closed)	17	5	-12	6	-11	6	-11
	Limited to non-mechanized use (OHV-Closed)	-	3	+3	4	+4	3	+3
	Closed/Unavailable (OHV-Closed)	13	111	+98	66	+53	47	+34
Proposed Routes	Limited to non-motorized use (OHV-Closed)	-	1	+1	2	+2	2	+2

		Alt. A	Alt. B		Alt. C		Alt. D	
	Designation	Routes	Routes	Change in Routes	Routes	Change in Routes	Routes	Change in Routes
	Unavailable (OHV-Closed)	2	1	-1	-	-2	-	-2
Totals		228	228	-	228	-	228	-
NRHP Eligible (134 Routes; 18.3% of existing Routes)	Open to all use (OHV-Open)	106	37	-69	55	-51	76	-30
	Limited by vehicle type (OHV-Limited)	-	2	+2	2	+2	2	+2
	Limited by seasonal restrictions (OHV-Limited)	-	1	+1	1	+1	1	+1
	Limited to authorized users (OHV-Closed)	5	24	+19	27	+22	18	+13
	Limited to non-motorized use (OHV-Closed)	12	2	-10	3	-9	3	-9
	Limited to non-mechanized use (OHV-Closed)	-	3	+3	3	+3	3	+3
	Closed/Unavailable (OHV-Closed)	11	65	+54	43	+32	31	+20
Totals		134	134	-	134	-	134	-
NRHP Unevaluated (101 Routes; 13.8% of existing Routes)	Open to all use (OHV-Open)	86	22	-64	39	-47	53	-33
	Limited by vehicle type (OHV-Limited)	-	-	-	6	+6	7	+7
	Limited by seasonal restrictions (OHV-Limited)	-	4	+4	4	+4	5	+5
	Limited to authorized users (OHV-Closed)	3	16	+13	18	+15	13	+10
	Limited to non-motorized use (OHV-Closed)	10	2	-8	2	-8	2	-8
	Limited to non-mechanized use (OHV-Closed)	-	-	-	1	+1	-	-
	Closed/Unavailable (OHV-Closed)	-	55	+55	29	+29	19	+19
Proposed Routes	Limited to non-motorized use (OHV-Closed)	-	1	+1	2	+2	2	+2
	Unavailable (OHV-Closed)	2	1	-1	-	-2	-	-2
Totals		101	101	-	101	-	101	-
NRHP Not Eligible (25	Open to all use (OHV-Open)	19	4	-15	6	-13	10	-9

		Alt. A	Alt. B		Alt. C		Alt. D	
	Designation	Routes	Routes	Change in Routes	Routes	Change in Routes	Routes	Change in Routes
Routes; 3.4% of existing Routes)	Limited by vehicle type (OHV-Limited)	-	-	-	1	+1	1	+1
	Limited by seasonal restrictions (OHV-Limited)	-	2	+2	2	+2	2	+2
	Limited to authorized users (OHV-Closed)	-	5	+5	7	+7	4	+4
	Limited to non-motorized use (OHV-Closed)	2	1	-1	1	-1	1	-1
	Closed/Unavailable (OHV-Closed)	3	12	+9	7	+4	6	+3
Proposed Routes	Limited to non-motorized use (OHV-Closed)	-	-	-	1	+1	1	+1
	Unavailable (OHV-Closed)	1	1	-	-	-1	-	-1
Totals		25	25	-	25	-	25	-
High Probability for Cultural Resource (146 Routes; 19.9% of existing Routes)	Open to all use (OHV-Open)	90	27	-63	39	-51	61	-29
	Limited by vehicle type (OHV-Limited)	-	-	-	1	+1	2	+2
	Limited by seasonal restrictions (OHV-Limited)	7	-	-7	-	-7	-	-7
	Limited to authorized users (OHV-Closed)	7	28	+21	27	+20	25	+18
	Limited to Ebikes & Non-Motorized use (OHV-Closed)	-	-	-	3	+3	1	+1
	Limited to non-motorized use (OHV-Closed)	6	4	-2	8	+2	11	+5
	Limited to non-mechanized use (OHV-Closed)	-	1	+1	2	+2	-	-
	Closed/Unavailable (OHV-Closed)	33	83	+50	63	+30	43	+10
Proposed Routes	Open to all use (OHV-Open)	-	-	-	1	+1	1	+1
	Limited to non-motorized use (OHV-Closed)	-	-	-	1	+1	2	+2
	Unavailable (OHV-Closed)	3	3	-	1	-2	-	-3
Totals		146	146	-	146	-	146	-
Nez Perce National Historic	Open to all use (OHV-Open)	80	17	-63	28	-52	53	-27

		Alt. A	Alt. B		Alt. C		Alt. D	
	Designation	Routes	Routes	Change in Routes	Routes	Change in Routes	Routes	Change in Routes
Trail (81 Routes; 11% of existing Routes)	Limited by vehicle type (OHV-Limited)	-	-	-	1	+1	-	-
	Limited to authorized users (OHV-Closed)	-	19	+19	21	+21	8	+8
	Limited to non-motorized use (OHV-Closed)	-	2	+2	4	+4	6	+6
	Closed/Unavailable (OHV-Closed)	1	43	+42	27	+26	14	+13
Totals		81	81	-	81	-	81	-

Table C.16: Miles of Evaluated Routes in ACECs

		Alt. A	Alt. B		Alt. C		Alt. D	
	Designation	Miles	Miles	Change in Miles	Miles	Change in Miles	Miles	Change in Miles
Henry's Lake ACEC (16.3 miles; 2.2% of existing miles)	Open to all use (OHV-Open)	14.8	5.9	-8.9	7.6	-7.2	11.0	-3.8
	Limited by vehicle type (OHV-Limited)	-	-	-	0.3	0.3	-	-
	Limited to authorized users (OHV-Closed)	-	1.5	1.5	3.0	3.0	2.7	2.7
	Limited to non-motorized use (OHV-Closed)	0.5	0.1	-0.4	0.1	-0.4	0.1	-0.4
	Limited to non-mechanized use (OHV-Closed)	-	0.2	0.2	0.2	0.2	0.7	0.7
	Closed/Unavailable (OHV-Closed)	0.7	8.3	7.6	4.7	4.0	1.5	0.8
Proposed Miles	Open to all use (OHV-Open)	-	-	-	0.2	0.2	0.4	0.4
	Unavailable (OHV-Closed)	0.4	0.4	-	0.2	-0.2	-	-0.4
Totals		16.31	16.31	0.00	16.31	0.00	16.31	(0.00)
North Menan Butte ACEC (4.7 miles; 0.6% of existing miles)	Open to all use (OHV-Open)	0.0	0.0	-	0.0	-	0.0	-
	Limited to authorized users (OHV-Closed)	1.1	0.9	-0.1	0.9	-0.1	0.9	-0.1
	Limited to non-motorized use (OHV-Closed)	1.6	-	-1.6	1.8	0.1	2.2	0.6

		Alt. A	Alt. B		Alt. C		Alt. D	
	Designation	Miles	Miles	Change in Miles	Miles	Change in Miles	Miles	Change in Miles
	Limited to non-mechanized use (OHV-Closed)	-	1.6	1.6	0.5	0.5	-	-
	Closed/Unavailable (OHV-Closed)	2.0	2.1	0.1	1.5	-0.5	1.5	-0.5
Totals		4.72	4.72	-	4.72	(0.00)	4.72	0.00
Snake River ACEC (142.6 miles; 19.4% of existing miles)	Open to all use (OHV-Open)	54.2	26.5	-27.7	29.9	-24.3	37.0	-17.1
	Limited by vehicle type (OHV-Limited)	1.8	7.6	5.8	7.6	5.8	9.9	8.1
	Limited by seasonal restrictions (OHV-Limited)	16.0	0.5	-15.5	0.5	-15.5	0.1	-16.0
	Limited to authorized users (OHV-Closed)	20.4	32.7	12.4	37.4	17.0	34.9	14.6
	Limited to Ebikes & Non-Motorized use (OHV-Closed)	0.4	-	-0.4	6.8	6.4	5.1	4.7
	Limited to non-motorized use (OHV-Closed)	21.6	22.0	0.4	22.1	0.5	21.6	0.0
	Limited to non-mechanized use (OHV-Closed)	-	1.2	1.2	1.2	1.2	1.2	1.2
	Closed/Unavailable (OHV-Closed)	27.2	51.1	23.9	36.1	8.9	31.7	4.5
Proposed Miles	Open to all use (OHV-Open)	-	-	-	0.3	0.3	0.3	0.3
	Limited to Ebikes & Non-Motorized use (OHV-Closed)	-	-	-	0.7	0.7	0.7	0.7
	Unavailable (OHV-Closed)	1.0	1.0	-	-	-1.0	-	-1.0
Totals		142.56	142.56	(0.00)	142.56	(0.00)	142.56	(0.00)

Table C.17: Miles of Evaluated Routes in Henry's Lake WSA

		Alt. A	Alt. B		Alt. C		Alt. D	
	Designation	Miles	Miles	Change in Miles	Miles	Change in Miles	Miles	Change in Miles
Henry's Lake WSA (0.9 miles; 0.1% of existing miles)	Open to all use (OHV-Open)	0.5	-	-0.5	-	-0.5	-	-0.5
	Limited to non-motorized use (OHV-Closed)	0.4	0.1	-0.4	0.1	-0.4	0.1	-0.4
	Limited to non-mechanized use (OHV-Closed)	-	0.2	0.2	0.2	0.2	0.7	0.7
	Closed/Unavailable (OHV-Closed)	-	0.7	0.7	0.7	0.7	0.2	0.2
Totals		0.90	0.90	-	0.90	-	0.90	0.00

Table C.18: Miles of Evaluated Routes in North Menan Butte RNA

		Alt. A	Alt. B		Alt. C		Alt. D	
	Designation	Miles	Miles	Change in Miles	Miles	Change in Miles	Miles	Change in Miles
North Menan Butte RNA (3.2 miles; 0.4% of existing miles)	Limited to authorized users (OHV-Closed)	0.2	0.2	-	0.2	-	0.2	-
	Limited to non-motorized use (OHV-Closed)	1.7	-	-1.7	1.7	-	2.1	0.4
	Limited to non-mechanized use (OHV-Closed)	-	1.7	1.7	0.4	0.4	-	-
	Closed/Unavailable (OHV-Closed)	1.3	1.3	-	0.9	-0.4	0.9	-0.4
Totals		3.15	3.15	-	3.15	(0.00)	3.15	(0.00)

Table C.19: Miles of Evaluated Routes in VRI Classes I and II

		Alt. A	Alt. B		Alt. C		Alt. D	
	Designation	Miles	Miles	Change in Miles	Miles	Change in Miles	Miles	Change in Miles
VRI Class I (0.9 miles; 0.1% of existing miles)	Open to all use (OHV-Open)	0.5	-	-0.5	-	-0.5	-	-0.5
	Limited to non-motorized use (OHV-Closed)	0.4	0.1	-0.4	0.1	-0.4	0.1	-0.4
	Limited to non-mechanized use (OHV-Closed)	-	0.2	0.2	0.2	0.2	0.7	0.7
	Closed/Unavailable (OHV-Closed)	-	0.6	0.6	0.6	0.6	0.2	0.2

		Alt. A	Alt. B		Alt. C		Alt. D	
	Designation	Miles	Miles	Change in Miles	Miles	Change in Miles	Miles	Change in Miles
Totals		0.91	0.91	(0.00)	0.91	(0.00)	0.91	(0.00)
VRI Class II (216.1 miles; 29.5% of existing miles)	Open to all use (OHV-Open)	116.8	37.9	-79.0	44.6	-72.2	57.7	-59.1
	Limited by vehicle type (OHV-Limited)	1.8	8.1	6.3	15.3	13.4	25.3	23.4
	Limited by seasonal restrictions (OHV-Limited)	16.0	1.0	-15.0	1.0	-15.0	0.1	-16.0
	Limited to authorized users (OHV-Closed)	20.2	38.3	18.2	46.4	26.2	45.2	25.0
	Limited to Ebikes & Non-Motorized use (OHV-Closed)	0.4	-	-0.4	6.8	6.4	5.1	4.7
	Limited to non-motorized use (OHV-Closed)	21.0	33.3	12.2	37.7	16.7	34.8	13.7
	Limited to non-mechanized use (OHV-Closed)	-	6.7	6.7	1.2	1.2	1.5	1.5
	Closed/Unavailable (OHV-Closed)	29.0	80.0	51.0	52.2	23.2	35.8	6.9
Proposed Miles	Open to all use (OHV-Open)	-	-	-	0.5	0.5	0.7	0.7
	Limited by seasonal restrictions (OHV-Limited)	-	0.1	0.1	0.1	0.1	-	-
	Limited to authorized users (OHV-Closed)	-	0.2	0.2	0.2	0.2	0.2	0.2
	Limited to Ebikes & Non-Motorized use (OHV-Closed)	-	-	-	0.7	0.7	0.7	0.7
	Limited to non-motorized use (OHV-Closed)	-	2.5	2.5	8.6	8.6	9.1	9.1
	Unavailable (OHV-Closed)	10.7	8.0	-2.8	0.7	-10.0	-	-10.7
Totals		216.05	216.05	(0.00)	216.05	(0.00)	216.05	(0.00)

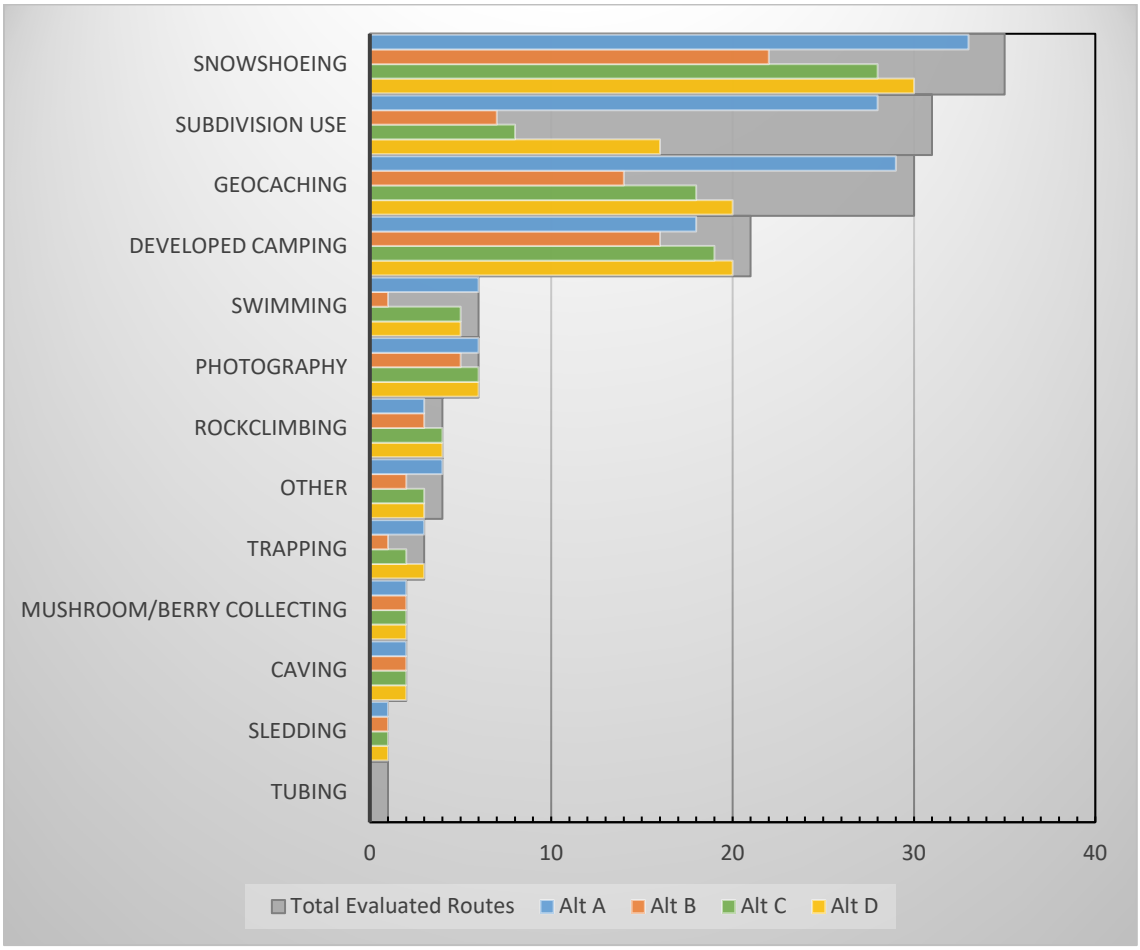
Table C.20: Miles of Evaluated Routes in VRM Classes I and II

		Alt. A	Alt. B		Alt. C		Alt. D	
	Designation	Miles	Miles	Change in Miles	Miles	Change in Miles	Miles	Change in Miles
	Open to all use (OHV-Open)	11.5	3.3	-8.2	3.3	-8.2	4.5	-7.0

		Alt. A	Alt. B		Alt. C		Alt. D	
	Designation	Miles	Miles	Change in Miles	Miles	Change in Miles	Miles	Change in Miles
VRM Class I (23.3 miles; 3.2% of existing miles)	Limited by vehicle type (OHV-Limited)	1.8	1.3	-0.6	1.3	-0.6	1.8	-
	Limited by seasonal restrictions (OHV-Limited)	-	0.5	0.5	0.5	0.5	-	-
	Limited to authorized users (OHV-Closed)	6.9	6.8	-0.1	13.1	6.2	14.0	7.1
	Limited to non-motorized use (OHV-Closed)	0.7	0.6	-0.0	0.6	-0.0	0.1	-0.6
	Limited to non-mechanized use (OHV-Closed)	-	0.2	0.2	0.2	0.2	0.7	0.7
	Closed/Unavailable (OHV-Closed)	2.3	10.5	8.3	4.3	2.0	2.2	-0.1
Totals		23.28	23.28	(0.00)	23.28	(0.00)	23.28	(0.00)
VRM Class II (497.9 miles; 67.9% of existing miles)	Open to all use (OHV-Open)	417.9	152.3	-265.6	191.2	-226.7	277.1	-140.8
	Limited by vehicle type (OHV-Limited)	-	2.1	2.1	13.9	13.9	17.4	17.4
	Limited by seasonal restrictions (OHV-Limited)	2.7	9.9	7.2	11.2	8.6	17.5	14.8
	Limited to authorized users (OHV-Closed)	3.7	60.2	56.5	71.9	68.2	58.1	54.4
	Limited to Ebikes & Non-Motorized use (OHV-Closed)	-	-	-	2.0	2.0	1.0	1.0
	Limited to non-motorized use (OHV-Closed)	30.1	13.7	-16.4	33.7	3.7	33.9	3.9
	Limited to non-mechanized use (OHV-Closed)	-	9.0	9.0	0.9	0.9	0.0	0.0
	Closed/Unavailable (OHV-Closed)	25.5	232.6	207.2	154.9	129.5	74.8	49.3
Proposed Miles	Open to all use (OHV-Open)	-	-	-	0.3	0.3	1.4	1.4
	Limited to Ebikes & Non-Motorized use (OHV-Closed)	-	-	-	0.7	0.7	0.7	0.7
	Limited to non-motorized use (OHV-Closed)	-	2.7	2.7	15.5	15.5	16.1	16.1

	Designation	Alt. A	Alt. B		Alt. C		Alt. D	
		Miles	Miles	Change in Miles	Miles	Change in Miles	Miles	Change in Miles
	Unavailable (OHV-Closed)	18.1	15.4	-2.7	1.7	-16.5	-	-18.1
Totals		497.94	497.94	(0.00)	497.94	(0.00)	497.94	(0.00)

Figure C. 1: Number of Evaluated Routes Providing Access for "Other[8]" Recreation Activities



[8] See section 3.3.1, Recreation.

Table C.21: Number of Evaluated Routes Providing Primary Access to Recreation Destinations

		Alt. A	Alt. B		Alt. C		Alt. D	
	Designation	Routes	Routes	Change in Routes	Routes	Change in Routes	Routes	Change in Routes
Recreation Destinations (59 Routes; 8% of existing Routes)	Open to all use (OHV-Open)	45	36	-9	42	-3	43	-2
	Limited by vehicle type (OHV-Limited)	-	-	-	-	-	1	+1
	Limited by seasonal restrictions (OHV-Limited)	1	-	-1	-	-1	-	-1
	Limited to authorized users (OHV-Closed)	1	2	+1	2	+1	2	+1
	Limited to non-motorized use (OHV-Closed)	4	3	-1	6	+2	6	+2
	Limited to non-mechanized use (OHV-Closed)	-	3	+3	3	+3	2	+2
	Closed/Unavailable (OHV-Closed)	5	12	+7	3	-2	2	-3
Proposed Routes	Open to all use (OHV-Open)	-	-	-	2	+2	3	+3
	Unavailable (OHV-Closed)	3	3	-	1	-2	-	-3
Totals		59	59	-	59	-	59	-

Table C.22: Miles of Evaluated Routes Accessing the Snake River SRMA

		Alt. A	Alt. B		Alt. C		Alt. D	
	Designation	Miles	Miles	Change in Miles	Miles	Change in Miles	Miles	Change in Miles
Snake River SRMA (150.4 miles; 20.5% of existing miles)	Open to all use (OHV-Open)	54.2	26.5	-27.7	29.9	-24.3	37.1	-17.1
	Limited by vehicle type (OHV-Limited)	1.8	7.6	5.8	7.6	5.8	9.9	8.1
	Limited by seasonal restrictions (OHV-Limited)	16.0	0.5	-15.5	0.5	-15.5	0.1	-16.0
	Limited to authorized users (OHV-Closed)	21.6	33.9	12.3	38.5	16.9	36.0	14.4
	Limited to Ebikes & Non-Motorized use (OHV-Closed)	0.4	-	-0.4	6.8	6.4	5.1	4.7
	Limited to non-motorized use (OHV-Closed)	24.9	22.0	-2.9	25.6	0.6	26.0	1.0
	Limited to non-mechanized use (OHV-Closed)	-	4.5	4.5	2.1	2.1	1.2	1.2
	Closed/Unavailable (OHV-Closed)	30.5	54.5	24.0	38.4	8.0	34.1	3.6
Proposed Miles	Open to all use (OHV-Open)	-	-	-	0.3	0.3	0.3	0.3
	Limited to Ebikes & Non-Motorized use (OHV-Closed)	-	-	-	0.7	0.7	0.7	0.7
	Unavailable (OHV-Closed)	1.0	1.0	-	-	-1.0	-	-1.0
Totals		150.43	150.43	(0.00)	150.43	(0.00)	150.43	(0.00)

Table C.23: Number of Evaluated Routes Providing Primary Access to Mineral Materials Sites and Gravel Pits

		Alt. A	Alt. B		Alt. C		Alt. D	
	Designation	Routes	Routes	Change in Routes	Routes	Change in Routes	Routes	Change in Routes
Mineral Materials Site (21 Routes; 2.9% of existing Routes)	Open to all use (OHV-Open)	16	8	-8	13	-3	15	-1
	Limited to authorized users (OHV-Closed)	-	7	+7	4	+4	5	+5
	Closed/Unavailable (OHV-Closed)	5	6	+1	4	-1	1	-4
Totals		21	21	-	21	-	21	-
Gravel Pit (4 Routes; 0.5% of existing Routes)	Open to all use (OHV-Open)	-	-	-	-	-	2	+2
	Limited to authorized users (OHV-Closed)	-	2	+2	2	+2	1	+1
	Closed/Unavailable (OHV-Closed)	4	2	-2	2	-2	1	-3
Totals		4	4	-	4	-	4	-

Table C.24: Number of Evaluated Routes Providing Primary Access for ROWs

		Alt. A	Alt. B		Alt. C		Alt. D	
	Designation	Routes	Routes	Change in Routes	Routes	Change in Routes	Routes	Change in Routes
ROWs (273 Routes; 37.2% of existing Routes)	Open to all use (OHV-Open)	239	124	-115	144	-95	177	-62
	Limited by vehicle type (OHV-Limited)	2	6	+4	7	+5	6	+4
	Limited by seasonal restrictions (OHV-Limited)	-	2	+2	2	+2	3	+3
	Limited to authorized users (OHV-Closed)	11	97	+86	90	+79	73	+62
	Limited to non-motorized use (OHV-Closed)	5	8	+3	13	+8	9	+4
	Limited to non-mechanized use (OHV-Closed)	-	1	+1	1	+1	1	+1
	Closed/Unavailable (OHV-Closed)	16	35	+19	16	-	4	-12
Totals		273	273	-	273	-	273	-

Table C.25: Number of Evaluated Routes Providing Primary Access for Grazing Allotments and Range Facilities and Improvements

		Alt. A	Alt. B		Alt. C		Alt. D	
	Designation	Routes	Routes	Change in Routes	Routes	Change in Routes	Routes	Change in Routes
Active Allotments (440 Routes; 60% of existing Routes)	Open to all use (OHV-Open)	406	124	-282	180	-226	279	-127
	Limited by vehicle type (OHV-Limited)	-	4	+4	6	+6	7	+7
	Limited by seasonal restrictions (OHV-Limited)	4	6	+2	6	+2	9	+5
	Limited to authorized users (OHV-Closed)	2	65	+63	88	+86	69	+67
	Limited to non-motorized use (OHV-Closed)	10	3	-7	8	-2	3	-7
	Closed/Unavailable (OHV-Closed)	16	236	+220	150	+134	71	+55
Proposed Routes	Limited to non-motorized use (OHV-Closed)	-	1	+1	2	+2	2	+2
	Unavailable (OHV-Closed)	2	1	-1	-	-2	-	-2
Totals		440	440	-	440	-	440	-
Range Facilities or Improvements (431 Routes; 58.8% of existing Routes)	Open to all use (OHV-Open)	388	112	-276	158	-230	254	-134
	Limited by vehicle type (OHV-Limited)	1	5	+4	13	+12	16	+15
	Limited by seasonal restrictions (OHV-Limited)	4	5	+1	7	+3	12	+8
	Limited to authorized users (OHV-Closed)	1	81	+80	101	+100	80	+79
	Limited to non-motorized use (OHV-Closed)	17	7	-10	14	-3	11	-6
	Limited to non-mechanized use (OHV-Closed)	-	1	+1	-	-	-	-
	Closed/Unavailable (OHV-Closed)	18	218	+200	136	+118	56	+38
Proposed Routes	Limited to non-motorized use (OHV-Closed)	-	-	-	2	+2	2	+2
	Unavailable (OHV-Closed)	2	2	-	-	-2	-	-2

Totals	431	431	-	431	-	431	-

Appendix D. Policies, Statutes, and Guidance

In addition to the management plans and policies listed in section 1.5, this project also adheres to the following:

- 43 CFR Part 8340: Off-Road Vehicles
- 43 CFR 8342.1, Designation Criteria, Subparts 8340-8342.3, which states:

  "The authorized officer shall designate all public lands as either open, limited, or closed to off-road vehicles. All designations shall be based on the protection of the resources of the public lands, the promotion of the safety of all the users of the public lands, and the minimization of conflicts among various uses of the public lands; and in accordance with the following criteria:

  (a) Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.

  (b) Areas and trails shall be located to minimize harassment of wildlife or significant disruption of wildlife habitats. Special attention will be given to protect endangered or threatened species and their habitats.

  (c) Areas and trails shall be located to minimize conflicts between off-road vehicle use and other existing or proposed recreational uses of the same or neighboring public lands, and to ensure the compatibility of such uses with existing conditions in populated areas, taking into account noise and other factors.

  (d) Areas and trails shall not be located in officially designated wilderness areas or primitive areas. Areas and trails shall be located in natural areas only if the authorized officer determines that off-road vehicle use in such locations will not adversely affect their natural, esthetic, scenic, or other values for which such areas are established." (GPO 2001)

- 43 CFR 8364.1: Closures and Restrictions
- BLM's Travel and Transportation Management Manual MS-1626,
- BLM's 2001 National Management Strategy for Motorized Off-Highway Vehicle Use on Public Lands
- BLM's 2008 National Environmental Policy Act Handbook (H-1790-1)
- BLM's 2012 Travel and Transportation Handbook (H-8342)
- BLM's 2015 Special Status Species Policy
- 2009 Range-Wide Conservation Strategy and Agreement for Yellowstone Cutthroat Trout
- Federal Land Policy and Management Act (FLPMA)

Table D0-1: Travel Management Considerations from the 2009 AMS

2009 AMS Management Options and Considerations for Comprehensive Travel Management

Current Management Direction from 1985 Medicine Lodge RMP	Decision Status, Responsiveness and Adequacy	Options for Change from 2009 AMS
MA 3 – Camas Creek: No restrictions noted. **MA 4 – Scattered Tracts:** 350-acre closure in place near Henry's Lake; seasonal closures near Monida Pass. Also, Game Creek RNA excludes ORV traffic. **MA 5 – Sands:** No restrictions noted within the East TMA. **MA 8 – Willow Creek / Tex Creek:** 8,290 acres were left open to OHV use, seasonal closures on 3,355 acres, and closures on 3,200 acres. 6,485 acres were designated as "semi-primitive non-motorized." **MA 9 – Snake River:** Provisions for ORV use were supplanted by the Snake River Activity Plan [2008b]. The OHV guidance from that plan should carry forward in the RMP. One mile on the lower end of Kelly Canyon will be managed to improve water quality and 1 mi managed to maintain existing satisfactory riparian habitat and water quality. The improvement will be through grazing management and reseeding of eroded areas. ORV use will be controlled to further improve water quality. Man-caused soil erosion will be reduced to not more than 2 ½ tons/acre/year through seeding, ORV management, and grazing management. About 1,191 acres will be managed for general ORV use while the balance of the area will be either closed to ORVs (6,020 acres) or restricted to existing roads and trails. About 8,320 acres of the area will be managed as semi primitive non-motorized.	**Status:** Completed, 2001. Closure is for OHVs and snow machines. Administrative use is only exception for BLM, permittees, state and federal agencies**.** **Responsive to Issues:** No **Adequacy:** Adequate. 2001 Federal Register notices implemented several recommended closures or seasonal restrictions noted in the Big Desert MFP, Medicine Lodge RMP, and associated activity level plans. Except where revised in the Snake River Plan, these closures and restrictions should carry forward into the new RMP.	Consider direction identifying TMAs and priorities for completing implementation-level travel management planning. Consider designations across the field office for "limited to existing roads/trails," or "limited to designated roads/trails."
Travel planning, including the designation of areas open, restricted, and closed to motorized vehicle access will remain a high priority for public land. Public land within areas identified as open to motorized	**Decision Status:** Ongoing. Travel management planning not completed to date, only the ROD for the Snake River Activity/Operations Plan [BLM 2008b] closed certain areas.	Consider bringing forward travel management guidance from the ROD for the Snake River Activity/Operations Plan. Consider direction identifying TMAs and priorities for

vehicle use generally will remain available for such use without restrictions. Exceptions to this general rule may be authorized after consideration of the following criteria: • the need to promote user enjoyment and minimize use conflicts; • the need to minimize damage to soil, watershed, vegetation, or other resource values; • the need to minimize harassment of wildlife or significant degradation of wildlife habitats; and • the need to promote user safety. Public land within areas identified as restricted to motorized vehicle use generally will receive priority attention during trave1 planning. Specific roads, trails or portions of such areas may be closed seasonally or yearlong to all or specified types of motorized vehicle use. Public land within areas identified as closed to motorized vehicle use will be closed yearlong to all forms of motorized vehicle use except emergency or authorized vehicles. Exceptions may be allowed in WSAs based on application of the Interim Management Policy. Restrictions and closures will be established for specific roads, trails, or areas only where problems have been identified. Areas not designated as restricted or closed will remain open for motorized vehicle use.	**Decision Responsive to Issues:** No **Adequacy:** Not adequate. Implementation-level travel management planning will specifically address OHV usage and consider public proposals.	completing implementation-level travel management planning. Consider designations across the field office for "limited to existing roads/trails," or "limited to designated roads/trails."

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Appendix E. Interdisciplinary Team Checklist

Resources Considered in the Impact Analysis*.				
Resource	Not Present	Present Not Impacted	Present Impacted	Rationale
Access		X		Access obtained through an authorization or valid existing right would not be impacted by the direction in Alternatives.

Resources Considered in the Impact Analysis*.				
Resource	Not Present	Present Not Impacted	Present Impacted	Rationale
Air Quality, Greenhouse Gas Emissions, and Climate Change		X		Use of routes designated as open or limited would continue to contribute to negligible amounts of vehicle emissions and particulates (fugitive dust). Further analysis of this resource is not warranted. Vehicles travelling on designated routes have the potential to emit criteria air pollutants (NO_X, SO_X, CO, PM_{10}, and $PM_{2.5}$) and greenhouse gases (CO_2, CH_4, and N_2O). Pollutants come from tailpipe emissions and fugitive dust resulting from vehicle disturbance and wind erosion of soil. Greenhouse gas emissions primarily come from vehicle tailpipes. Under all alternatives, air pollutants and greenhouse gas emissions are anticipated to be equal to, or less than, current levels because the number of miles open to OHV travel would be the same, or less than, under the No Action Alternative. Therefore, the impacts on climate change due to greenhouse gas emissions would be the same, or less than, the current impacts. No increase in visitors is expected from implementation of the Proposed Action. An overall gradual increase in visitors in the entire Project Area is expected because that has been the trend in recent decades. However, that increase in visitation is not directly or indirectly tied to implementation of the Proposed Action. While the TMP determines which routes would be open to motorized use, it has no authority over the level of motorized use within the Project Area. Therefore, impacts from greenhouse gases, climate change, and air pollutants will not be discussed further in this EA.

Resources Considered in the Impact Analysis*.				
Resource	Not Present	Present Not Impacted	Present Impacted	Rationale
Areas of Critical Environmental Concern (ACECs)			X	The Henry's Lake ACEC, Game Creek RNA, North Menan Butte ACEC and RNA, and portions of the Snake River ACEC are located within the boundaries of the TMA. Impacts are disclosed under Special Designations. Note: the 2009 AMS provides sufficient information to serve as the affected environment for all five designations.
Cultural Resource			X	NHPA Section 106 process in ongoing and results are pending currently. Potential project effects to historic properties and proposed avoidance, minimization or mitigation determinations will be negotiated in accordance with NHPA, BLM-Idaho SHPO Protocol, BLM Manual Series 8100, etc., until the Section 106 process is satisfactorily concluded. There is potential for the project to impact historic properties.
Economic and Social Values			X	The route designation could impact non-market values such as natural resources and local economies.
Environmental Justice		X		The Alternatives identified in the Travel Management Plan do not close, open, or create new routes that impact environmental justice communities. See Background: Environmental Justice and Socioeconomics section in this appendix for additional information.
Existing and Potential Land Uses		X		Existing Land Use Authorizations and other authorized uses would not be impacted by the Alternatives.
Fisheries			Present, Impacted	General fisheries resources are present in the TMA. General fisheries resources are comprised of native and non-native sport fish, primarily trout, and other native non-game species. General fisheries resources may be impacted by roads in close proximity to rivers, streams, and lacustrine habitats. Routes which cross streams and rivers can also impact habitat and fish passage The potential impacts are described under Fisheries Resources
Floodplains			X	Impacts are disclosed under Aquatic Resources

Resources Considered in the Impact Analysis*.				
Resource	Not Present	Present Not Impacted	Present Impacted	Rationale
Forest Resources		X		Forest resource may be present in areas were trails and roads are present. However, existing trails will not impact the health of the forest resource. Furthermore, for any forestry related use (Log trucks, heavy equipment) access will be obtained through an authorization related to forest treatment (NEPA and contract). Any road or trails created or used will be rehabbed and removed unless otherwise analyzed in a separate NEPA document.
Invasive, Non-Native Species			Present, Impacted	Beneficial impacts are anticipated for all action alternatives compared to current management due to proposed reduction of open OHV routes which results in less potential for invasive plant spread
Lands with Wilderness Characteristics (LWC)	X			
Mineral Resources		X		Mineral resources are present in the East TMA but would not be impacted.
Migratory Birds			Present, Impacted	Beneficial Impacts are anticipated for all action alternatives compared to current management due to the proposed reduction of open OHV routes in occupied habitats.
Native American Religious Concerns	X			There are no Traditional Cultural Properties or known places of cultural significance in the East TMA.
Paleontological Resources	X			There are no known paleontological localities in the East TMA.
Prime and Unique Farmlands		X		U.S. Department of Agriculture designated prime or unique farmlands are present in the Project Area, however none occur on BLM- managed lands. If farmlands occur adjacent to BLM-administered lands, in the long-term designation of travel routes would benefit such lands if access across BLM-administered lands is necessary. Further analysis of this resource is not warranted.
Soil Resources			Present, Impacted	Impacts are disclosed under Environmental Consequences
Threatened, Endangered, and Sensitive Plants			Present, Impacted	Beneficial impacts are anticipated for all action alternatives compared to current management due to proposed reduction of open OHV routes in occupied habitats
Threatened, Endangered, and Sensitive Animals			Present, Impacted	Beneficial Impacts are anticipated for all action alternatives compared to current management due to the proposed reduction of open OHV routes in occupied habitats.

Resources Considered in the Impact Analysis*.				
Resource	Not Present	Present Not Impacted	Present Impacted	Rationale
Threatened, Endangered, and Sensitive Fish			Present, Impacted	There are no ESA listed fish species or designated critical habitat within the TMA. No effects to ESA listed fish species would occur. BLM designated sensitive fish species, including Yellowstone cutthroat trout (YCT) are regarded as a regional conservation priority and are widely distributed in the TMA. Habitats which support YCT may be impacted, and are described under Fisheries Resources
Range Resources			Present, Impacted	Impacts are disclosed under Environmental Consequences
Recreational Use			Present, Impacted	Impacts are disclosed under recreational use
Tribal Treaty Rights and Interests		X		TTR would not be impacted.
Vegetation			Present, Impacted	Impacts are disclosed under Environmental Consequences
Visual Resources			X	Existing travel routes and associated use can contribute to damage and disruption to the natural appearance of landscapes due to route proliferation (i.e., user-created routes extending off existing routes) resulting in new disturbances. Other travel-related surface disturbances and uses such as roadside camping can lead to expansion of invasive species and noxious weeds and subsequently higher potential for disruptive wildfire events. Routes also impact visual resources by creating contrasting lines where they do not follow natural landscape contours. Impact are disclosed under visual resources
Water Quality (Surface and Ground)			~~X~~	Impacts are disclosed under Aquatic Resources
Wetlands and Riparian Zones			X	Impacts are disclosed under Aquatic Resources
Wild and Scenic Rivers	X			
Wild Horse and Burro HMAs	X			There are no Wild Horse and Burro HMAs in the project area.
Wilderness	X			There is no designated wilderness in the Project Area.
Wilderness Study Area (WSA)		X		Henry's Lake WSA is within the TMA. No routes are within the WSA.

Resources Considered in the Impact Analysis*.				
Resource	Not Present	Present Not Impacted	Present Impacted	Rationale
Wildlife Resources			Present, Impacted	Beneficial Impacts are anticipated for all action alternatives compared to current management due to the proposed reduction of open OHV routes in occupied habitats.

**- Rationale for Interdisciplinary Team recommendations is required for all "not present" and "present not impacted" situations. For resources that are "present and impacted" a detailed analysis is provided.*

Background: Environmental Justice and Socioeconomics

Environmental Justice Screening

For this project the study area (Figure 1) has been identified as selected census block groups (BG) in Bannock, Bingham, Bonneville, Caribou, Clark, Fremont, Jefferson, Madison, Power, and Teton counties, ID; Beaverhead, Gallatin, and Madison counties, MT; and Lincoln and Teton counties, WY. This study area was selected as the project actions and amendments have the greatest potential to impact these communities. The population in the study area totals **390,252**. The reference area is the State of Idaho.

Introduction and Methodology:

The following analysis conforms to the Bureau of Land Management's guidance (Executive Order 12898 and BLM IM 2022-059) on assessing the presence of environmental justice communities – specifically, those defined as low income and/or minority environmental justice communities. E.O. 12898 uses the terms **low income** and **minority** to identify two sets of populations whose members have been regularly excluded from public lands (and other federal and state) decision-making processes in ways that adversely impact their health and environment and have created a disproportionate distribution of environmental amenities and burdens.

Low-income populations are defined by the BLM as a "set of individuals or group of people … at or below 200% of the (federal) poverty threshold" (BLM 2022, 8). In order to identify low-income populations we followed these steps:

- *Determine a study area and reference area (it is best to use the same study and reference areas for both low income and minority EJ analysis).* For this report the study areas were **Idaho BLM District Offices**. The reference area was **the State of Idaho**.
- *Identify a low-income threshold.* BLM guidance describes two ways to identify low-income communities. A low-income community of concern is present if a) the population experiencing poverty in one or more study area geographies are near, at, or below 200 percent of the federal poverty threshold of the reference area OR b) if the population of the community experiencing poverty is at or above 50 percent.

Minority populations are defined as "a person who is American Indian or Alaska Native, Asian, Native Hawaiian or other Pacific Islander, Black or African American, some other race (other than White), a

combination of two or more races, or Hispanic" (BLM 2022, 8). In order to identify minority populations we followed these steps:

- *Determine a study area and reference area (it is best to use the same study and reference areas for both low income and minority EJ analysis).* For this report the study areas were **Idaho BLM District Offices**. The reference area was **the State of Idaho**.
- *Identify a minority threshold.* BLM guidance describes two ways to identify minority communities. A minority community of concern is present if the percentage of the population identified as belonging to a minority group in a study area is 1) equal to or greater than 50 percent of the population OR 2) meets the "meaningfully greater" threshold. Meaningfully greater is calculated by comparing the minority group population percentage with 110 percent of the reference area minority population.

Tribal communities of concern are present if the percentage of the population identified as belonging to an indigenous community is equal to or greater than the reference population.

The data presented in the following maps and tables come from the United States Census Bureau and the Census Bureau's American Community Survey. Data was gathered using the Bureau of Land Management's Environmental Justice Mapping Tool and the Census Bureau's American Community Survey tables. Maps and tables were prepared using GIS. The data presented is up-to-date as of this report.

The data is geographically organized by Census Tract Block Groups. Block groups are statistical census tract divisions that generally contain between 600 and 3,000 people. In most cases, block groups are the most fine-grained demographic data layers available.

Data Summary

Low-income and minority maps display 1) identified communities that are at or exceed 50 percent of the block group population; 2) identified communities that are at or exceed MGA or other thresholds; 3) communities that nearly met identification thresholds, in this case, less than or equal to 5 percent of the threshold; and 4) communities that did not meet thresholds.

Tribal maps display 1) identified communities that are at or exceed 10 percent of the block group population; 2) identified communities that are at or exceed thresholds; 3) communities that nearly met identification thresholds, in this case, less than or equal to 1 percent of the threshold; and 4) communities that did not meet thresholds

Table 1 summarizes total block groups and total population of study area identified Environmental Justice communities in total and by county. Figures 2 - 4 display the study area identified low-income, minority, and tribal communities. Table 2 includes study area percentage data, reference area percentages, and thresholds for identification.

Table 3 and figures 5 – 7 summarize identified Environmental Justice communities in Bannock and Caribou counties, ID. Identified communities are highlighted.

Table 4 and figures 8 – 10 summarize identified Environmental Justice communities in Bingham County, ID. Identified communities are highlighted.

Table 5 and figures 11 – 13 summarize identified Environmental Justice communities in Bonneville County, ID. Identified communities are highlighted.

Table 6 and figures 14 – 16 summarize identified Environmental Justice communities in Fremont and Clark counties, ID. Identified communities are highlighted.

Table 7 and figures 17 – 19 summarize identified Environmental Justice communities in Jefferson County, ID. Identified communities are highlighted.

Table 8 and figures 20 – 22 summarize identified Environmental Justice communities in Madison County, ID. Identified communities are highlighted.

Table 9 and figures 23 – 25 summarize identified Environmental Justice communities in Power County, ID. Identified communities are highlighted.

Table 10 and figures 26 – 28 summarize identified Environmental Justice communities in Teton County, ID. Identified communities are highlighted.

Table 11 and figures 29 – 31 summarize identified Environmental Justice communities in Beaverhead, Gallatin, and Madison counties, MT and Lincoln and Teton counties, WY. Identified communities are highlighted.

Analysis follows each county data display.

Upper Snake East TMP Environmental Justice Study Area

Table 1: Study Area Block Group Totals and by County.

	Total BGs	Total BG Low-Income (w/ %)	Total BG Minority MGA (w/ %)	Total BG Tribal (w/ %)
Upper Snake East TMP EJ Study Area	294	168 (57.1 percent)	95 (32.3 percent)	83 (28.2 percent)
Bannock and Caribou counties, ID	64	38 (59.4 percent)	20 (31.3 percent)	27 (42.2 percent)
Bingham County, ID	32	21 (65.6 percent)	15 (46.9 percent)	15 (46.9 percent)
Bonneville County, ID	77	45 (58.4 percent)	29 (37.7 percent)	17 (22.1 percent)
Fremont and Clark counties, ID	13	11 (84.6 percent)	5 (38.5 percent)	4 (30.8 percent)
Jefferson County, ID	16	9 (56.3 percent)	4 (25.0 percent)	4 (25.0 percent)
Madison County, ID	32	24 (75.0 percent)	5 (15.6 percent)	4 (12.5 percent)
Power County, ID	7	4 (57.1 percent)	4 (57.1 percent)	2 (28.6 percent)
Teton County, ID	19	7 (36.8 percent)	5 (26.3 percent)	5 (26.3 percent)
Selected counties in MT and WY	34	9 (26.5 percent)	7 (20.6 percent)	5 (14.7 percent)

Table 2: Study and Reference Area EJ Population Percentages / Thresholds

	Low-Income	Minority	Tribal
Study Area EJ Population Totals	135,254	67,346	11,389
Study Area EJ Population Percentages	34.7 percent	17.3 percent	2.9 percent
Reference Area Percentages	31.3 percent	19.0 percent	2.6 percent
Thresholds for Identification	31.3 percent	20.9 percent	2.6 percent

Figure 1: Upper Snake East TMP Environmental Justice Study Area

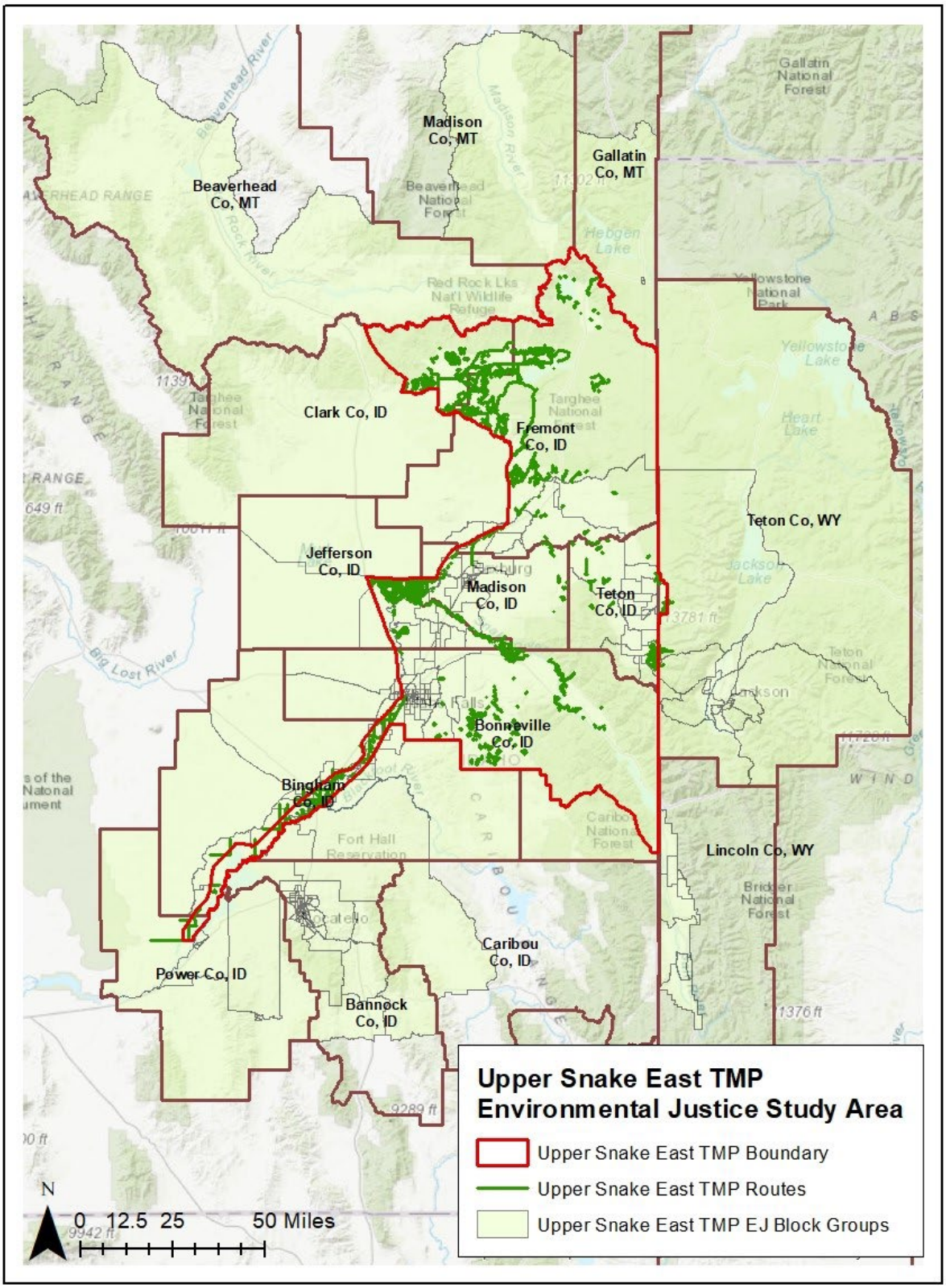
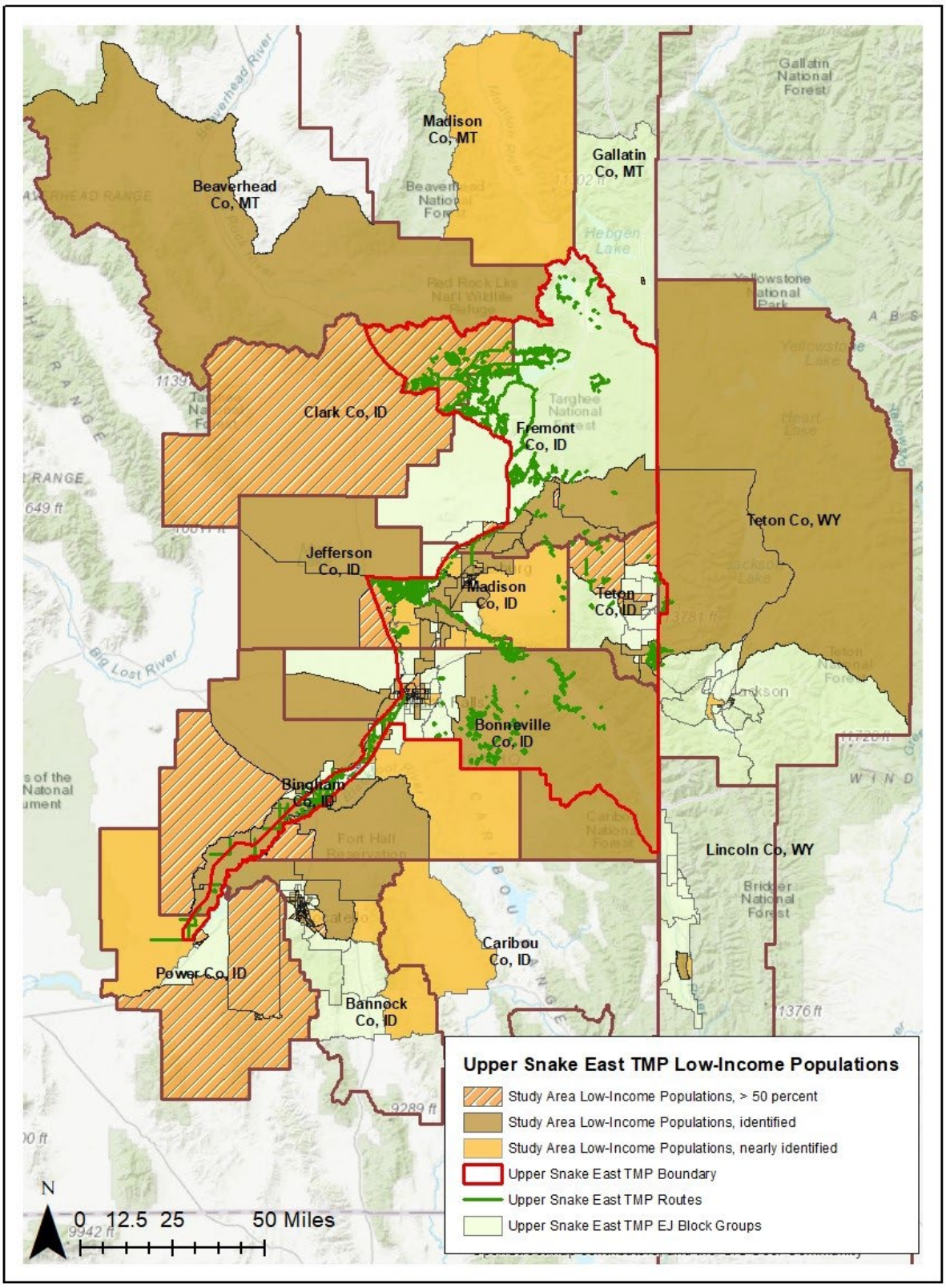
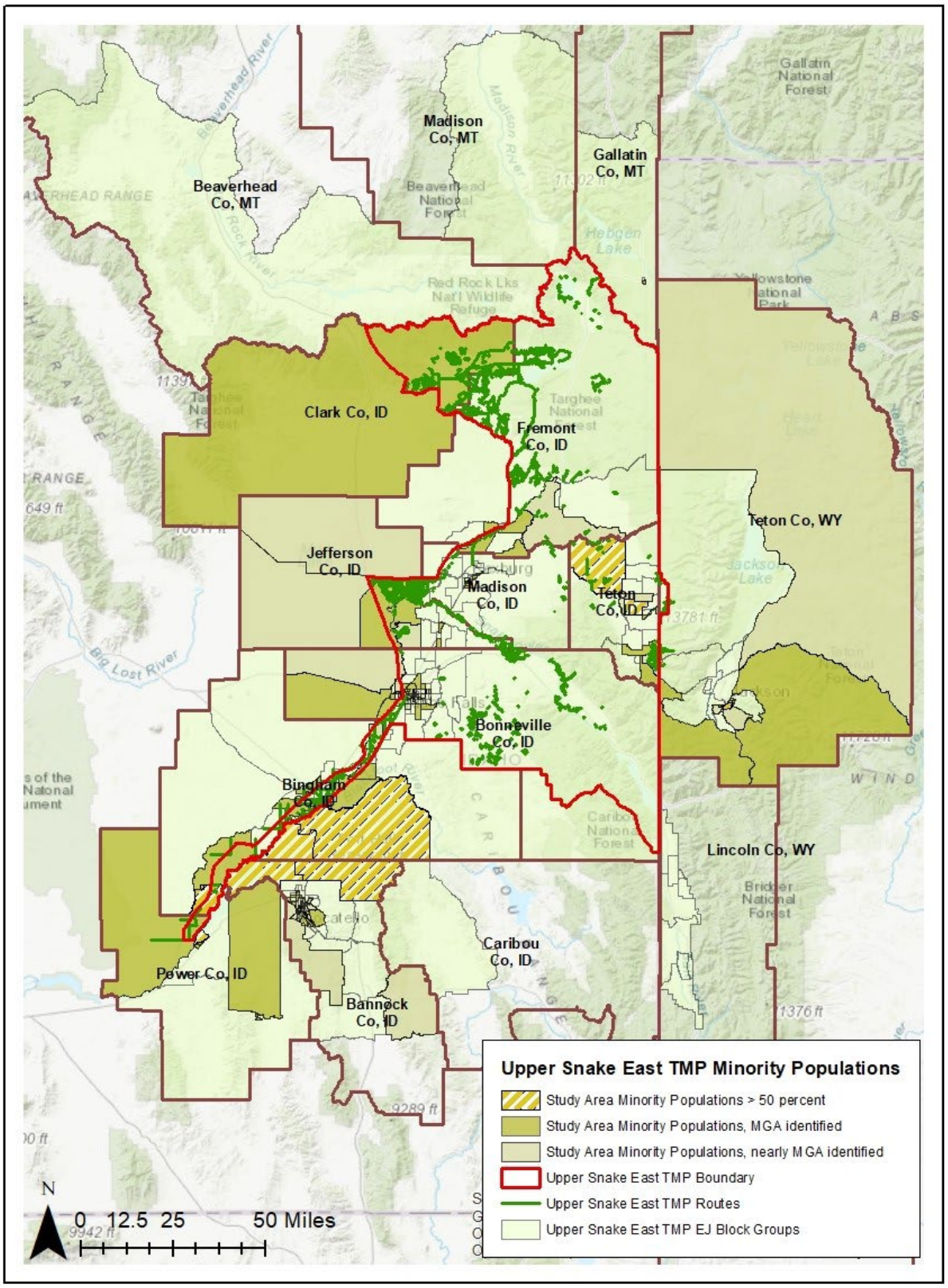


Figure 2: Upper Snake East TMP Study Area Low-Income Environmental Justice Communities

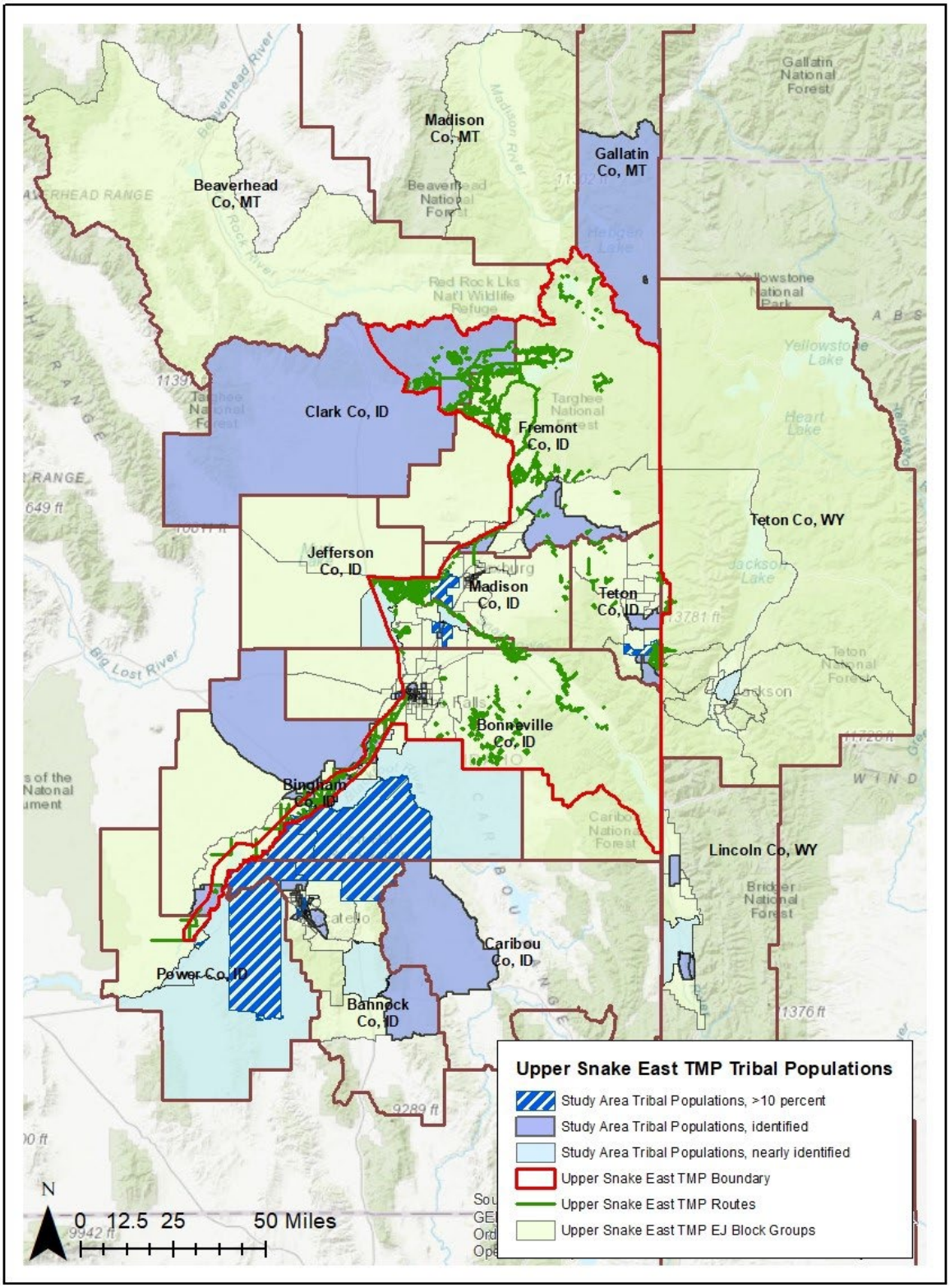


1 Figure 3: Upper Snake East TMP Study Area Minority Environmental Justice Communities



2

Figure 4: Upper Snake East TMP Study Area Tribal Environmental Justice Communities



Upper Snake East TMP Environmental Justice Study Area: Bannock and Caribou counties

Table 3: Bannock and Caribou counties Environmental Justice Baseline Analysis

Block Group	Description	Low-Income %	Minority %	Tribal %
160050002001	ID, Bannock Co., Camelback Mtn	34.86	10.59	0.00
160050002002	ID, Bannock Co., Inkom	28.80	1.19	1.13
160050002003	ID, Bannock Co., Mink Creek	19.54	0.89	0.53
160050003011	ID, Bannock Co., Chubbuck, Pine Ridge Mall	49.44	25.56	8.36
160050003012	ID, Bannock Co., Chubbuck, Stuart St	45.19	28.87	0.00
160050003013	ID, Bannock Co., Chubbuck, Capel City Park	50.98	41.25	3.16
160050003021	ID, Bannock Co., Chubbuck, Buffalo Rd	22.38	4.99	0.43
160050003022	ID, Bannock Co., Chubbuck, Bicentennial Park	18.69	14.54	3.43
160050003023	ID, Bannock Co., Chubbuck, Pheasant Ridge Dr	71.61	35.27	2.95
160050004001	ID, Bannock Co., Chubbuck, Brookstone St	7.61	5.57	0.15
160050004002	ID, Bannock Co., Chubbuck, Heritage Park	31.04	15.43	7.48
160050004003	ID, Bannock Co., Chubbuck, Cotant Park	23.87	21.25	0.00
160050005001	ID, Bannock Co., Tyhee	20.10	10.43	4.89
160050006001	ID, Bannock Co., S of Pocatello, Century HS	63.07	14.82	5.21
160050006002	ID, Bannock Co., E Pocatello	29.01	27.62	4.09
160050007001	ID, Bannock Co., Pocatello, Idaho State University	67.04	20.12	0.50
160050007002	ID, Bannock Co., Pocatello, Washington ES	55.56	18.88	2.47
160050007003	ID, Bannock Co., Pocatello, Idaho State University	36.00	23.04	1.53
160050008001	ID, Bannock Co., Pocatello, E Downtown	71.14	27.50	3.16
160050008002	ID, Bannock Co., Pocatello, Ross Park	56.83	29.10	7.88
160050009001	ID, Bannock Co., Pocatello, N 12th Ave	42.24	7.85	3.83
160050009002	ID, Bannock Co., Pocatello, City Hall	55.36	33.43	1.45
160050010001	ID, Bannock Co., Pocatello, Ammon Park	45.69	9.26	3.18
160050010002	ID, Bannock Co., Pocatello, Franklin Ave	58.10	31.20	14.10
160050010003	ID, Bannock Co., Pocatello, N 17th Ave	62.17	11.07	2.19
160050011021	ID, Bannock Co., Pocatello, Tendoy ES	31.52	14.78	0.00
160050011022	ID, Bannock Co., Pocatello, Lucille Ave	14.72	18.92	0.00
160050011023	ID, Bannock Co., Pocatello, Edahow ES	64.17	5.92	2.49
160050011031	ID, Bannock Co., Pocatello, N of Highland Golf	8.33	15.70	1.79
160050011032	ID, Bannock Co., Pocatello, N of Highland Golf	3.17	2.36	0.23
160050011033	ID, Bannock Co., Pocatello, Portneuf Wellness Complex	19.88	10.56	1.35

160050011041	ID, Bannock Co.,, Pocatello, E of Highland Golf	1.90	4.92	0.11
160050011042	ID, Bannock Co., Pocatello, Highland HS	28.38	17.83	6.54
160050012001	ID, Bannock Co., Pocatello, Meadowbrook Ln	53.14	4.06	4.80
160050012002	ID, Bannock Co., Pocatello, Syringa ES	13.45	7.87	0.00
160050012003	ID, Bannock Co., Pocatello, Scardino Park	41.67	31.24	11.61
160050013001	ID, Bannock Co., Pocatello, Alameda Park	53.57	14.77	0.16
160050013002	ID, Bannock Co., Pocatello, E Walnut St	53.77	35.81	17.72
160050013003	ID, Bannock Co., Pocatello, E Elm St	71.69	23.29	1.16
160050014001	ID, Bannock Co., Pocatello, Nop Park	35.36	11.05	5.52
160050014002	ID, Bannock Co., Pocatello, Freckleton Park	37.17	21.43	0.00
160050014003	ID, Bannock Co., Pocatello, Westwood Mall	42.26	19.36	0.82
160050014004	ID, Bannock Co., Pocatello, Wilson Ave	53.34	26.31	6.28
160050015001	ID, Bannock Co., Pocatello, Garrett Way	41.61	32.41	0.00
160050015002	ID, Bannock Co., Pocatello, Okward Park	44.33	12.53	0.00
160050015003	ID, Bannock Co., Pocatello, Kinghorn Rd	25.54	2.51	0.00
160050015004	ID, Bannock Co., Pocatello, Northgate Dr	26.61	1.47	1.47
160050015005	ID, Bannock Co., Pocatello, Hawthorne Park	11.11	10.09	0.00
160050016011	ID, Bannock Co., Pocatello, N Arthur Ave	43.56	16.12	11.53
160050016012	ID, Bannock Co., Pocatello, Pocatello HS	53.79	11.58	2.79
160050016021	ID, Bannock Co., Pocatello, Riverside Dr	30.03	12.33	20.12
160050016022	ID, Bannock Co., Pocatello, Fremont Park	46.19	11.02	0.00
160050016023	ID, Bannock Co., Pocatello, Hyland Park	52.92	19.69	7.20
160050016031	ID, Bannock Co., Pocatello, W Benton St	53.56	1.20	1.31
160050016032	ID, Bannock Co., Pocatello, Rainey Park	49.01	29.65	1.06
160050017001	ID, Bannock Co., Pocatello, Indian Hills ES	54.96	2.05	0.75
160050017002	ID, Bannock Co., Pocatello, Johnny Creek Rd	21.25	5.43	1.09
160050019001	ID, Bannock Co., McCammon, Indian Rocks State Park	20.58	2.63	2.05
160050019002	ID, Bannock Co., Arimo	23.02	9.53	0.00
160050019003	ID, Bannock Co., Lava Hot Springs	27.87	16.47	6.17
160059400001	ID, Bannock Co., W Fort Hall Reservation	44.98	57.38	47.34
160059400002	ID, Bannock Co., Fort Hall Reservation	46.02	64.71	59.17
160059818001	ID, W Bannock Co., Caribou National Forest	18.85	16.09	0.00
160299601005	ID, Caribou Co., Chubbuck, Fort Hall Reservation, Bancroft	28.42	5.94	4.34
	Thresholds for Identification	**31.3**	**20.9**	**2.6**
	County Percentages	**37.0**	**17.1**	**4.3**

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Bannock and Caribou counties, ID

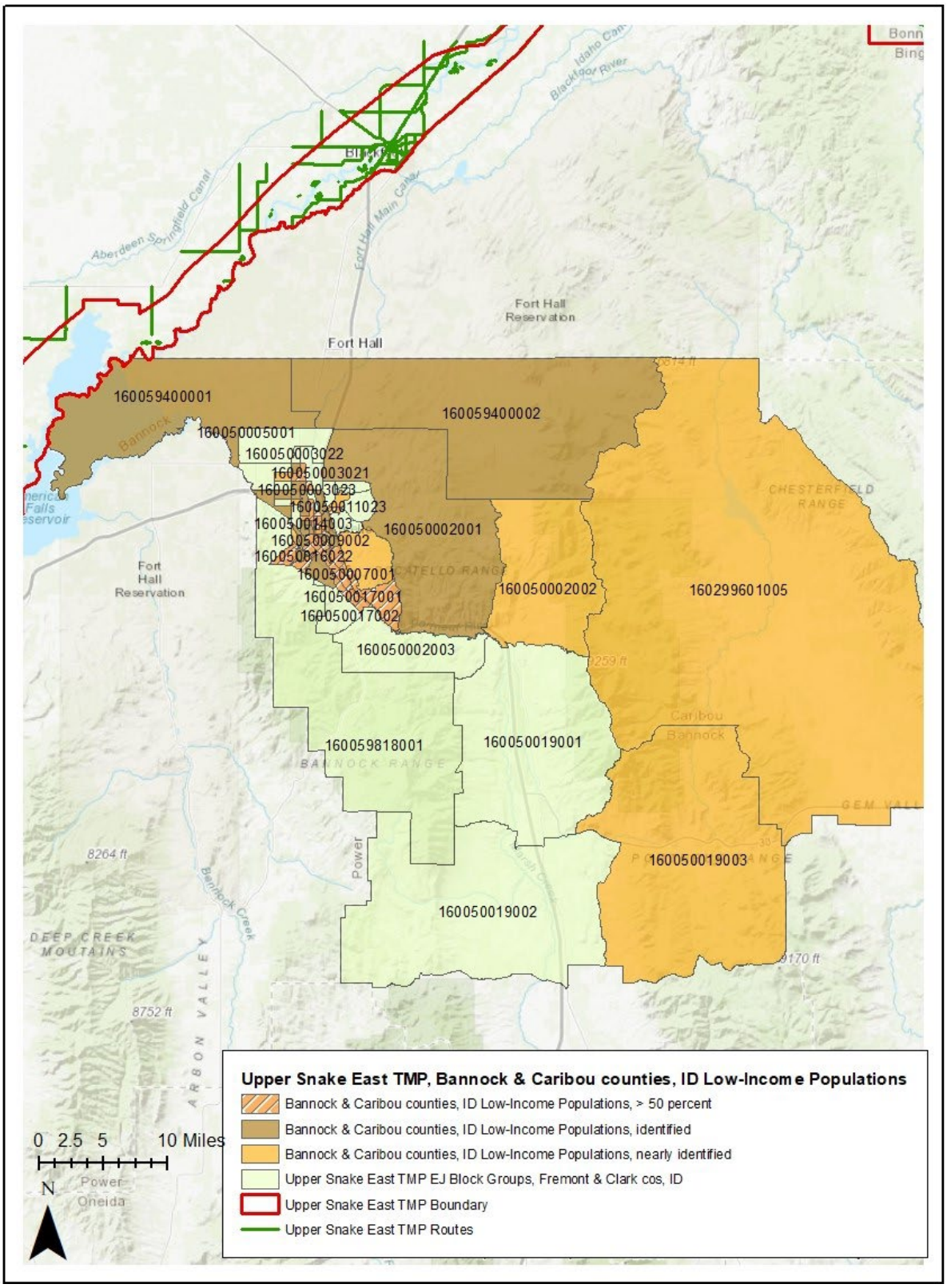
There are an estimated 85,789 people in the Bannock and Caribou counties block groups.

Low-Income Analysis: Low-income environmental justice communities are identified in Bannock and Caribou counties. There are 31,772 people (37.0 percent) in selected Bannock and Caribou block groups that are identified in a low-income analysis. The majority of identified low-income populations are found relatively near the Upper Snake East TMP boundary – especially in and around Pocatello, Chubbuck, and the Fort Hall Reservation.

Minority Analysis: Minority environmental justice communities are identified in Bannock and Caribou counties. There are 14,654 people (17.1 percent) in selected Bannock and Caribou block groups that are identified in a minority analysis. Minority communities are largely clustered in and around Pocatello, Chubbuck, and the Fort Hall Reservation.

Tribal Analysis: Tribal environmental justice communities are identified in Bannock and Caribou counties. There are 3,690 people (4.3 percent) in selected Bannock and Caribou block groups that are identified in a Tribal analysis.

1 Figure 5: Bannock and Caribou counties, ID; Low-Income Environmental Justice Communities



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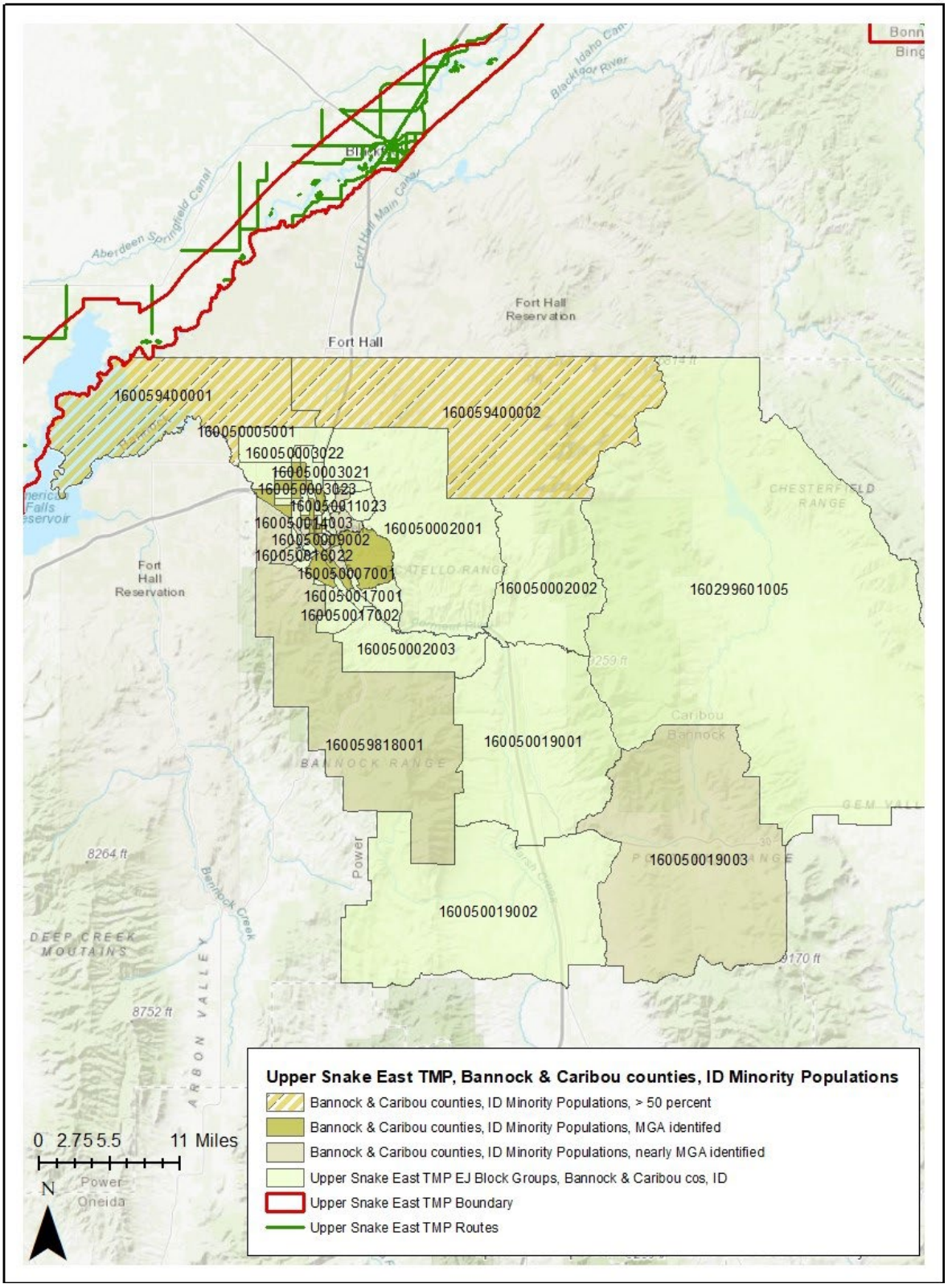
1 Figure 6: Bannock and Caribou counties, ID; Minority Environmental Justice Communities



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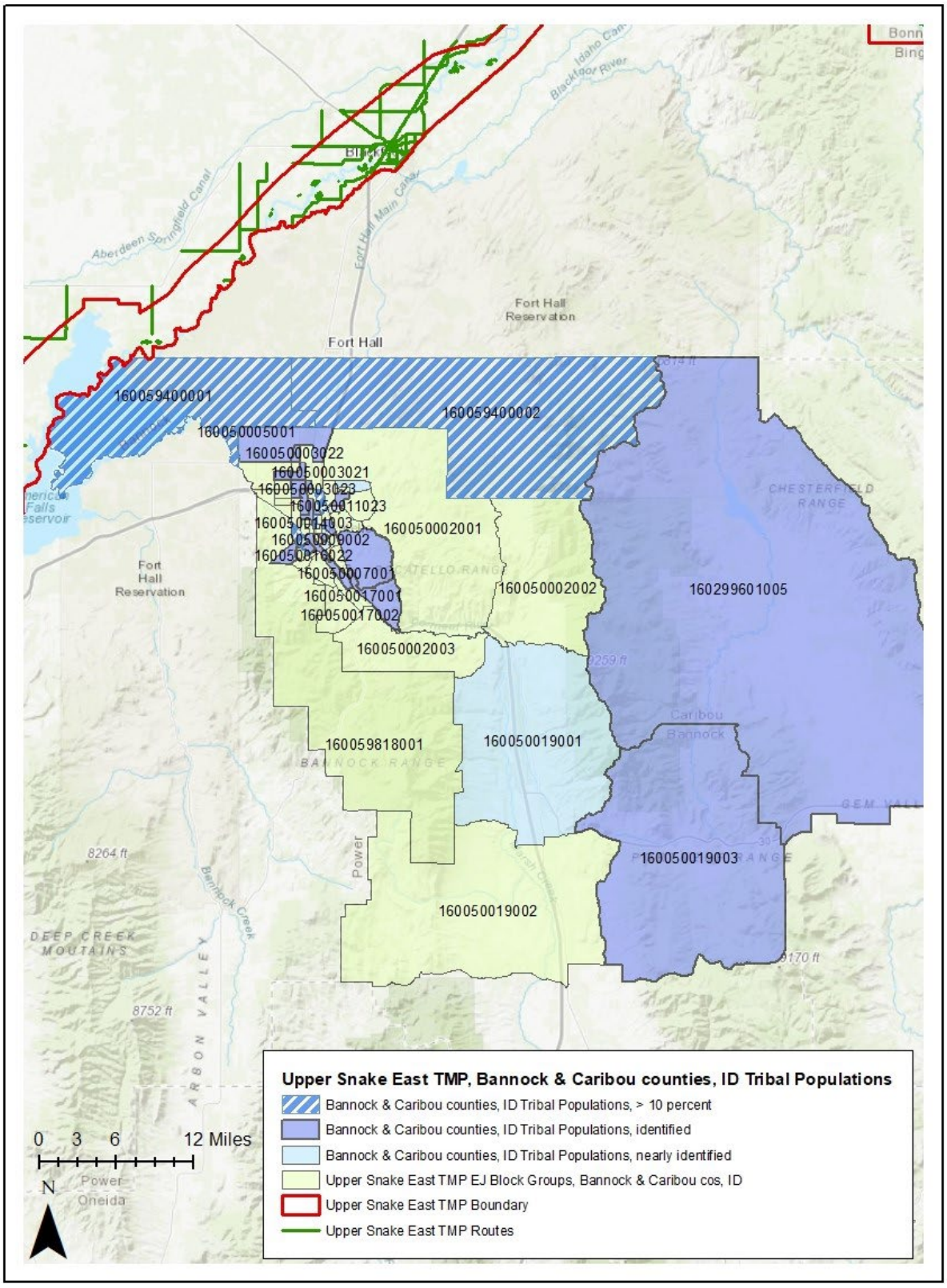
1 Figure 7: Bannock and Caribou counties, ID; Tribal Environmental Justice Communities



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Upper Snake East TMP Environmental Justice Study Area: Bingham County

Table 4: Bingham County Environmental Justice Baseline Analysis

Block Group	Description	Low-Income %	Minority %	Tribal %
160119400001	ID, Bingham Co., E Fort Hall Reservation	44.02	44.02	66.67
160119400002	ID, Bingham Co., Fort Hall Reservation, Fort Hall	59.68	59.68	86.81
160119501011	ID, Bingham Co., W of Cox	16.59	16.59	0.00
160119501012	ID, Bingham Co., E Shelley, LDS	32.06	32.06	2.01
160119501021	ID, Bingham Co., Mitchell	37.79	37.79	0.00
160119501022	ID, Bingham Co., Woodville, Riverview ES	14.01	14.01	0.00
160119501023	ID, Bingham Co., W Shelley, Shelley HS	35.04	35.04	2.63
160119502001	ID, E Bingham Co., Caribou Range	29.30	29.30	2.22
160119502002	ID, Bingham Co., Kimball	18.50	18.50	0.00
160119502003	ID, Bingham Co., Basal, Firth	29.11	29.11	2.62
160119503001	ID, NW Bingham Co.	40.65	40.65	7.26
160119503002	ID, W Bingham Co.	56.47	56.47	0.87
160119503003	ID, Bingham Co., N of Aberdeen to Springfield	49.45	49.45	0.00
160119503004	ID, Bingham Co., W Aberdeen	71.20	71.20	7.03
160119503005	ID, Bingham Co., E Aberdeen	43.40	43.40	8.77
160119504001	ID, Bingham Co., SE Blackfoot, Wapello	38.01	38.01	2.59
160119504002	ID, Bingham Co., NE Blackfoot, Grove City Cemetary	45.09	45.09	7.04
160119504003	ID, Bingham Co., Blackfoot, E Alice St	55.41	55.41	0.00
160119504004	ID, Bingham Co., South St	77.77	77.77	6.18
160119504005	ID, Bingham Co., E Walker St	24.18	24.18	0.00
160119505011	ID, Bingham Co., N Blackfoot	14.03	14.03	6.21
160119505012	ID, Bingham Co., NE Blackfoot	13.90	13.90	7.31
160119505021	ID, Bingham Co., W Blackfoot, Cedar St	60.02	60.02	10.73
160119505022	ID, Bingham Co., W Blackfoot, McAdoo St	52.12	52.12	1.17
160119505023	ID, Bingham Co., SW Blackfoot, Riverton Rd	63.22	63.22	11.67
160119506001	ID, Bingham Co., N of Blackfoot	15.53	15.53	0.00
160119506002	ID, Bingham Co., E Moreland	24.83	24.83	7.35
160119506003	ID, Bingham Co., W Moreland	46.49	46.49	0.00
160119506004	ID, Bingham Co., Groveland	42.46	42.46	0.00
160119507001	ID, Bingham Co., W Blackfoot, Riverside, Snake River HS	16.17	16.17	2.89
160119507002	ID, Bingham Co., W Blackfoot, Thomas, Snake River MS	32.27	32.27	0.61
160119507003	ID, Bingham Co., Pingree	46.37	46.37	0.00

	Thresholds for Identification	**31.3**	**20.9**	**2.6**
	County Percentages	**37.7**	**26.5**	**7.6**

Bingham County, ID

There are an estimated 45,674 people in the Bingham County block groups.

Low-Income Analysis: Low-income environmental justice communities are identified in Bingham County. There are 17,228 people (37.7 percent) in selected Bingham block groups that are identified in a low-income analysis.

Minority Analysis: Minority environmental justice communities are identified in Bingham County. There are 12,119 people (26.5 percent) in selected Bingham block groups that are identified in a minority analysis.

Tribal Analysis: Tribal environmental justice communities are identified in Bingham County. There are 3,488 people (7.6 percent) in selected Bingham block groups that are identified in a Tribal analysis.

1 Figure 8: Bingham County, ID; Low-Income Environmental Justice Communities

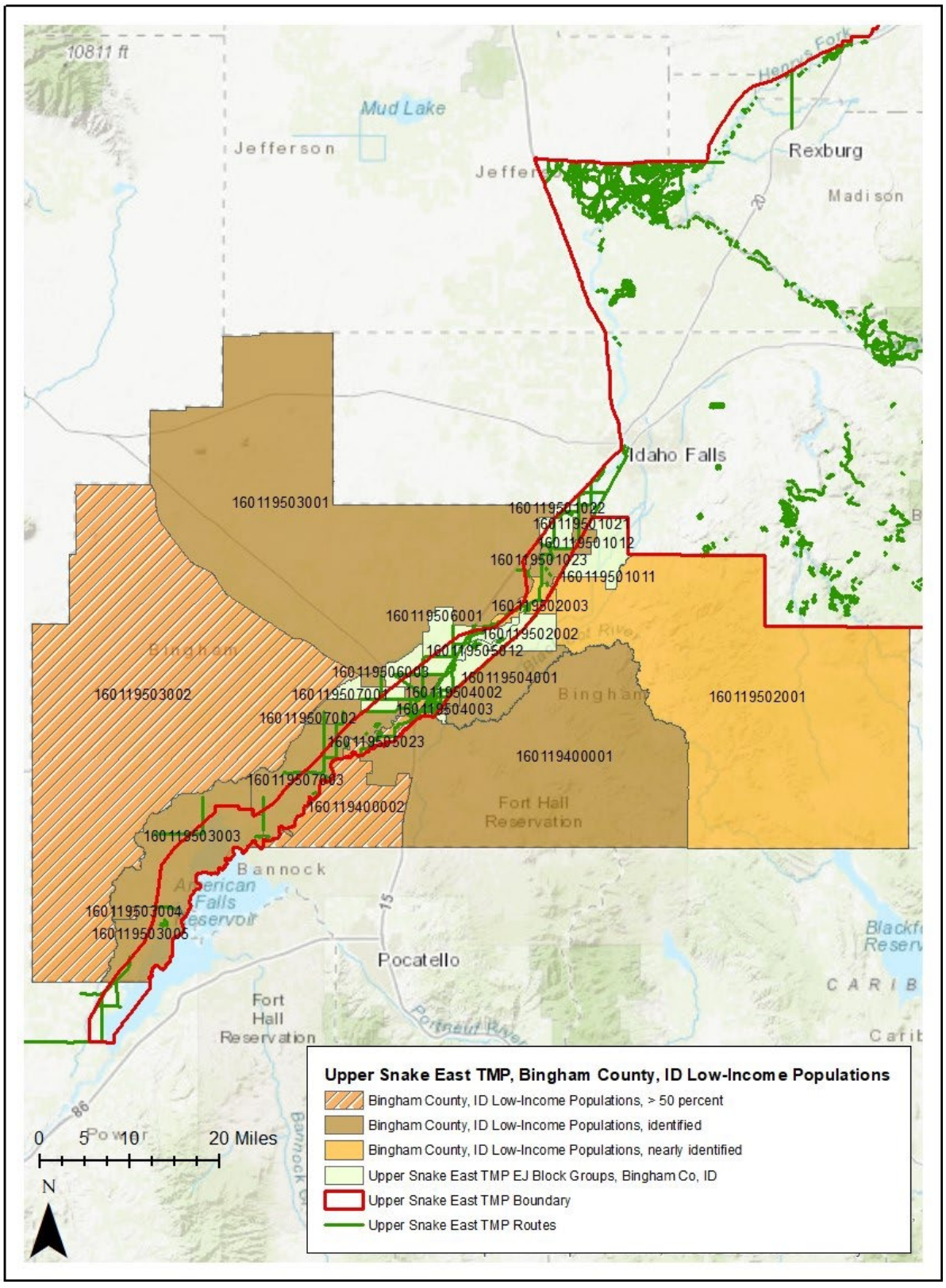

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Figure 9: Bingham County, ID; Minority Environmental Justice Communities

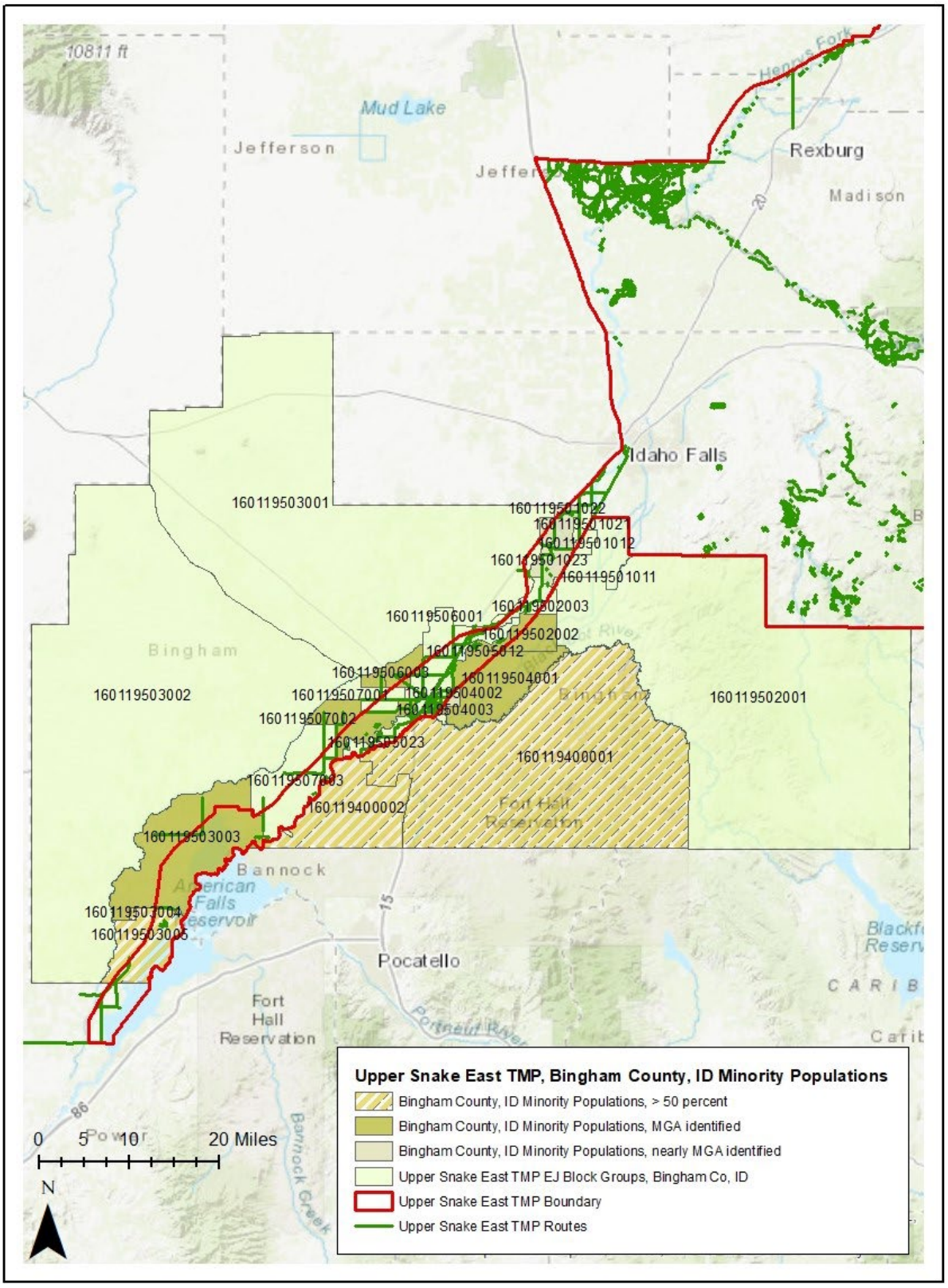
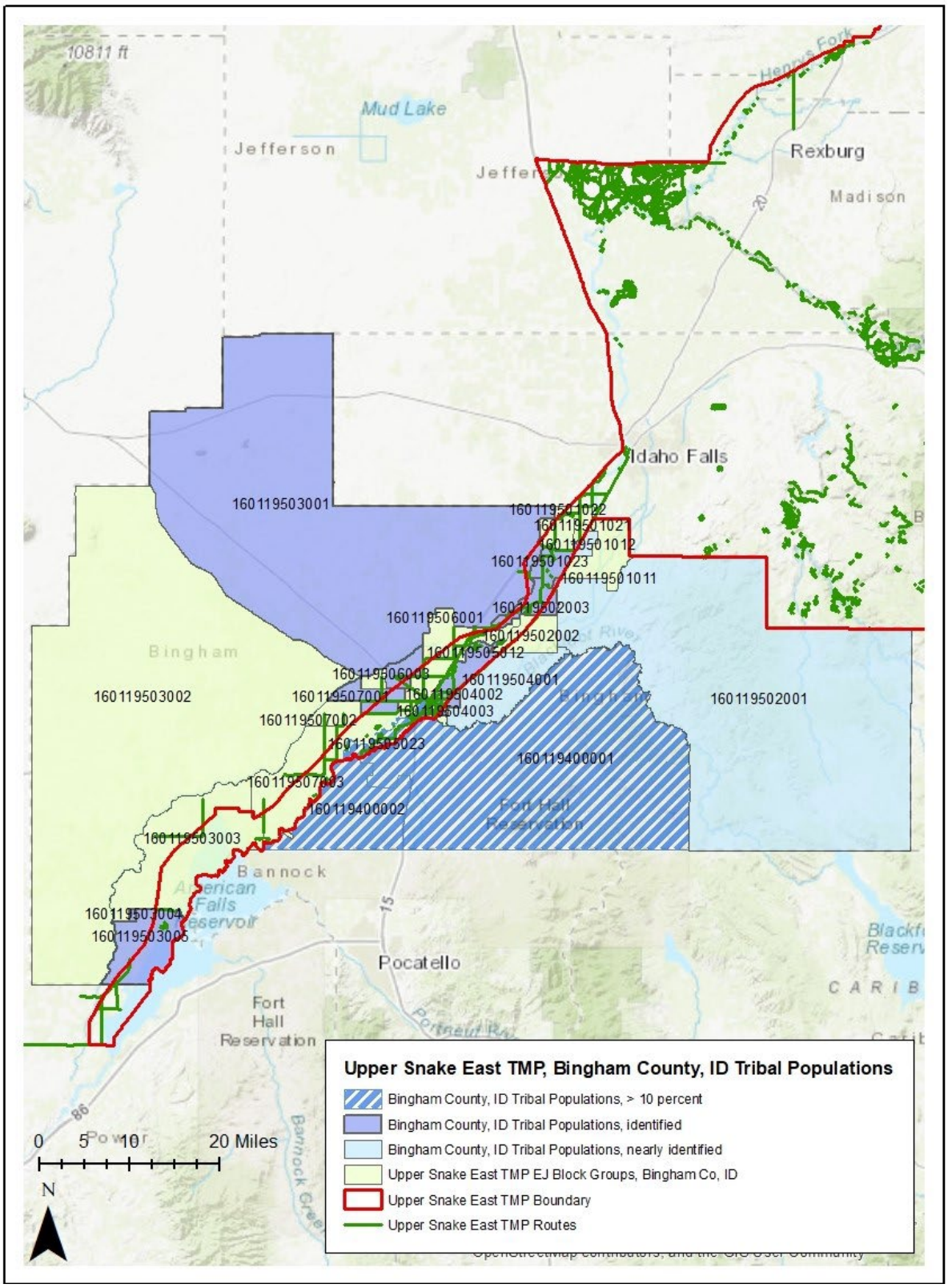


Figure 10: Bingham County, ID; Tribal Environmental Justice Communities



Upper Snake East TMP Environmental Justice Study Area: Bonneville County

Table 5: Bonneville County Environmental Justice Baseline Analysis

Block Group	Description	Low-Income %	Minority %	Tribal %
160199701001	ID, E. Bonneville Co., Swan Valley	34.57	4.22	0.00
160199701002	ID, Bonneville Co., Peterson Hill	11.42	3.86	0.00
160199701003	ID, Bonneville Co., Idaho Falls Country Club	12.91	1.76	0.00
160199701004	ID, Bonneville Co., Black Canyon	10.08	2.02	0.00
160199703001	ID, Bonneville Co., N of Idaho Falls	17.27	1.58	0.85
160199703002	ID, Bonneville Co., Ucon	32.96	13.15	0.59
160199703003	ID, Bonneville Co., S Ucon	33.19	6.35	0.18
160199703004	ID, NE Bonneville Co.	19.18	13.47	0.00
160199704011	ID, Bonneville Co., N of Idaho Falls	7.24	9.81	0.21
160199704012	ID, Bonneville Co., Orvin	54.19	33.65	0.32
160199704021	ID, Bonneville Co., NW Iona	14.07	9.85	0.00
160199704022	ID, Bonneville Co., Iona	17.88	4.03	0.57
160199704041	ID, Bonneville Co., IF, W of N Stevens Dr.	46.96	54.13	1.30
160199704042	ID, Bonneville Co., IF, E. Greenwillow Ln	42.53	21.40	0.00
160199704043	ID, Bonneville Co., IF, E of N Stevens Dr.	57.25	13.06	0.34
160199704051	ID, Bonneville Co., Lincoln	25.90	5.07	0.04
160199704052	ID, Bonneville Co., Lincoln	62.66	3.07	0.19
160199704053	ID, Bonneville Co., Pinnacle Dr	39.39	27.74	3.10
160199705021	ID, Bonneville Co., IF, S. Eagle Dr	38.42	8.61	0.00
160199705022	ID, Bonneville Co., Ammon, McCowin Park	31.06	9.47	3.52
160199705023	ID, Bonneville Co., Ammon, E. Wanda St	27.61	14.77	0.68
160199705031	ID, Bonneville Co., Ammon	18.63	35.18	0.75
160199705032	ID, Bonneville Co., IF, Sand Creek Golf	36.04	24.45	0.00
160199705033	ID, Bonneville Co., IF, Woodland Hills Park	9.75	13.87	0.12
160199705041	ID, Bonneville Co., IF, E. John Adams Pkwy	22.46	9.66	0.37
160199705042	ID, Bonneville Co., Ammon, E. 21st St	26.68	2.43	0.00
160199705051	ID, Bonneville Co., IF, E. John Adams Pkwy	32.49	0.55	0.00
160199705052	ID, Bonneville Co., IF, Tie Breaker Dr	37.04	20.49	4.63
160199706011	ID, Bonneville Co., IF, IFDO	43.04	24.41	9.71
160199706012	ID, Bonneville Co., IF, Sugar Mill Sub Station Park	32.08	15.37	1.63
160199706013	ID, Bonneville Co., IF, S of Kearney St	40.06	5.56	1.18
160199706021	ID, Bonneville Co., IF, N of E ID Tech Col	55.28	12.39	0.57
160199706022	ID, Bonneville Co., IF, Three Fountains Dr	81.67	15.77	0.00

160199706023	ID, Bonneville Co., IF, Hopkins Ave, E. ID Tech Col	60.80	32.51	0.14
160199706024	ID, Bonneville Co., IF, Laurelwood Ave	50.24	35.20	9.77
160199706031	ID, Bonneville Co., IF, Grand Teton Mall	21.00	9.71	1.10
160199707001	ID, Bonneville Co., IF, N. Boulevard W	37.17	26.25	2.16
160199707002	ID, Bonneville Co., IF, Central Park, Pinecrest Golf	58.71	45.31	4.30
160199707003	ID, Bonneville Co., IF, Bel Aire Park	37.07	56.96	7.39
160199707004	ID, Bonneville Co., IF, Pinon Dr	58.32	29.16	3.73
160199708001	ID, Bonneville Co., IF, Syringa Dr	24.45	31.38	2.89
160199708002	ID, Bonneville Co., IF, Russet St	42.17	2.10	2.10
160199708003	ID, Bonneville Co., IF, Safstrom Dr	45.29	27.80	0.88
160199708004	ID, Bonneville Co., IF, Crow Creek	26.39	20.94	1.71
160199709001	ID, Bonneville Co., IF, Bower Dr	59.38	9.27	2.05
160199709002	ID, Bonneville Co., IF, Azelea Dr	24.23	21.68	6.15
160199709003	ID, Bonneville Co., IF, Shamrock Park	13.48	16.93	0.26
160199710001	ID, Bonneville Co., IF, S Emerson and E 15th St	51.54	39.77	5.94
160199710002	ID, Bonneville Co., IF, W 16th St	63.80	7.38	1.41
160199710003	ID, Bonneville Co., IF, Fife Ave	55.13	12.70	0.00
160199710004	ID, Bonneville Co., IF, 20th St. Park	30.29	13.68	0.00
160199710005	ID, Bonneville Co., IF, Homestead Ln	10.37	4.44	0.00
160199710006	ID, Bonneville Co., IF, S. Tourist Park, Rose Hill Cemetary	37.22	5.34	0.28
160199711001	ID, Bonneville Co., IF, 3rd St	47.90	29.33	2.04
160199711002	ID, Bonneville Co., IF, N. Water Ave	34.15	14.15	2.00
160199711003	ID, Bonneville Co., IF, Poitevin Park	58.79	14.93	0.00
160199711004	ID, Bonneville Co., IF, Kate Curley Park	49.85	13.75	3.48
160199712001	ID, Bonneville Co., IF, ID National Lab	57.22	29.43	0.00
160199712002	ID, Bonneville Co., IF, Melalueca Field	3.49	2.51	0.33
160199712003	ID, Bonneville Co., IF, Memorial Dr	61.85	24.91	4.18
160199712004	ID, Bonneville Co., IF, IF Greenbelt	66.46	9.41	1.74
160199713011	ID, Bonneville Co., IF Airport	34.38	20.71	1.16
160199713012	ID, Bonneville Co., IF, Buckboard Ln	25.27	37.83	0.00
160199713013	ID, Bonneville Co., IF, Greayhound IF	59.79	38.11	3.50
160199713014	ID, Bonneville Co., IF, Beverly Rd	37.54	34.56	6.67
160199713015	ID, Bonneville Co., IF, Old Butte Soccer	25.25	9.50	0.00
160199713021	ID, Bonneville Co., IF, Eagle Rock MS	38.10	46.81	16.81
160199713022	ID, Bonneville Co., IF, Laprele St	73.76	51.87	0.00
160199713023	ID, Bonneville Co., IF, Skyline HS	20.57	9.70	2.78
160199713024	ID, Bonneville Co., IF, Westside ES, IF Church of Christ	26.46	22.99	2.45
160199714011	ID, Bonneville Co., SE of IF	32.46	26.39	0.00
160199714012	ID, Bonneville Co., IF, Cotton	21.07	12.54	0.63
160199714021	ID, Bonneville Co., IF, Southpoint Blvd	0.55	7.04	0.00
160199714022	ID, Bonneville Co., IF, W. Woodhaven	4.30	17.19	0.00
160199714023	ID, Bonneville Co., IF, Shadow Mtn Trl	11.21	11.98	0.00
160199715001	ID, NW Bonneville Co.	4.52	17.92	0.00

160199715002	ID, SW Bonneville Co.	37.13	25.91	1.41
	Thresholds for Identification	**31.3**	**20.9**	**2.6**
	County Percentages	**29.9**	**16.1**	**1.4**

Bonneville County, ID

There are an estimated 125,959 people in the Bonneville County block groups.

Low-Income Analysis: Low-income environmental justice communities are identified in Bonneville County. There are 37,616 people (29.9 percent) in selected Bonneville block groups that are identified in a low-income analysis.

Minority Analysis: Minority environmental justice communities are identified in Bonneville County. There are 20,178 people (16.1 percent) in selected Bonneville block groups that are identified in a minority analysis.

Tribal Analysis: Tribal environmental justice communities are identified in Bonneville County. There are 1,700 people (1.4 percent) in selected Bonneville block groups that are identified in a Tribal analysis.

Figure 11: Bonneville County, ID; Low-Income Environmental Justice Communities

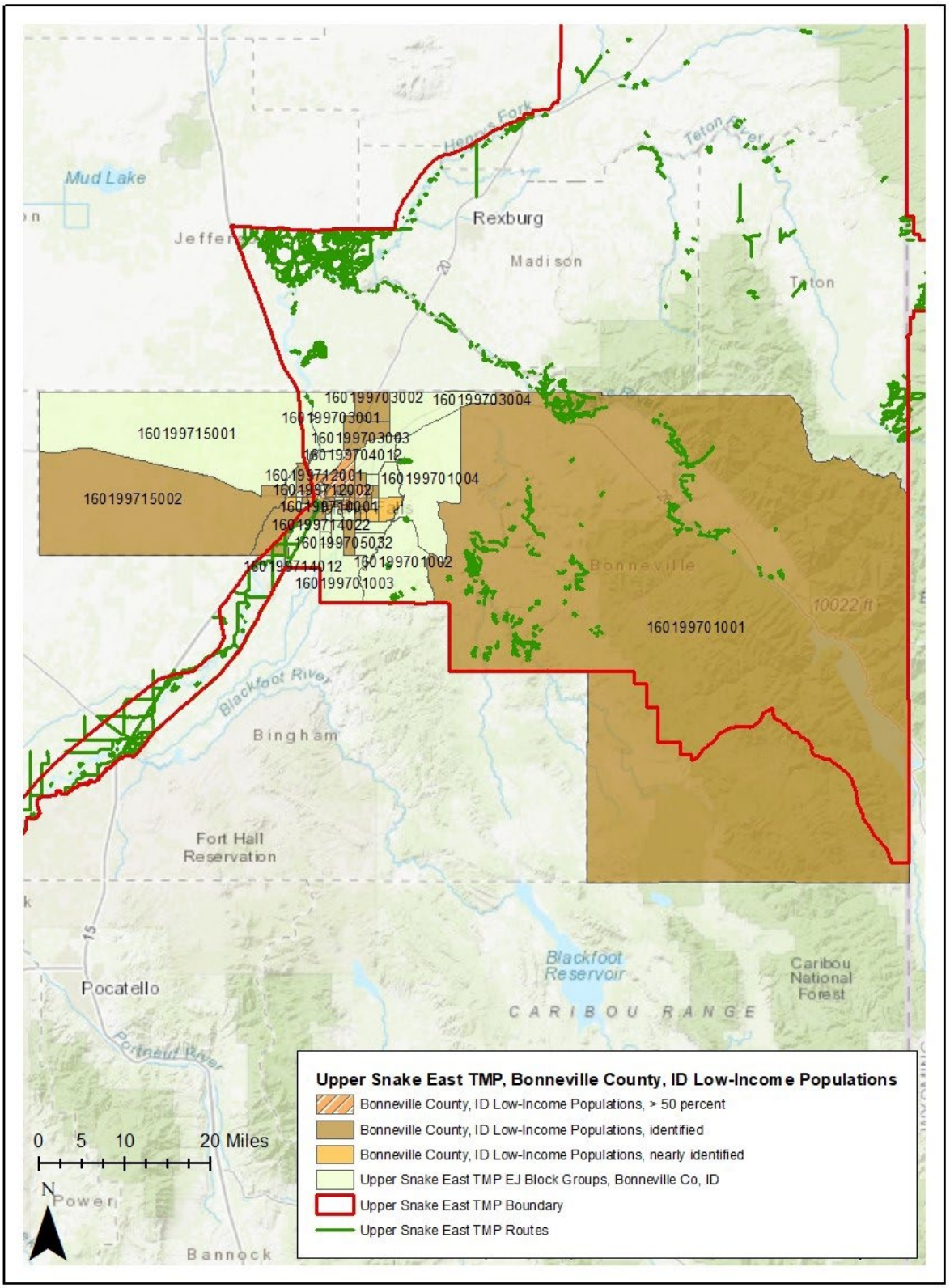


Figure 12: Bonneville County, ID; Minority Environmental Justice Communities

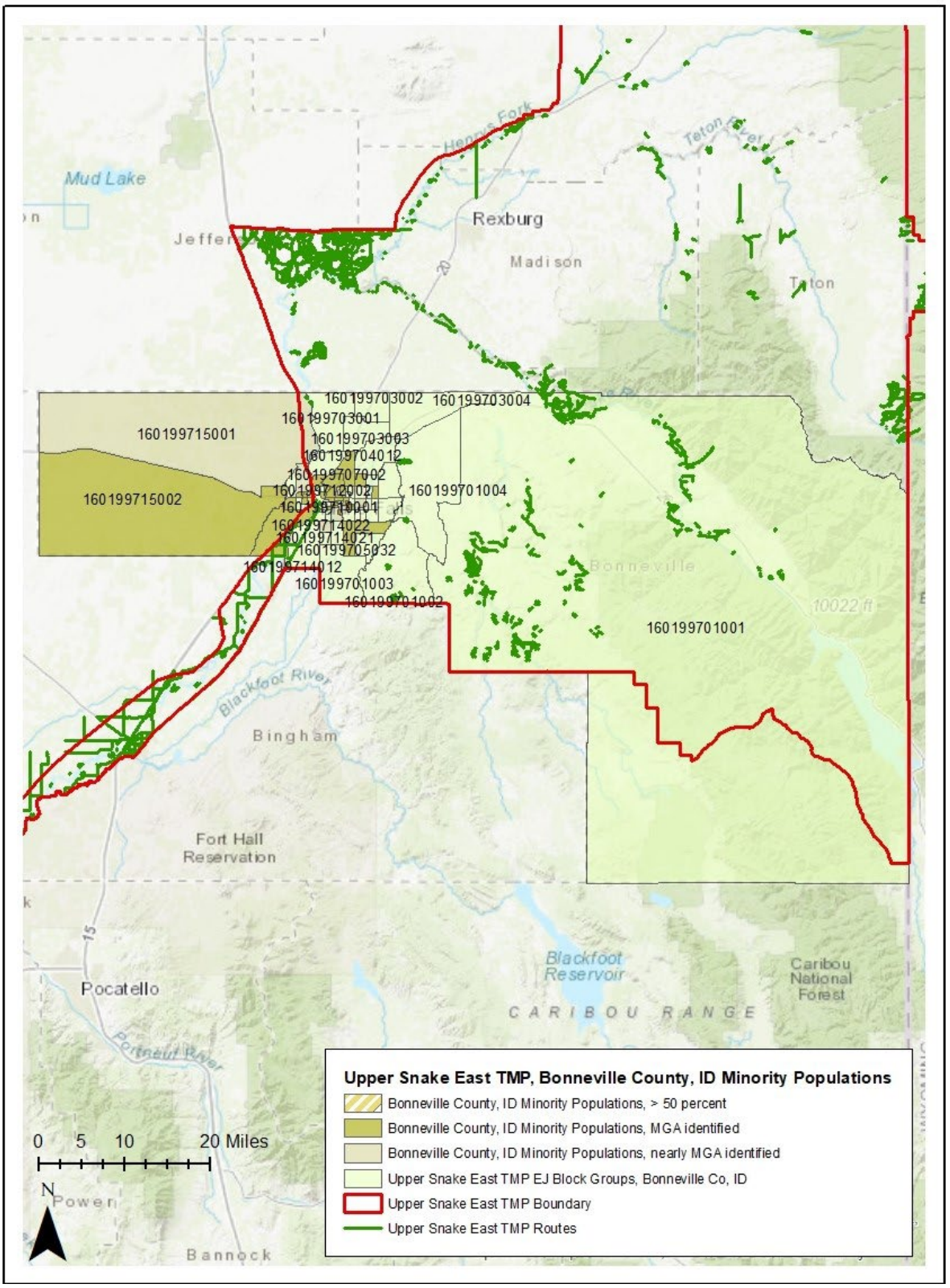
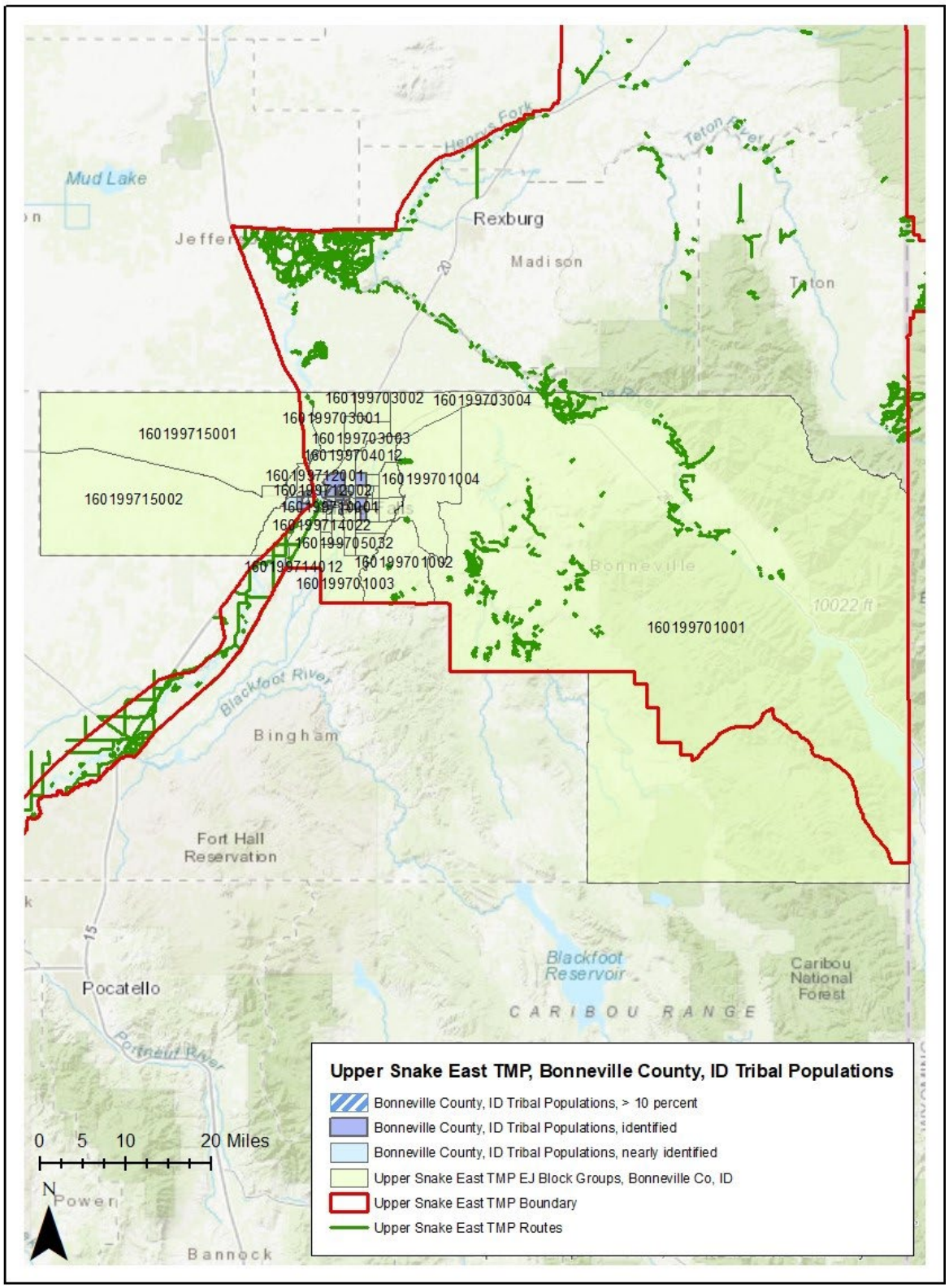


Figure 13: Bonneville County, ID; Tribal Environmental Justice Communities



Upper Snake East TMP Environmental Justice Study Area: Fremont and Clark counties

Table 6: Fremont and Clark counties Environmental Justice Baseline Analysis

Block Group	Description	Low-Income %	Minority %	Tribal %
160339501001	ID, Clark Co., Dubois	53.22	44.75	4.52
160439701001	ID, Fremont Co., Henry's Lake, Island Park	16.39	1.99	0.91
160439702001	ID, Fremont Co., East of Ashton	43.32	3.22	0.00
160439702002	ID, Fremont Co., Ashton	56.16	7.53	7.08
160439702003	ID, S. Fremont Co., N. Ashton	39.50	16.85	3.20
160439702004	ID, S. Fremont Co.	45.93	24.26	0.00
160439703011	ID, Fremont Co., St. Anthony	53.54	14.66	0.62
160439703012	ID, Fremont Co., NW St. Anthony	55.95	26.29	1.31
160439703013	ID, Fremont Co., Parker	17.99	1.31	0.83
160439703014	ID, S. Fremont Co., W of Hwy 20	42.00	21.12	6.96
160439703021	ID, Fremont Co., NE St. Anthony	44.60	12.21	1.96
160439703022	ID, Fremont Co., Chester, SE St. Anthony	40.34	33.78	0.00
160439703023	ID, S. Fremont Co., E of Hwy 20	38.88	5.85	0.00
	Thresholds for Identification	**31.3**	**20.9**	**2.6**
	County Percentages	**40.6**	**16.7**	**1.9**

Fremont and Clark counties, ID

There are an estimated 13,996 people in the Fremont and Clark county block groups.

Low-Income Analysis: Low-income environmental justice communities are identified in Fremont and Clark counties. There are 5,683 people (40.6 percent) in selected Bonneville block groups that are identified in a low-income analysis.

Minority Analysis: Minority environmental justice communities are identified in Fremont and Clark counties. There are 2,340 people (16.7 percent) in selected Fremont and Clark block groups that are identified in a minority analysis.

Tribal Analysis: Tribal environmental justice communities are identified in Fremont and Clark counties. There are 260 people (1.9 percent) in selected Fremont and Clark block groups that are identified in a Tribal analysis.

Figure 14: Fremont and Clark counties, ID; Low-Income Environmental Justice Communities

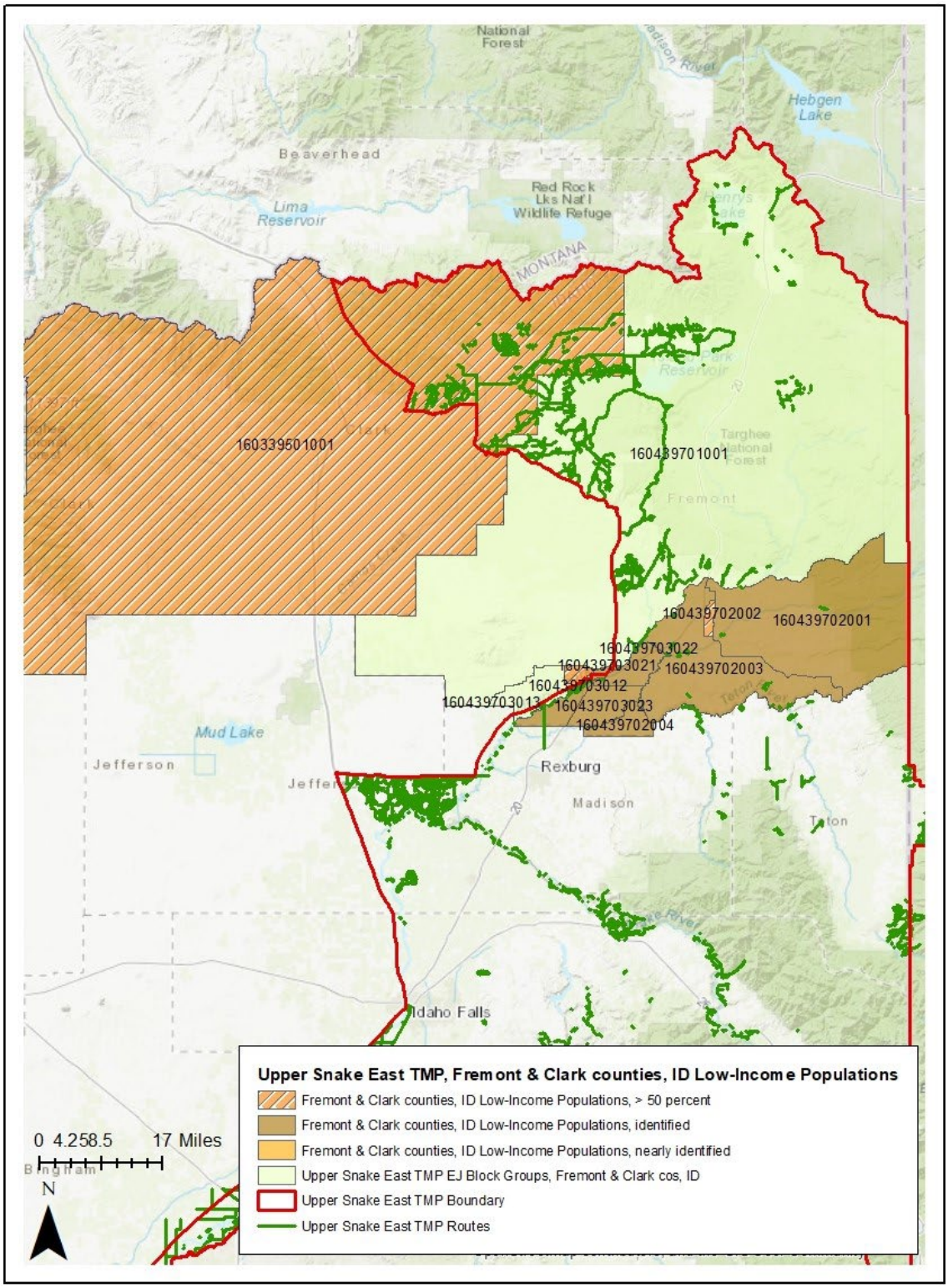


Figure 15: Fremont and Clark counties, ID; Minority Environmental Justice Communities

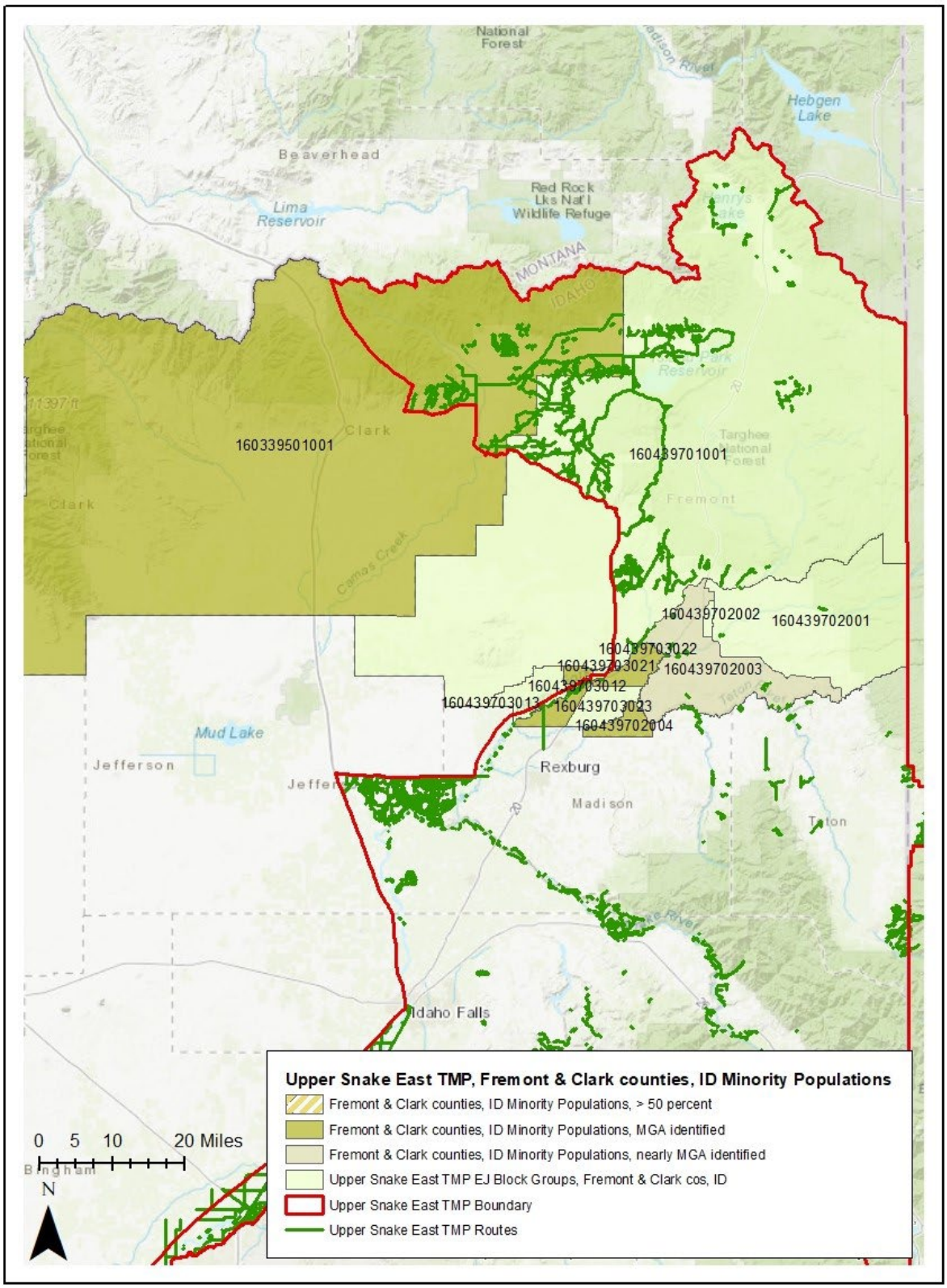
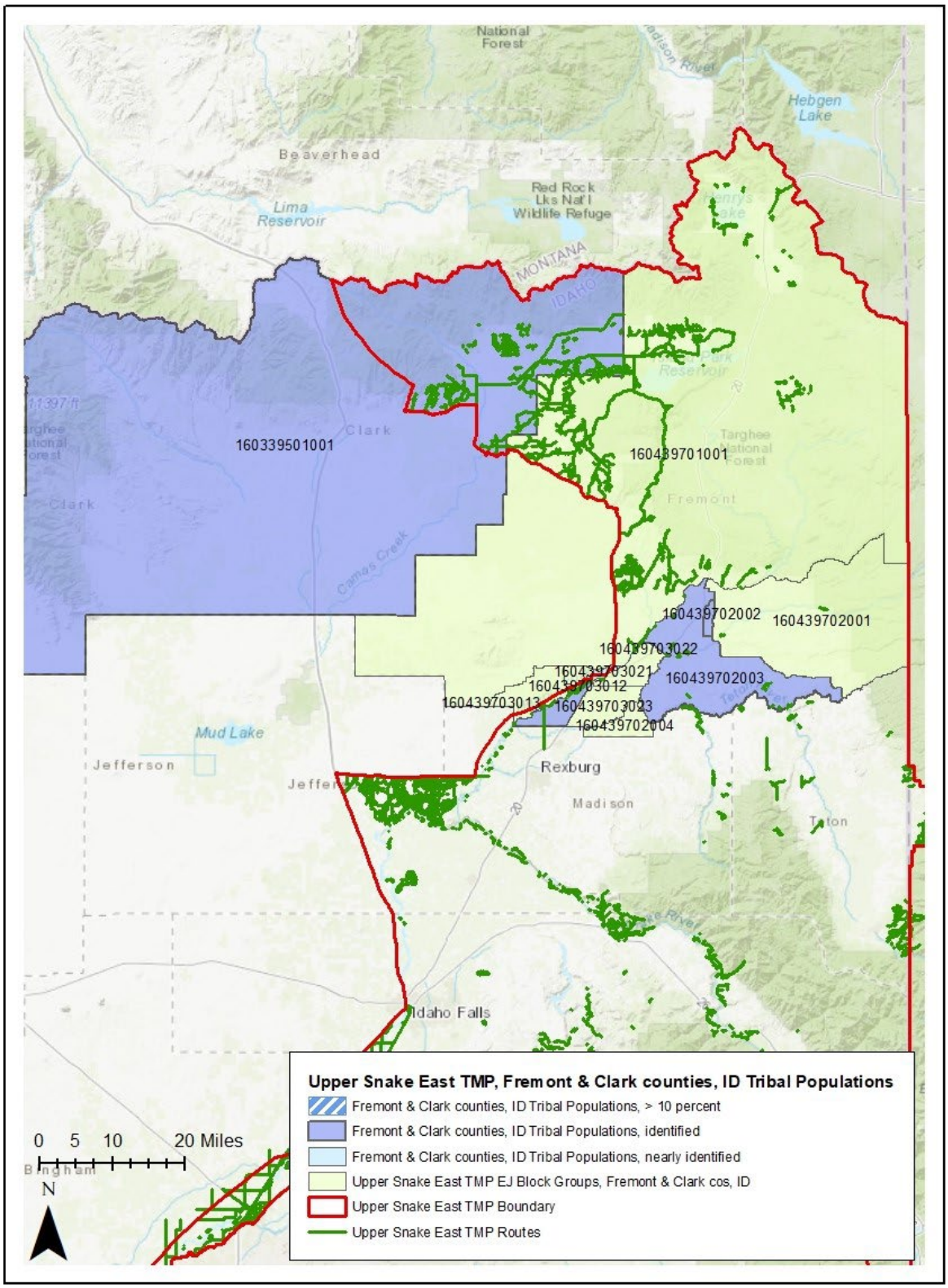


Figure 16: Fremont and Clark counties, ID; Tribal Environmental Justice Communities



Upper Snake East TMP Environmental Justice Study Area: Jefferson County

Table 7: Jefferson County Environmental Justice Baseline Analysis

Block Group	Description	Low-Income %	Minority %	Tribal %
160519601001	ID, Jefferson Co., Roberts	52.32	27.15	2.42
160519601002	ID, Jefferson Co., Camas NWR, Hamer	32.21	20.89	0.07
160519601003	ID, SW Jefferson Co.	38.73	19.65	0.00
160519602001	ID, Jefferson Co., Menan	48.54	6.35	0.00
160519602002	ID, Jefferson Co., Lewisville	29.07	27.73	0.82
160519602003	ID, Jefferson Co., Lewisville Knolls	30.12	16.78	0.00
160519603011	ID, Jefferson Co., W. Rigby	40.01	8.76	0.55
160519603021	ID, Jefferson Co., NE Rigby	46.00	45.82	4.58
160519603022	ID, Jefferson Co., S Ribgy	7.38	1.55	2.85
160519603023	ID, Jefferson Co., NW Rigby	20.11	14.17	10.76
160519604011	ID, Jefferson Co., E Rigby	41.66	0.60	12.91
160519604012	ID, Jefferson Co., Rigby Airport	13.70	10.72	0.00
160519604013	ID, Jefferson Co., S of Rigby	50.67	28.64	0.00
160519604021	ID, Jefferson Co., Ririe	27.92	8.12	0.05
160519604022	ID, Jefferson Co., Knapp Scout Hollow	31.42	6.24	2.48
160519604023	ID, Jefferson Co.	29.98	1.25	0.30
	Thresholds for Identification	**31.3**	**20.9**	**2.6**
	County Percentages	**35.4**	**13.4**	**2.9**

Jefferson County, ID

There are an estimated 29,238 people in the Jefferson County block groups.

Low-Income Analysis: Low-income environmental justice communities are identified in Jefferson County. There are 10,347 people (35.4 percent) in selected Jefferson block groups that are identified in a low-income analysis.

Minority Analysis: Minority environmental justice communities are identified in Jefferson County. There are 3,911 people (13.4 percent) in selected Jefferson block groups that are identified in a minority analysis.

Tribal Analysis: Tribal environmental justice communities are identified in Jefferson County. There are 836 people (2.9 percent) in selected Jefferson block groups that are identified in a Tribal analysis.

Figure 17: Jefferson County, ID; Low-Income Environmental Justice Communities

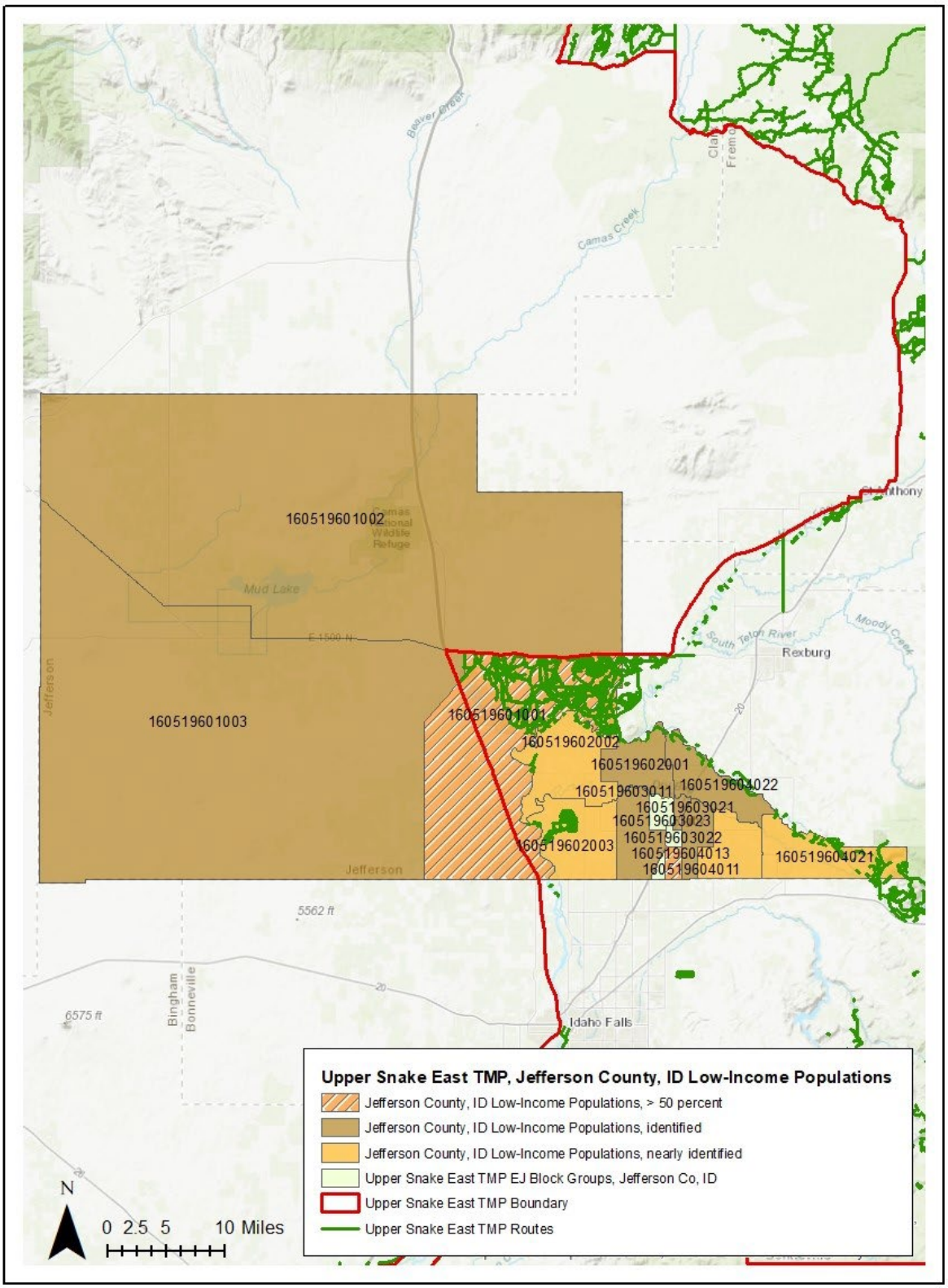


Figure 18: Jefferson County, ID; Minority Environmental Justice Communities

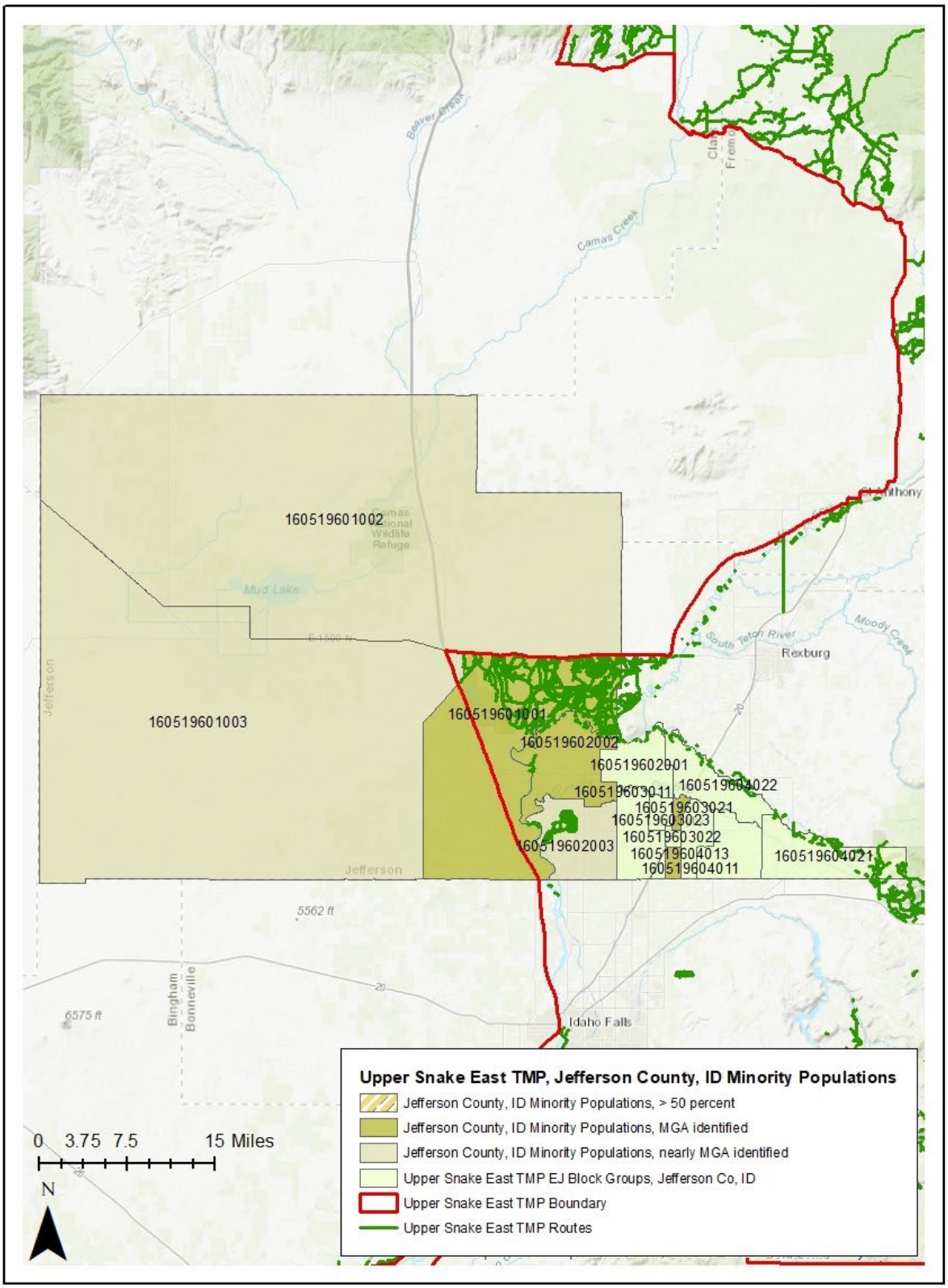
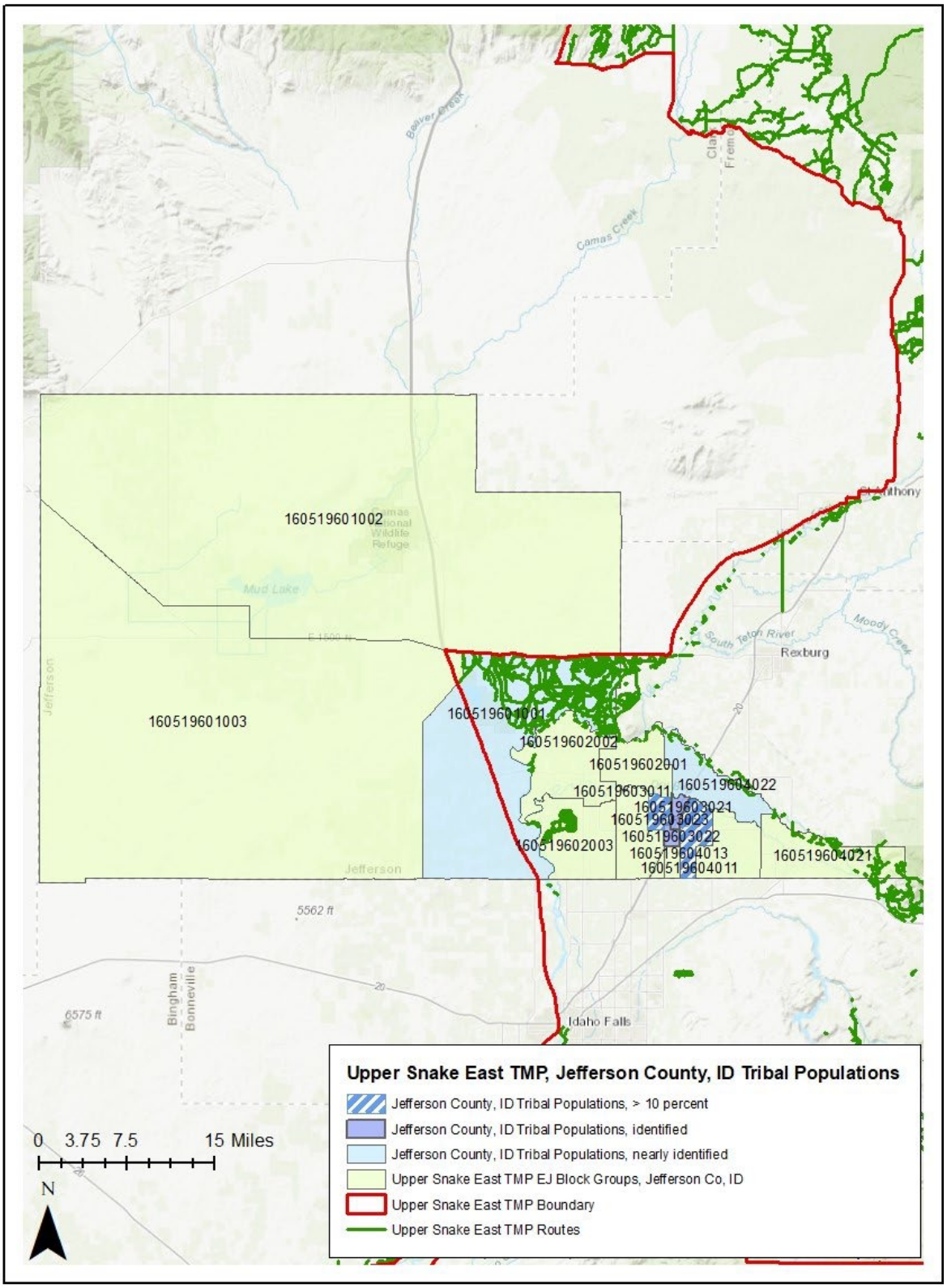


Figure 19: Jefferson County, ID; Tribal Environmental Justice Communities



Upper Snake East TMP Environmental Justice Study Area: Madison County

Table 8: Madison County Environmental Justice Baseline Analysis

Block Group	Description	Low-Income %	Minority %	Tribal %
160659501011	ID, Madison Co., Hinkley	27.64	6.75	0.00
160659501012	ID, W Madison Co., Menan Buttes	17.44	0.00	0.00
160659501021	ID, Madison Co., S of Sugar City	28.99	8.94	0.00
160659501022	ID, Madison Co., Sugar City, Moody Creek	39.98	11.83	0.42
160659501031	ID, Madison Co., N Rexburg, ArtCo Business Park	48.83	0.00	0.00
160659501032	ID, Madison Co., Teton Lakes Golf Course	38.77	0.00	0.00
160659502001	ID, Madison Co., N Rexburg, City Hall	71.03	11.52	1.88
160659502002	ID, Madison Co., NW Rexburg, W. Main St	70.19	12.02	0.79
160659502003	ID, Madison Co., NW Rexburg, Airport	34.14	9.14	0.00
160659503011	ID, Madison Co., Rexburg, Post Office	54.58	14.79	0.00
160659503012	ID, Madison Co., Rexburg, N Campus	0.00	7.21	0.00
160659503013	ID, Madison Co., E Rexburg, Cornell Ave	84.00	16.37	2.77
160659503014	ID, Madison Co., Rexburg, Univ. Plaza, LDS Church	90.51	18.83	0.00
160659503015	ID, Madison Co., Rexburg, Steiner Ave	94.78	2.65	0.00
160659503016	ID, Madison Co., Rexburg, Hemming Village	86.05	16.10	0.00
160659503031	ID, Madison Co., Rexburg, Campus	98.00	3.20	0.20
160659503032	ID, Madison Co., S Rexburg	49.73	35.64	0.00
160659503033	ID, Madison Co., S Rexburg, Madison M.S.	52.52	32.32	0.00
160659503034	ID, Madison Co., W. Rexburg	75.86	2.92	0.00
160659503035	ID, Madison Co., W Rexburg	51.62	39.35	0.00
160659503041	ID, Madison Co., W Rexburg	70.18	0.00	0.00
160659503042	ID, Madison Co., SW Rexburg	83.23	1.65	0.00
160659503043	ID, Madison Co., Rexburg, Trejo Professional Park	89.12	26.00	0.55
160659503044	ID, Madison Co., Rexburg, Kennedy School, LDS Church	15.27	18.70	4.45
160659504011	ID, Madison Co., SE Rexburg	22.12	9.49	1.13
160659504012	ID, Madison Co., E Rexburg, Lincoln E.S.	33.80	3.04	0.00
160659504021	ID, E. Madison Co.	27.52	1.64	0.00
160659504022	ID, Madison Co., NE Rexburg, Madison J.H.	48.84	23.14	2.96
160659505011	ID, Madison Co., Madison H.S.	38.20	1.31	0.00
160659505012	ID, Madison Co., E of Menan Buttes	31.35	4.94	10.22
160659505021	ID, S. Madison Co., Archer	12.82	1.25	0.00

160659505022	ID, Madison Co., S of Rexburg	36.03	13.02	0.53
	Thresholds for Identification	**31.3**	**20.9**	**2.6**
	County Percentages	**51.9**	**11.9**	**0.9**

Madison County, ID

There are an estimated 39,705 people in the Madison County block groups.

Low-Income Analysis: Low-income environmental justice communities are identified in Madison County. There are 20,614 people (51.9 percent) in selected Madison block groups that are identified in a low-income analysis.

Minority Analysis: Minority environmental justice communities are identified in Madison County. There are 4,702 people (11.9 percent) in selected Madison block groups that are identified in a minority analysis..

Tribal Analysis: Tribal environmental justice communities are identified in Madison County. There are 367 people (0.9 percent) in selected Madison block groups are identified in a Tribal analysis.

Figure 20: Madison County, ID; Low-Income Environmental Justice Communities

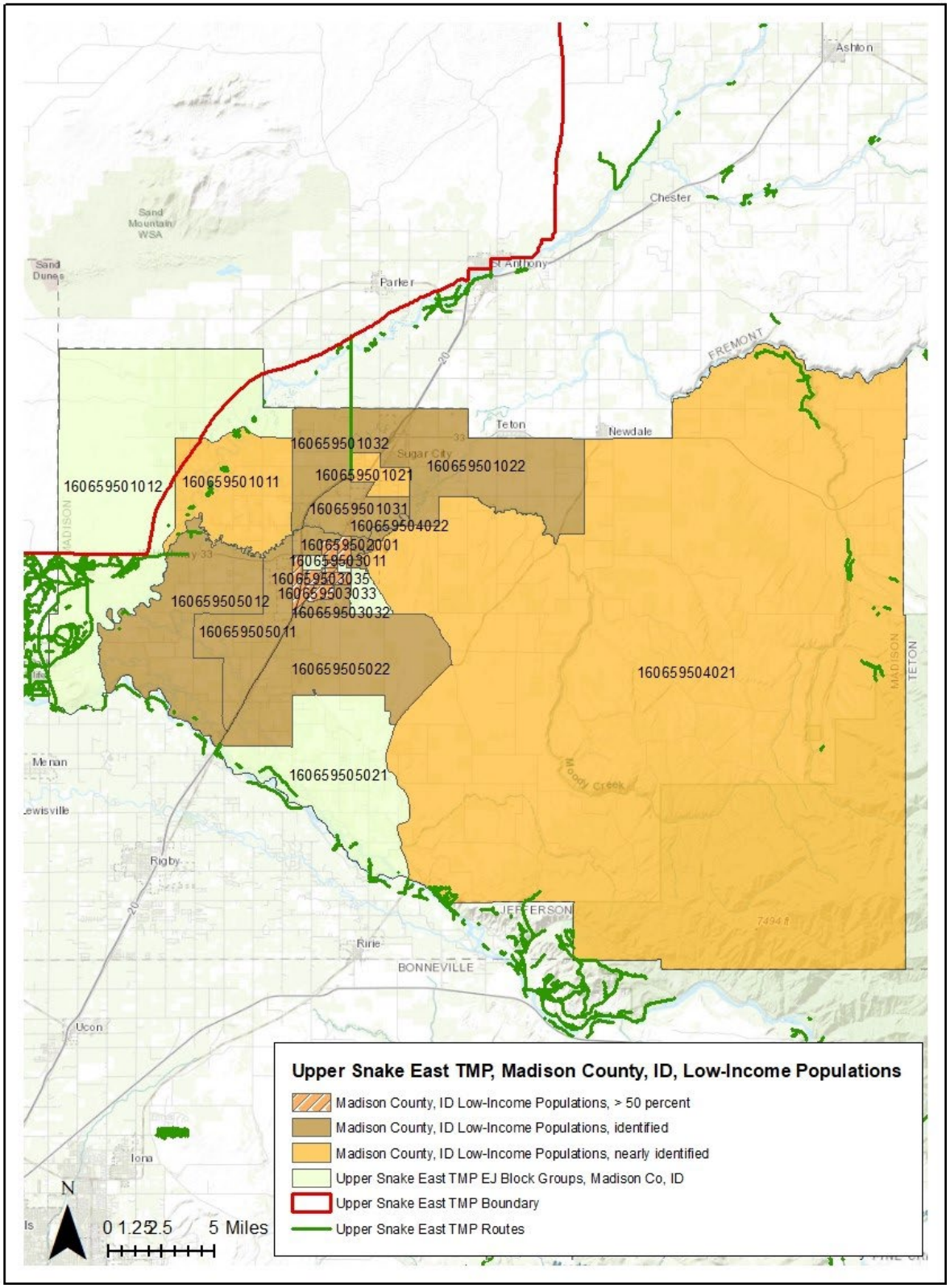
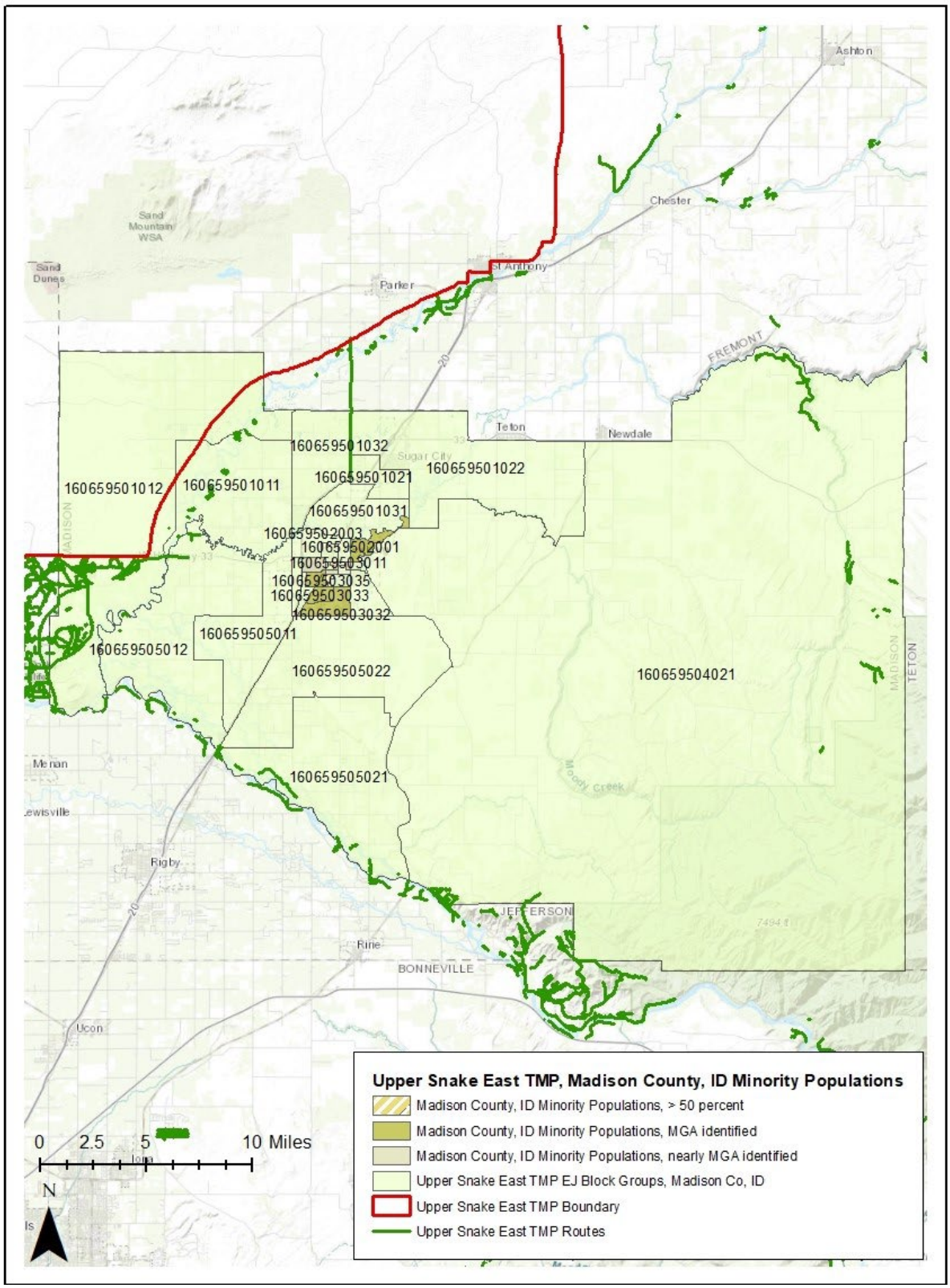
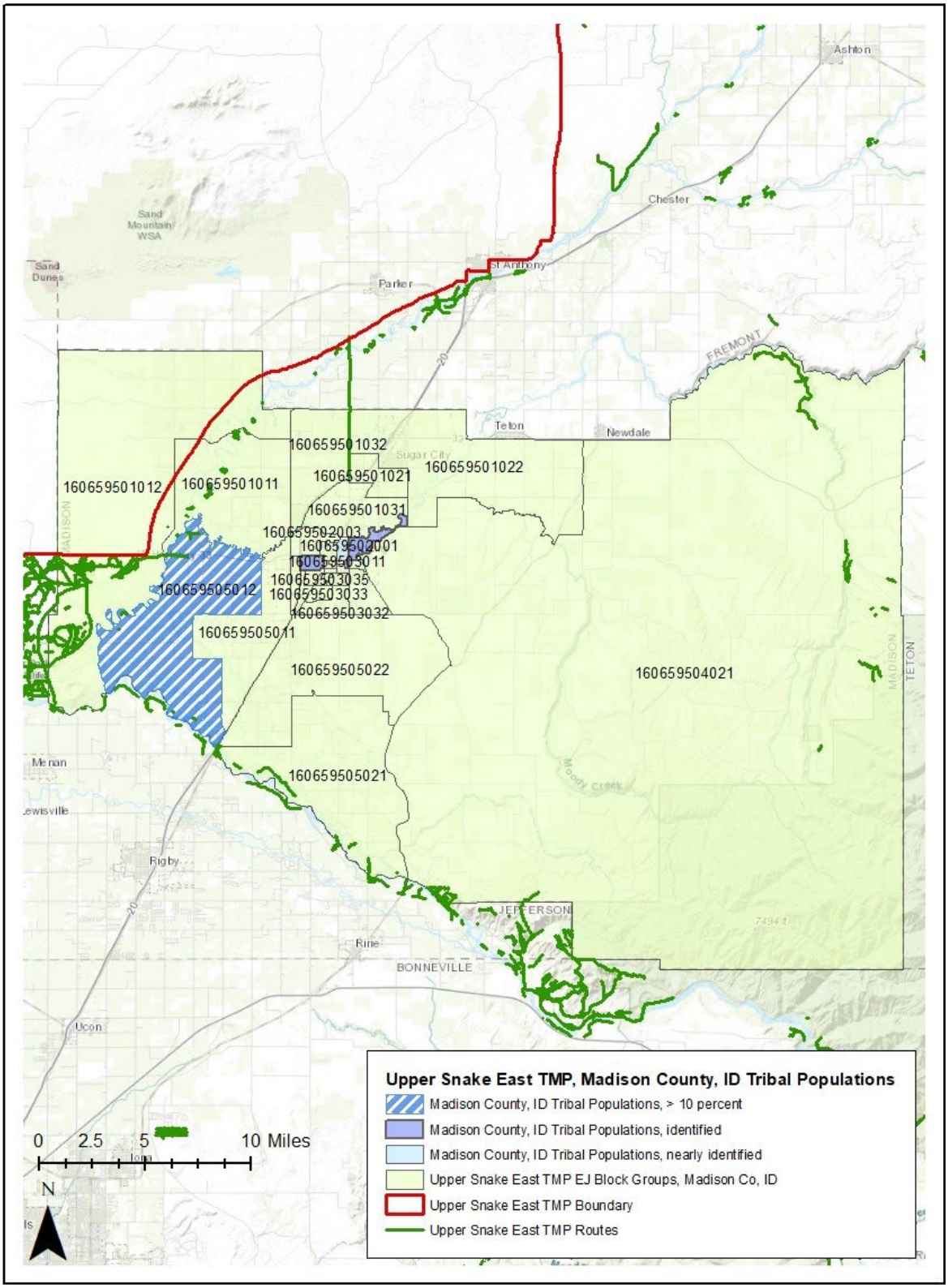


Figure 21: Madison County, ID; Minority Environmental Justice Communities



1 Figure 22: Madison County, ID; Tribal Environmental Justice Communities



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Upper Snake East TMP Environmental Justice Study Area: Power County

Table 9: Power County Environmental Justice Baseline Analysis

Block Group	Description	Low-Income %	Minority %	Tribal %
160779601001	ID, S and E Power Co., Rockland, Arbon	55.84	5.79	2.44
160779601002	ID, Power Co., Fort Hall Reservation, Pocatello Airport, Pauline	69.26	44.61	28.64
160779602001	ID, Power Co., W of American Falls	10.74	11.99	1.81
160779602002	ID, Power Co., AF, Loki Park, Airport	52.66	71.79	0.00
160779602003	ID, Power Co., AF, City Park	35.97	23.96	15.22
160779602004	ID, Power Co., AF, American Falls HS	24.11	38.06	0.00
160779602005	ID, W Power Co.	30.79	41.80	0.00
	Thresholds for Identification	**31.3**	**20.9**	**2.6**
	County Percentages	**43.9**	**39.0**	**7.0**

Power County, ID

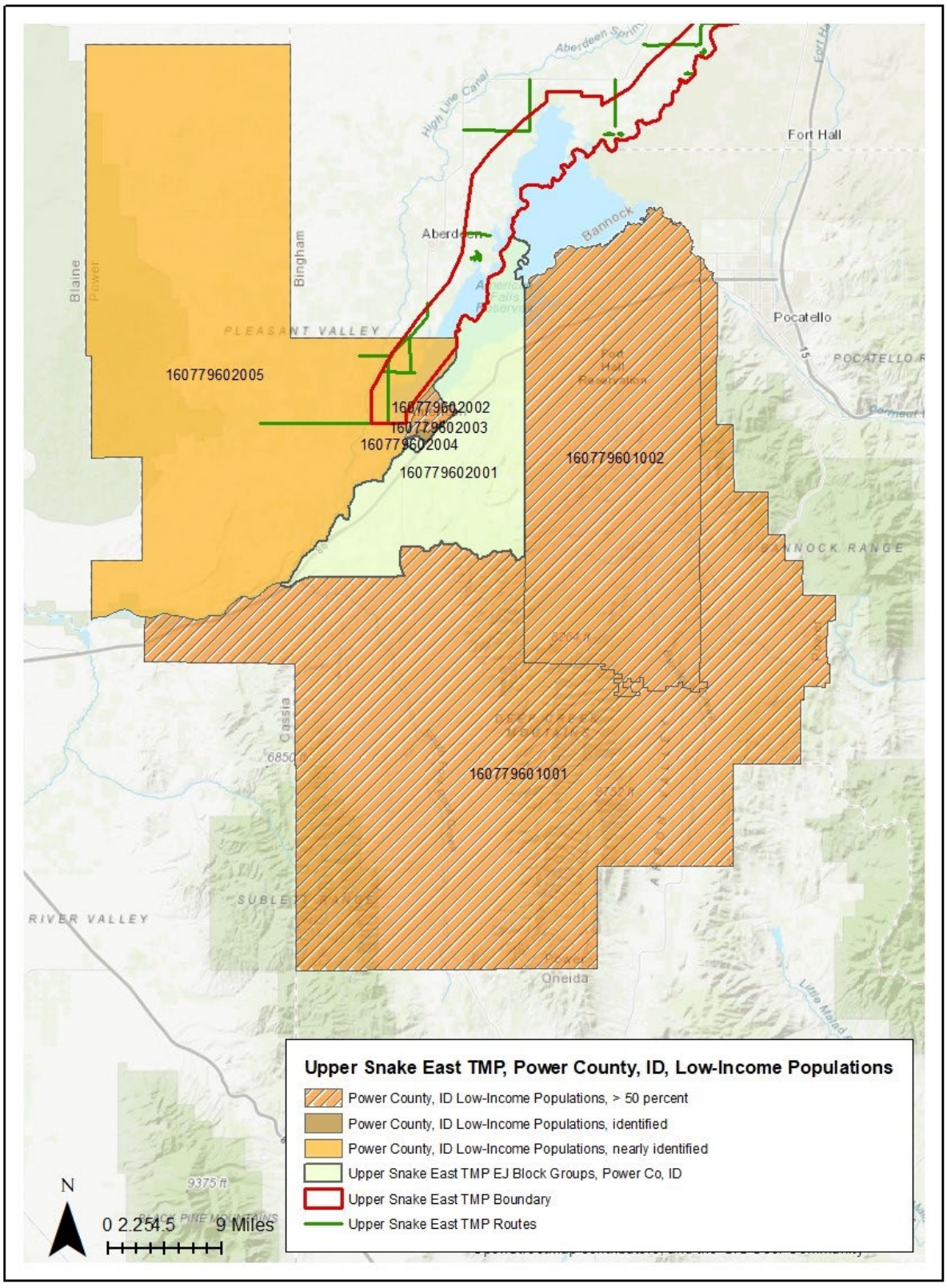
There are an estimated 7,582 people in the Power County block groups.

Low-Income Analysis: Low-income environmental justice communities are identified in Power County. There are 3,331 people (43.9 percent) in selected Power block groups that are identified in a low-income analysis.

Minority Analysis: Minority environmental justice communities are identified in Power County. There are 2,953 people (39.0 percent) in selected Power block groups are identified in a minority analysis.

Tribal Analysis: Tribal environmental justice communities are identified in Power County. There are 531 people (7.0 percent) in selected Power block groups are identified in a Tribal analysis.

Figure 23: Power County, ID; Low-Income Environmental Justice Communities



1 Figure 24: Power County, ID; Minority Environmental Justice Communities

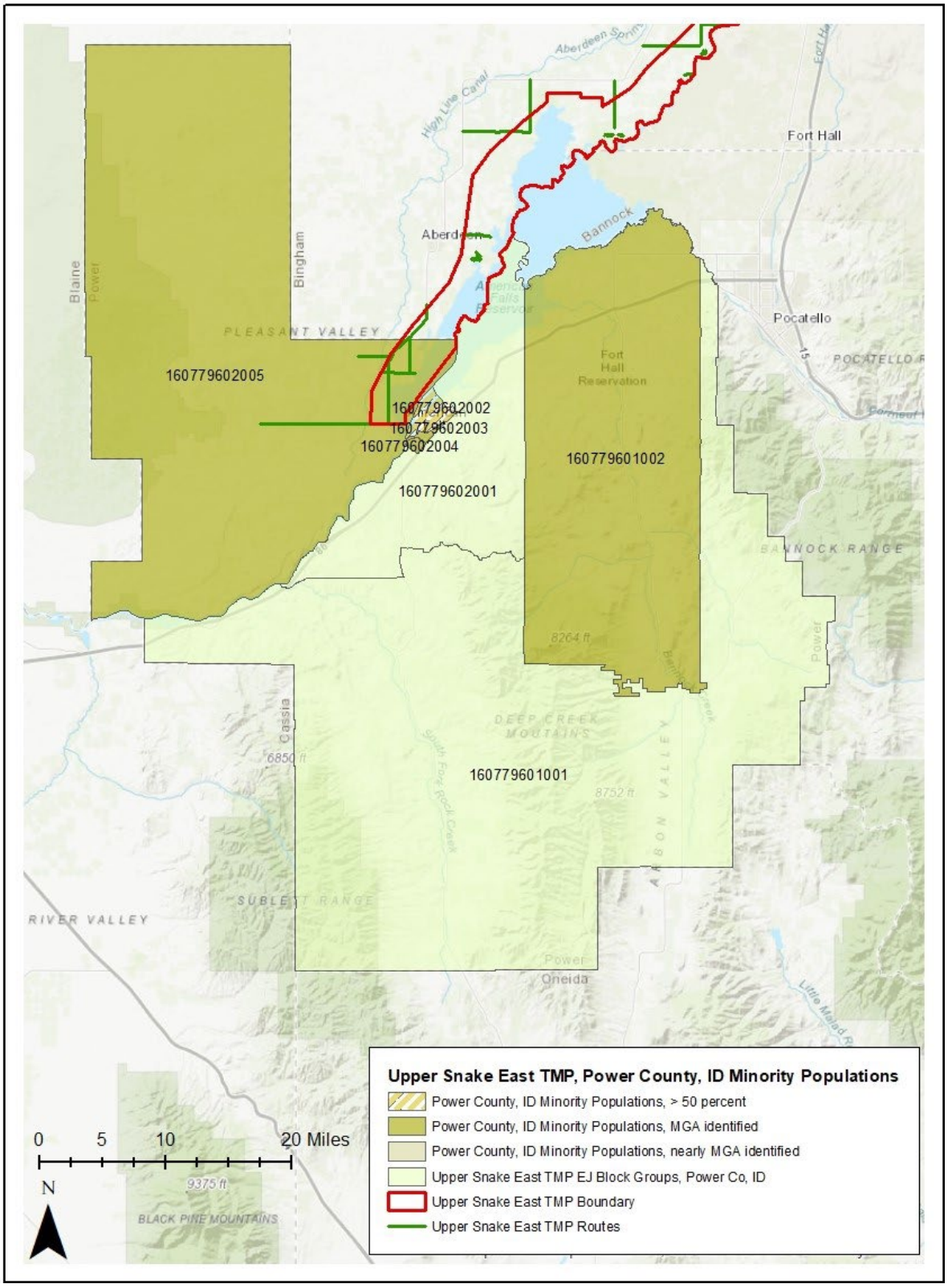


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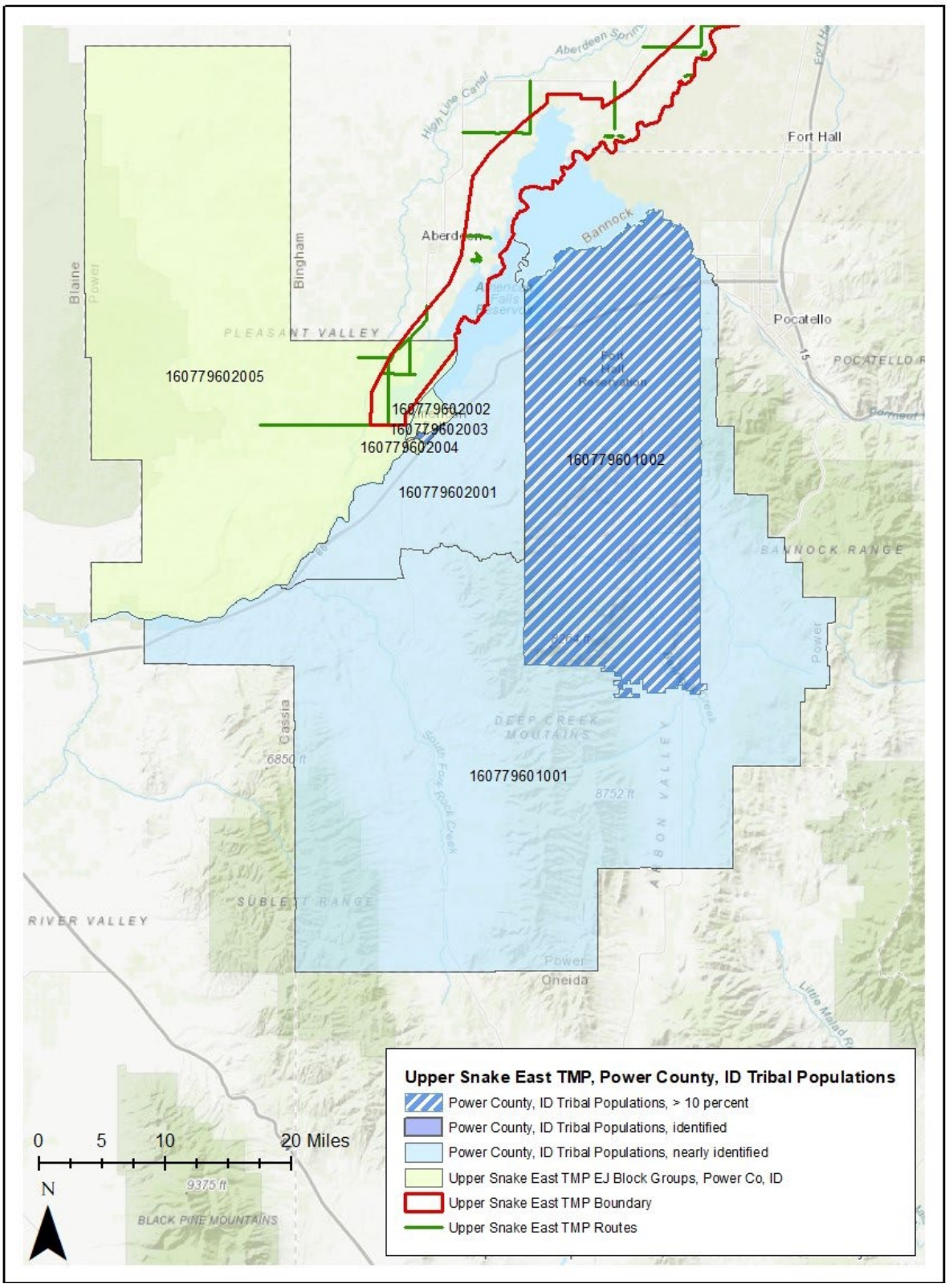
Figure 25: Power County, ID; Tribal Environmental Justice Communities



Upper Snake East TMP Environmental Justice Study Area: Teton County

Table 10: Teton County Environmental Justice Baseline Analysis

Block Group	Description	Low-Income %	Minority %	Tribal %
160819601011	ID, Teton Co., Tetoria	12.91	6.15	0.00
160819601012	ID, E Teton Co.	0.00	0.00	0.00
160819601013	ID, E Teton Co.	0.00	0.00	0.00
160819601021	ID, NW Teton Co.	100.00	67.02	0.00
160819601022	ID, NE Teton Co.	100.00	0.00	0.00
160819601031	ID, Teton Co., S of Driggs	2.09	12.56	5.18
160819601032	ID, Teton Co., Wild Cat Loop	83.75	16.25	0.00
160819601033	ID, SW Teton Co.	23.43	0.00	0.00
160819601034	ID, Teton Co., Huntsman Springs Golf	47.18	68.63	0.00
160819601041	ID, Teton Co., S and SE Driggs	9.15	42.08	0.00
160819601042	ID, Teton Co., E Driggs	12.94	15.89	1.41
160819601043	ID, E Teton Co., Driggs-Reed Airport	13.09	0.00	0.00
160819601051	ID, E Teton Co., N of Victor	3.35	0.00	0.00
160819601052	ID, Teton Co., N Victor	35.74	33.02	12.01
160819601053	ID, Teton Co., Elliott Creek	11.91	8.11	0.00
160819601061	ID, Teton Co., E. Victor	16.82	10.01	7.11
160819601062	ID, Teton Co., Little Pine Creek	35.35	0.00	0.00
160819601071	ID, Teton Co., Victor	26.76	17.63	4.97
160819601072	ID, Teton Co., E and S Victor	36.13	34.89	2.64
	Thresholds for Identification	**31.3**	**20.9**	**2.6**
	County Percentages	**23.5**	**18.9**	**0.8**

Teton County, ID

There are an estimated 11,776 people in the Teton County block groups.

Low-Income Analysis: Low-income environmental justice communities are identified in Teton County. There are 2,763 people (23.5 percent) in selected Teton block groups that are identified in a low-income analysis.

Minority Analysis: Minority environmental justice communities are identified in Teton County. There are 2,227 people (18.9 percent) in selected Teton block groups that are identified in a minority analysis.

Tribal Analysis: Tribal environmental justice communities are identified in Teton County. There are 88 people (0.8 percent) in selected Teton block groups that are identified in a Tribal analysis.

Figure 26: Teton County, ID; Low-Income Environmental Justice Communities

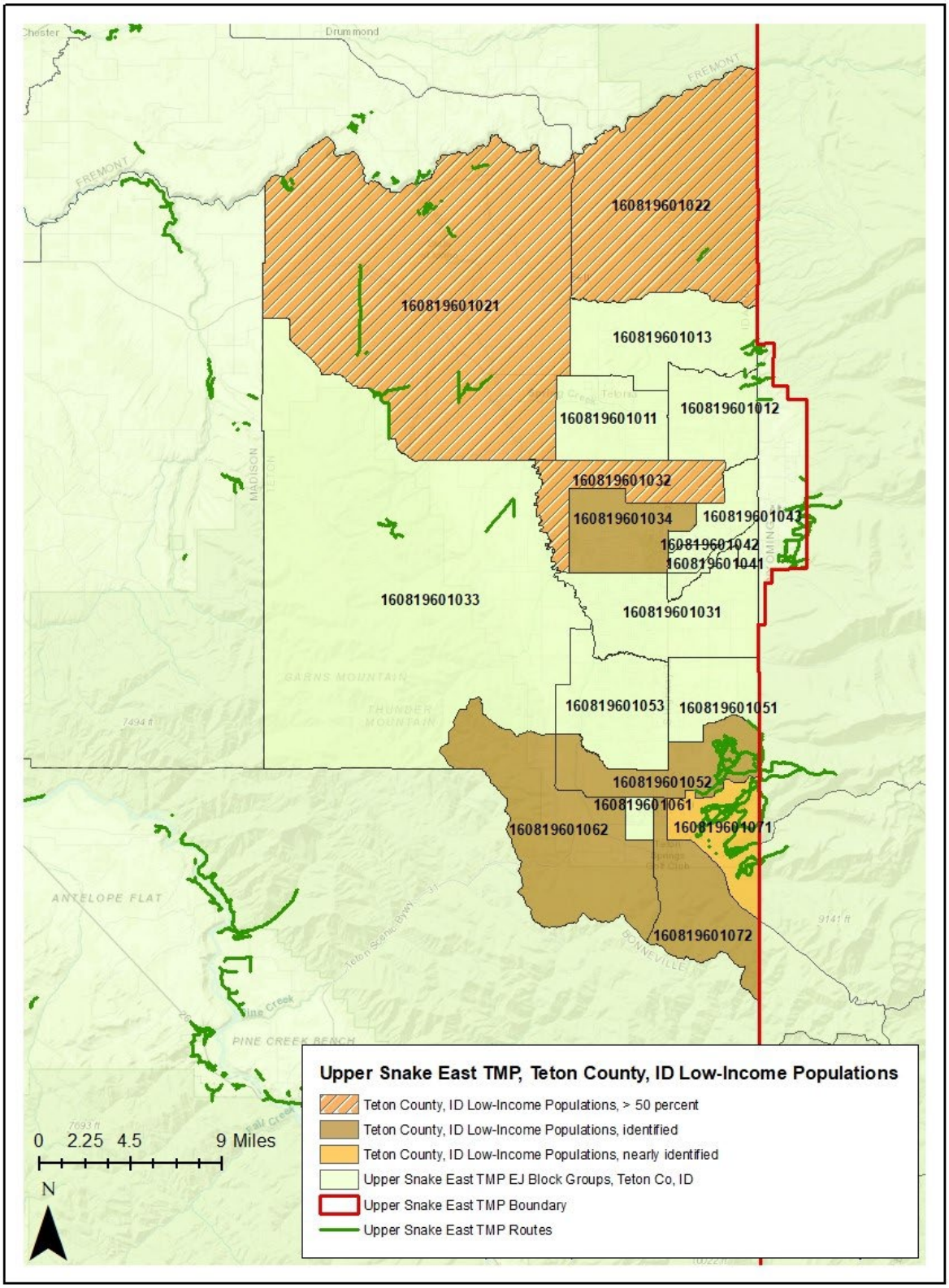


Figure 27: Teton County, ID; Minority Environmental Justice Communities

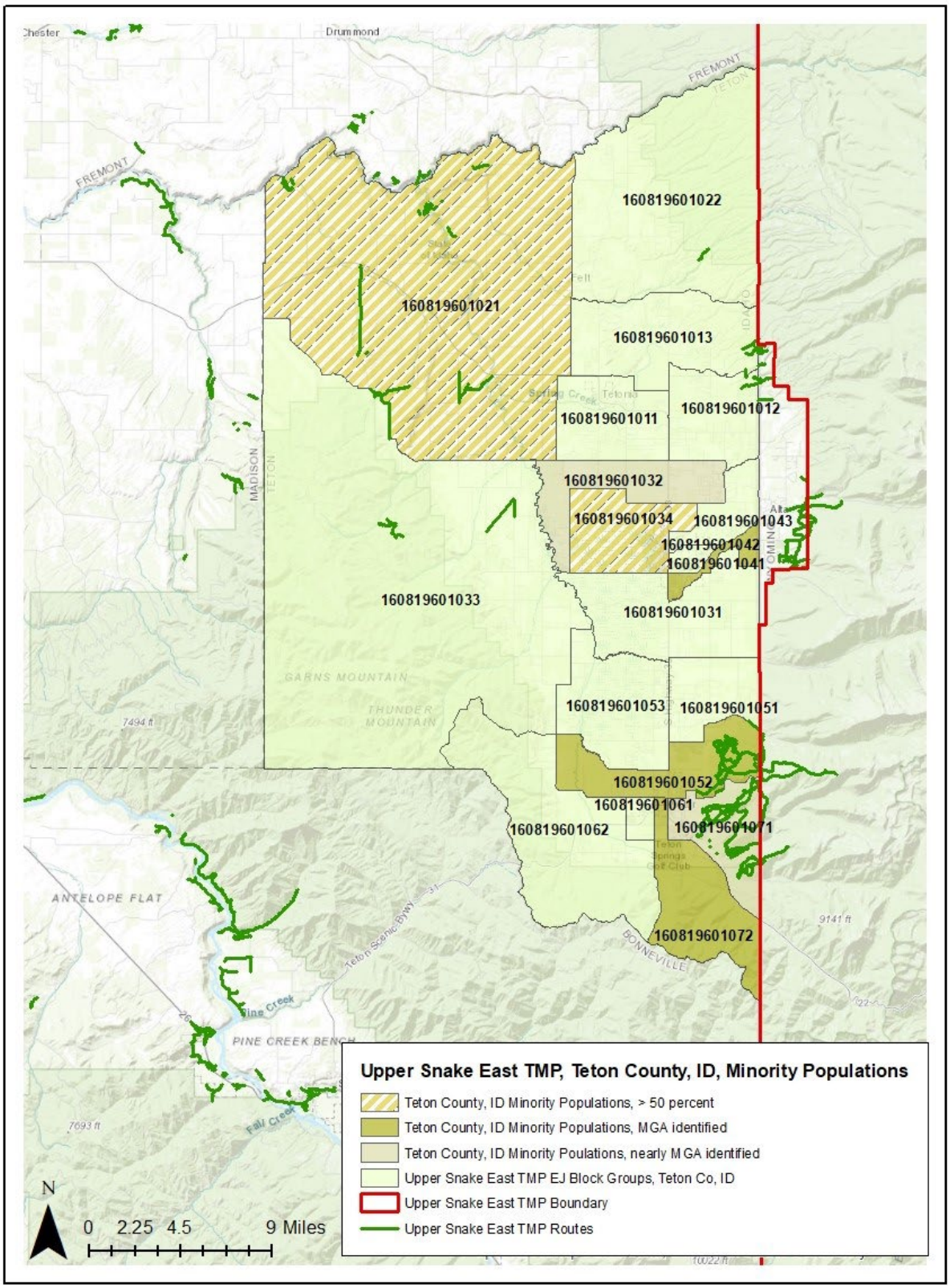
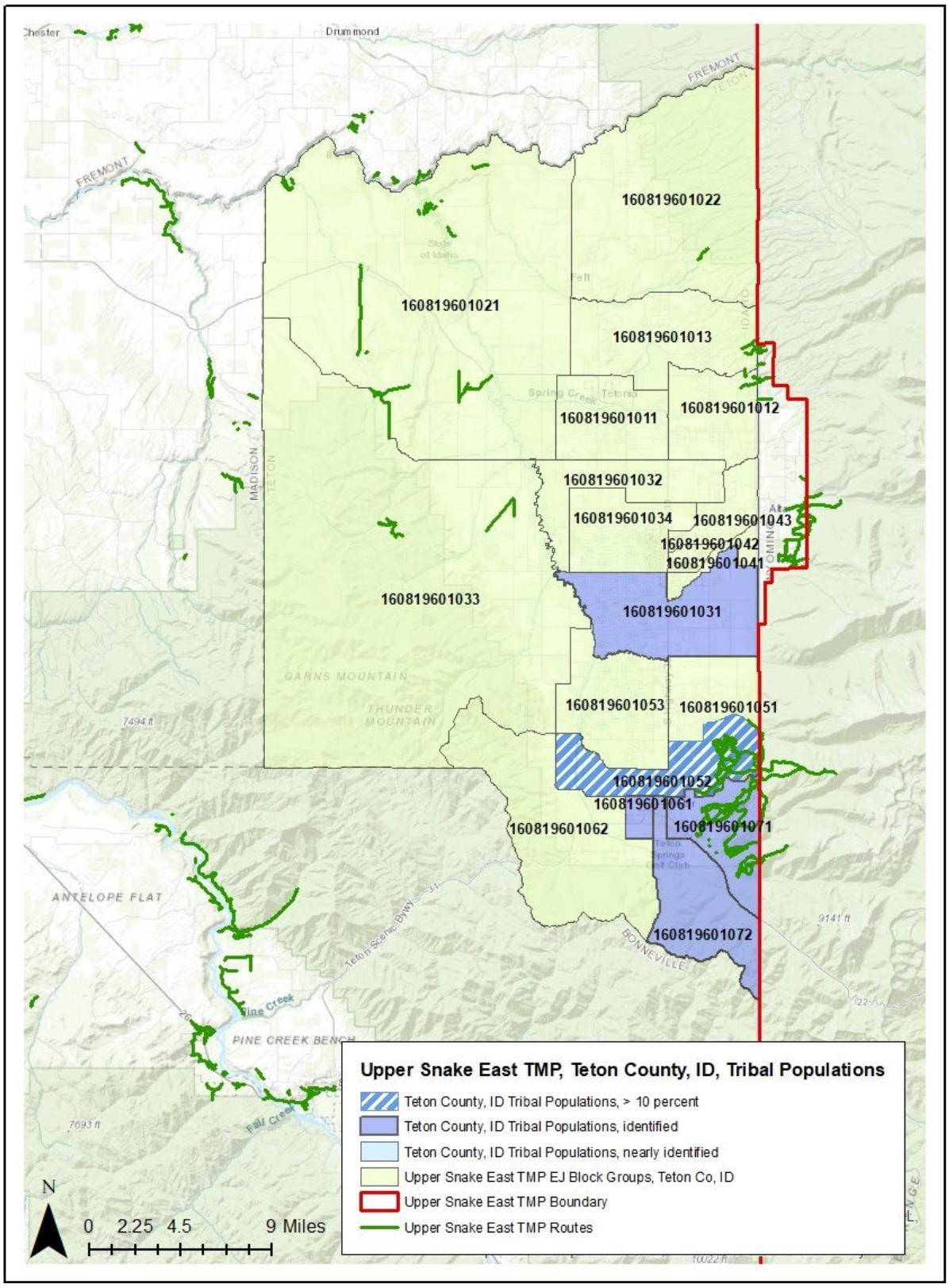


Figure 28: Teton County, ID; Tribal Environmental Justice Communities



Upper Snake East TMP Environmental Justice Study Area: Montana and Wyoming

Table 11: Montana and Wyoming Environmental Justice Baseline Analysis

Block Group	Description	Low-Income %	Minority %	Tribal %
300010001002	MT, Beaverhead Co., Lima	36.79	10.05	0.32
300310015001	MT, Gallatin Co., Hebgen Lake	15.97	1.33	3.23
300310015002	MT, Gallatin Co., S West Yellowstone	46.93	35.31	0.00
300310015003	MT, Gallatin Co., N West Yellowstone	37.76	10.05	7.13
300570001021	MT, Madison Co., Cliff Lake	26.81	14.82	0.62
560239780011	WY, Lincoln Co., Alpine, Star Valley	9.66	12.33	0.59
560239780012	WY, Lincoln Co., Thayne, Star Valley	23.50	7.54	0.29
560239780022	WY, Lincoln Co., Star Valley Ranch	19.56	2.73	0.09
560239780023	WY, Lincoln Co., Etna, Star Valley	17.80	5.15	3.61
560239780024	WY, Lincoln Co., Star Valley Ranch	6.28	1.06	1.33
560239781001	WY, Lincoln Co., Auburn	23.72	5.19	2.17
560239781002	WY, Lincoln Co., W Afton	38.03	15.43	4.32
560239781003	WY, Lincoln Co., E Afton	28.73	12.19	3.92
560239781004	WY, Lincoln Co., Fairview, Smoot	16.03	2.63	0.00
560399676011	WY, SW Teton Co.	12.80	21.57	1.14
560399676012	WY, Teton Co., YNP, N of Jackson Hole	36.27	17.32	0.00
560399676013	WY, Teton Co., Natl Elk Refuge	21.62	31.20	0.00
560399676021	WY, Teton Co., GTNP, Teton Village	24.37	15.48	0.00
560399676022	WY, Teton Co., GTNP, N of Jackson Hole, Jackson Lake	35.44	1.81	0.00
560399676023	WY, Teton Co., Jackson Hole Airport	6.39	10.87	0.00
560399677011	WY, Teton Co., E Jackson	19.34	5.76	0.00
560399677012	WY, Teton Co., Jackson	35.22	32.82	0.00
560399677031	WY, Teton Co., C-V Ranch School	12.07	0.32	0.43
560399677032	WY, Teton Co., Teton Pines	16.11	0.48	0.48
560399677041	WY, Teton Co., Mosquito Cr	18.22	7.50	0.00
560399677042	WY, Teton Co., Jackson Hole, Boyles Hill	26.81	11.96	0.00
560399677043	WY, Teton Co., N of Jackson Hole	0.00	0.00	1.79
560399678011	WY, Teton Co., Jackson	28.57	18.47	0.00
560399678012	WY, Teton Co., Jackson	45.68	47.63	0.97
560399678013	WY, Teton Co., S Jackson	17.92	50.47	0.00
560399678021	WY, Teton Co., S of Jackson, Cache Creek	8.83	18.98	0.58
560399678022	WY, Teton Co., Jackson Hole	34.40	33.89	0.00
560399678023	WY, Teton Co., Club at 3 Creek	1.98	17.57	0.00
560399678024	WY, Teton Co., S of Jackson Hole, Flat Creek	16.35	11.89	1.40
	Thresholds for Identification	**31.3**	**20.9**	**2.6**
	Combined Percentages	**22.8**	**14.6**	**1.0**

Selected Montana and Wyoming Block Groups

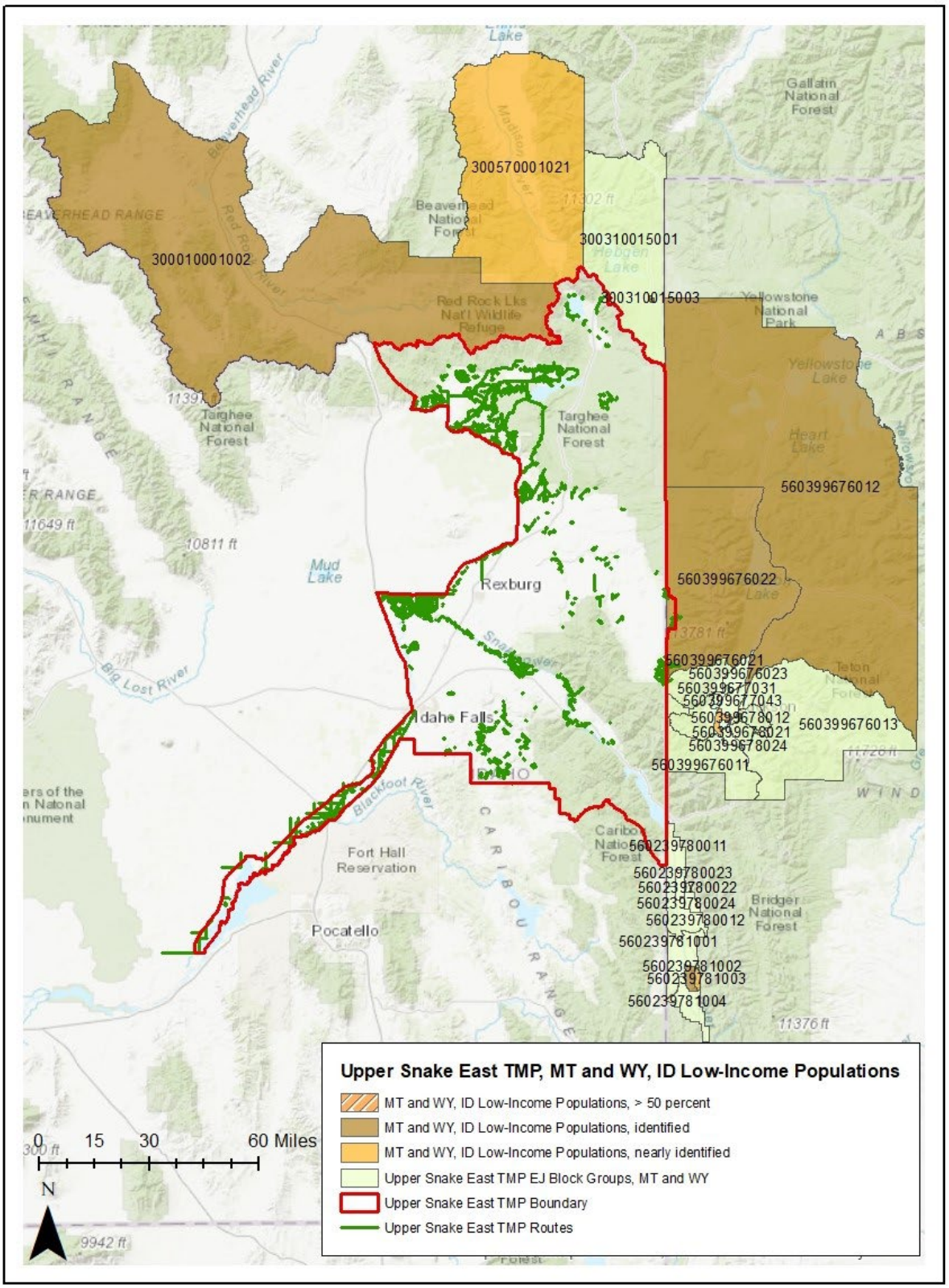
There are an estimated 40,420 people in the selected Montana and Wyoming block groups.

Low-Income Analysis: Low-income environmental justice communities are identified in the selected Montana and Wyoming block groups. There are 9,225 people (22.8 percent) in the selected Montana and Wyoming block groups. that are identified in a low-income analysis.

Minority Analysis: Minority environmental justice communities are identified in the selected Montana and Wyoming block groups. There are 5,900 people (14.6 percent) in the selected Montana and Wyoming block groups that are identified in a minority analysis.

Tribal Analysis: Tribal environmental justice communities are identified in the selected Montana and Wyoming block groups. There are 404 people (1.0 percent) in the selected Montana and Wyoming block groups that are identified in a Tribal analysis.

1 Figure 29: Selected Montana and Wyoming BGs; Low-Income Environmental Justice Communities



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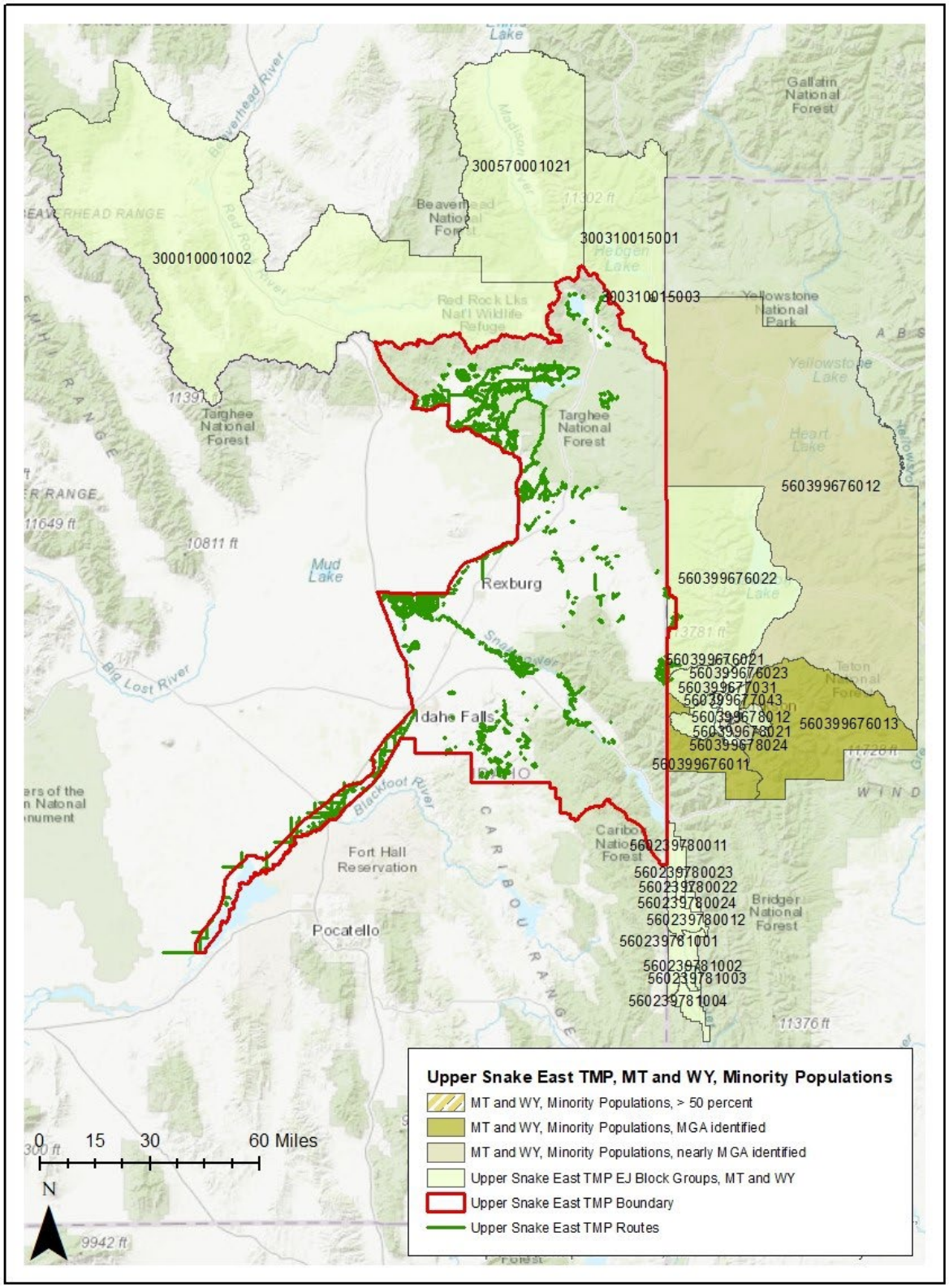
1 Figure 30: Selected Montana and Wyoming BGs; Minority Environmental Justice Communities



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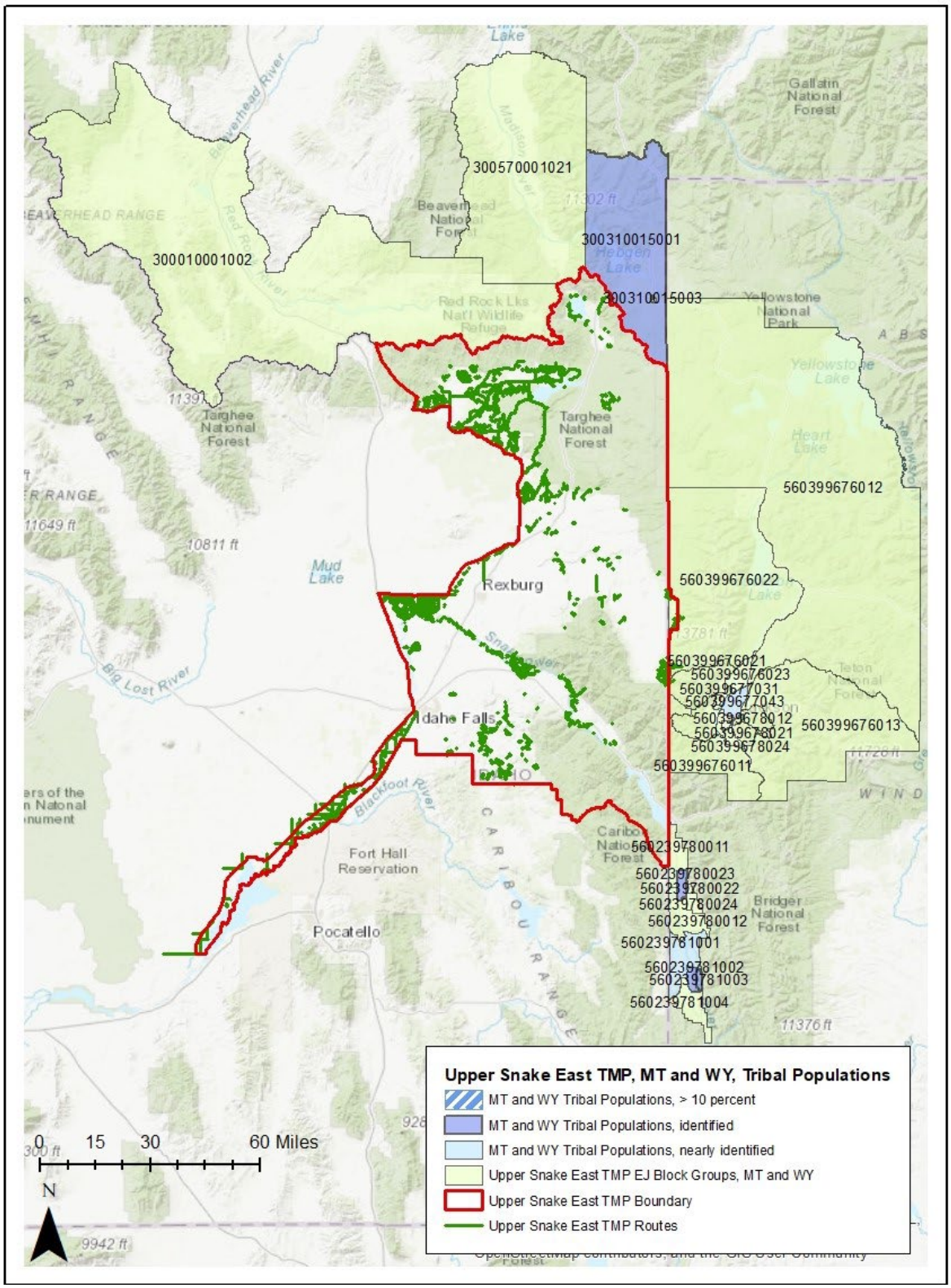
1 Figure 31: Selected Montana and Wyoming BGs; Tribal Environmental Justice Communities



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Appendix F. Route Reports

Introduction

Following completion of the travel route inventory and adjustments to existing BLM GIS data, a BLM IDT met for several week-long planning sessions to systematically review and evaluate each of the inventoried travel routes. During route evaluation, the BLM IDT used the ARS Route Evaluation software and GIS to systematically review, discuss, and document each route's location, physical characteristics, current management, operation and maintenance, authorized and permitted uses, public uses, associated biomes, all known natural and cultural resources, proximity to resources of concern, specially designated areas, and resource issues. Each intensive evaluation session included ongoing interactive IDT and Cooperator discussions of each route's resource and resource use concerns, as well as any route-specific public scoping information and Cooperator input available at the time of the evaluation process.

For each route, the IDT also considered and addressed the 43 CFR 8342.1 Designation Criteria, selecting applicable rationale demonstrating how the route would minimize impacts for each of the route's preliminary alternative designations. The process resulted in extremely thorough data capture, produced a preliminary range of reasonable designation alternatives for each route based on the alternative themes, and created a complete record of the process as documented in the route reports.

The full collection of route reports is available on the BLM's ePlanning site. Route reports provide a record of the BLM Identification Team (IDT) evaluation of each route identified during the route inventory. The header of each page of a route report displays the number that was used to identify the route during evaluation (e.g., UE1038). The number placed on published maps and used on route signs may not be the same. Each route report includes three sections: "General Background," "Evaluation Information," and "Designation Alternatives."

General Background

The first part of the "General Background" section of a route report shows the route's evaluation session date, the name of the session's contracted facilitator (in this case, planners working for BLM's contractor), and the BLM resource specialists (biologists, archaeologists, recreation planners, etc.) responsible for evaluation of the route. The second part of the "General Background" section provides physical information about the route such as length, width, use, jurisdictions over which it passes, and origin (if known). This section also discloses the level of maintenance a route receives, if any. Routes that are noted as *bladed* or *regularly maintained* are likely to see a higher level of use and, because they are bladed and tend to be wider as a result of routine blading, minimize the need for vehicles to travel off-route for the purposes of passing or parking. Routes that are *infrequently* (*minimally*) *maintained* or for which no maintenance is recorded in the route report may occasionally receive light maintenance but tend to be narrower user-created two-track type routes. Other information may also be included along with citizen comments and proposals, as applicable.

Route report for UE1038

Facilitator(s):	Les Weeks; Cole Weeks	**Initial Evaluation Date:**	3/29/2016

Evaluators:	**Jarom Gilbert**, GIS Specialist	**Deena Teel**, Supervisory Natural Resource Specialist
	Marissa King, Archaeologist	**Monica Zimmerman**, Outdoor Recreation Planner
	Amy Forsgren, Recreation Technician	**Ryan Beatty**, Fisheries Biologist
	Ben Dyer, Fuels	**Jordan Hennefer**, Range Management Specialist
	Justin Frye, Wildlife Biologist	**Heather Schlenker**, Realty Specialist
	Becky Lazdauskas, Realty Specialist	**Devin Englestead**, Wildlife Biologist

TMA:	USFO East			
Length: 0.35 mi.	**Width:** ATV Track	**Class:**	Primitive Road	**Use Level:** Medium
Route Type(s):	Connector			
Surface:	None identified by IDT	**Maintained:**	None identified by IDT	
Origin:	None identified by IDT	**Constructed:**	None identified by IDT	
Jurisdictions:	BLM; County Land			

Additional Information:	Route designation applies only to those portions of the route located on public lands managed by BLM.

General Evaluation Questions

Does this route:	
• either wholly or in part, have a right-of-way grant or is it simply an officially-recognized route maintained by a county or another government agency?	**YES**
• provide commercial, private property, or administrative access, e.g., via permit, ingress/egress rights or other jurisdictional responsibility?	**YES**
• provide a principal means of connectivity within a Travel Management Area or Management Zone?	**NO**
• exist as a result of a previous agency land use or implementation-level planning document decision and is managed as a transportation facility asset?	**NO**
• provide an important linkage between Travel Management Areas or Management Zones?	**NO**
Does this route provide network connectivity that contributes to recreational opportunities, access to specific recreation sites, public safety, or other public multi-use access opportunities enumerated in agency Organic laws?	**YES**
Might the continued use of this route potentially impact:	
• State or Federal special status species or their habitat?	**YES**
• cultural or any other specially-protected resources or objects identified in Agency planning documents?	**YES**
• any special area designations, e.g., National Monuments?	**YES**
• any other resources of concern?	**YES**
Can the anticipated potential impacts to the identified resources be avoided, minimized, i.e., reduced to acceptable levels, or be mitigated?	**YES**
Can the commercial, private property, recreation or public uses of this route be adequately met by another route or routes that may minimize impacts to the resources identified as part of this evaluation or that may minimize cumulative effects on various other resources?	**NO**

Evaluation Information

Introduction

Evaluation information in a route report is divided into three colored boxes that address the topics of CAPE (yellow), public uses (blue), and special resource concerns (green).

CAPE

The first part of the "Evaluation Information" section focuses on CAPE issues. "CAPE" is an acronym that represents the umbrella topic of commercial, administrative, and property owner access—and economics. In

the CAPE section, the general issue questions for CAPE are answered, and a listing of facilities and access is provided. There are three types of access identified:

- Primary = Main access
- Alternate = Secondary or backdoor access
- Link = Route necessary for use of the primary access

Evaluation Information

Commercial, Administrative, Property and Economics

The following items help to identify the purpose and need of this route. This route provides access to the following facilities and/or jurisdictions for the purpose of carrying out administrative and/or authorized operations or for jurisdictional access.

Primary Access *(leads directly to the listed jurisdiction or facility, and IS the main route used for access)*

Type	Description
Lease Facilities	ROW - Road (IDI 28624; Links to IDI 6974)
	ROW - Utilities (IDI 26763,)
	Withdrawals (EO 1535; IDI 14886)

Alternate Access *(leads directly to the listed jurisdiction or facility, but IS NOT the main route used for access)*

Type	Description
Jurisdictional Access	County Lands or Park

Link Access *(does not lead directly to the listed jurisdiction or facility, but is required to access a primary access route)*

Type	Description
Agency Facilities	Recreation Site
Lease Facilities	ROW - Road (IDI 28624; Links to IDI 6974)

Public Uses

The second part of the "Evaluation Information" section focuses on public uses and provides a list identifying the facilities, modes of transportation, and activities associated with the route. If a facility, mode of transportation, or activity was not identified as associated with the route, it is not listed. As in CAPE, facility access is listed using the categories of "Primary," "Alternate," and "Link." Mode of transportation and activity are indicated by:

- Primary = Main mode or activity on the route
- Secondary = Other common modes and activities
- Infrequent = Uncommon modes or activities

Recreational Uses

The following items help to identify the purpose and need of this route. This route:

- provides public travel access to the listed recreation sites using the listed travel modes, and/or
- provides for recreational activity and experience opportunities in the area, and/or
- provides important route network connectivity for recreational access between two or more other routes.

Primary Access/Uses *(main route used to access the destinations or use activities listed)*

Type	Description
Activities	Hunting
	OHV Play
	Dispersed/Primitive Camping
	Snowmobiling
Modes of Transportation	Motorcycle
	UTV
	ATV

Alternate Access / Secondary Uses *(used to access the destinations or use activities listed, but not considered the main route)*

Type	Description
None identified by IDT	

Link Access / Infrequent Uses *(rarely used to access the destinations or use activities listed)*

Type	Description
Recreation Destination	Boat Ramp - Undeveloped
	Campground - Developed
	Campground - Undeveloped
	Day Use Area
	Parking Area - Undeveloped

Resource and Resource Use Issues

The third part of the "Evaluation Information" section focuses on special resource concerns. General issue questions for special resource concerns are answered. Then resources and concerns are identified. These are grouped into general categories such as:

- Biome
- Special status animals
- Managed species
- Resource issues, etc.

In the "Special Resource Concerns" box, routes are characterized as:

- In = Route or a portion of the route is in the resource area or area of concern
- Leads To = Route provides access to the resource area or area of concern but is not in the resource or area
- Crosses = Route crosses the resource (e.g., a route crossing a stream or a cultural site directly on the route)
- Prox = Proximate to; the route is near the resource or area of concern as indicated by the:
- Dist = Proximate distance

Resource and Use Issues

The following items help to identify potential natural and cultural resource issues associated with the location and use of this route. This route is located in, leads to, crosses, or is within a set distance of the following resources or issues.

Resource Type	Description
Biomes	In Mountain Big Sagebrush
	In Mixed Evergreen Deciduous Forest
Special Status Animals	In Grizzly Management Unit (GMU)
	Within 1 mile of Bald Eagle Nest (Admin only item.)
Managed Species	In Pronghorn Crucial Habitat
Cultural Resources	In Inventoried (Admin only item. Class III - All)
VRM/RSC	In VRM Class II - Retain existing character
Special Management Areas	In ACEC - Area of Critical Environmental Concern (Henrys Lake)
Resource Issues	In Invasive Vegetation (concern/location)

Designation Alternatives

The route report also contains the IDT's evaluation of alternative designations for each route. Alternative A (No Action/Current Management) simply states the current management of a route and its area designation (no color). The action alternatives (Alternatives B, C, and D in this example) are color-coded to "Open w/Management" or "Open" (green), "Limited w/Management" or "Limited" (orange), and "Closed" (pink).

For Open and Limited designations, "w/ Management" indicates that there are types of limitations, and that there would be adaptive management or other specific mitigation, maintenance, and/or monitoring that was identified during evaluation. The "w/ Management" portion of Limited and Open designation labels are route specific; it is not used in designation labels found earlier in this document. If there is management assigned to the selected designation for the route, that management will be required as part of the TMP.

Limited alternatives include specific limitations regarding route use (e.g., limited by season, vehicle width, etc.). For Closed alternatives, information is provided about how routes would be closed/decommissioned. Also, if a route is redundant to another route, that is specified.

The Designation Alternatives also documents how the BLM IDT assessed the manner in which each potential route designation within the TMA is consistent with 43 CFR 8342.1.

Potential Alternative Route Designations

Alternative A (Current Management, No Action Alternative)

Area Designation:

Limited to Designated Routes

Route Designation:

Open

Specific designations by user type:

Administrative/Official Users: All Federal, State and Local agencies may use this route by all motorized modes, year-round.

Authorized/Permitted Users: Currently authorized users may use this route by all motorized modes, year-round.

Additional users may be authorized by the BLM through future authorizations.

Non-motorized Public: The public may use this route by all non-motorized modes, year-round.

OHV Public: **Designation per 43 CFR § 8342.1: Open** - The public may use this route by all motorized modes, year-round.

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Alternative B	
	Comprehensive Designation: CLOSED This route will be decommissioned and not managed as a BLM transportation asset. Unless otherwise signed, cross-country foot and animal use is allowed in the area. **OHV Public: Designation per 43 CFR § 8342.1: Closed** **Specific Designation Criteria Addressed and Relevant to Route Issues:** • 43 CFR § 8342.1 (a) Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability. • 43 CFR § 8342.1 (b) Areas and trails shall be located to minimize harassment of wildlife or significant disruption of wildlife habitats. Special attention will be given to protect endangered or threatened species and their habitats. **How Designation Addresses Criteria Above:** Closing this route, along with natural reclamation, would reduce visual contrast created by the route. Closing this route would reduce overall impact of vehicle use and route footprint in the area. Closing this route would enhance wildlife habitat by eliminating motorized use and removing the route footprint. Closing this route would enhance wildlife movement by reducing fragmentation. Closing this route would eliminate motorized use, minimizing the potential for harassment of wildlife. The ROW associated with this route is the determining document with regard to a designation. The Route Evaluation Process carries forward the ROW decision and the data is used for cumulative effects analysis during the NEPA portion of the development of a Travel Management Plan. **Designation Criteria Addressed but Not Relevant to Route Issues:** *(no known conflicts among users or no known resource concerns to minimize for)* • *43 CFR § 8342.1 (c)* • *43 CFR § 8342.1 (d)* **Closure Method:** Sign Closed; Natural rehabilitation

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Alternative C

Comprehensive Designation:	**Comprehensive Designation Type:**
LIMITED W/ MANAGEMENT	Limited to transportation type.

Specific designations by user type:

Administrative/Official Users: All Federal, State and Local agencies may use this route by all motorized modes, year-round.

Authorized/Permitted Users: Currently authorized users may use this route by all motorized modes, year-round.

Additional users may be authorized by the BLM through future authorizations.

Non-motorized Public: The public may use this route by all non-motorized modes, year-round.

OHV Public: **Designation per 43 CFR § 8342.1: Limited** - The public may use this route by vehicles under 50 inches wide and smaller (including ATVs, motorcycles and all non-motorized modes), year-round.

Designation Criteria Addressed and Relevant to Route Issues:

• 43 CFR § 8342.1 (a) Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.

• 43 CFR § 8342.1 (b) Areas and trails shall be located to minimize harassment of wildlife or significant disruption of wildlife habitats. Special attention will be given to protect endangered or threatened species and their habitats.

• 43 CFR § 8342.1 (c) Areas and trails shall be located to minimize conflicts between off-road vehicle use and other existing or proposed recreational uses of the same or neighboring public lands, and to ensure the compatibility of such uses with existing conditions in populated areas, taking into account noise and other factors.

How Designation Addresses Criteria Above: Allowing continued use of this route would minimize potential impacts to documented resources by concentrating motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume. By limiting vehicle width to 50" wide or less, larger vehicles would be prevented from adding to surface impacts and route widening. Additionally, the potential for conflicts between users of different vehicle types would be reduced. The ROW associated with this route is the determining document with regard to a designation. The Route Evaluation Process carries forward the ROW decision and the data is used for cumulative effects analysis during the NEPA portion of the development of a Travel Management Plan.

Designation Criteria Addressed but Not Relevant to Route Issues:

(no known conflicts among users or no known resource concerns to minimize for)

• 43 CFR § 8342.1 (d)

Potential Management Actions:

Mitigation: Signing - Regulatory

Potential management actions may be incorporated with an overall monitoring strategy that would assess the status and/or integrity of the potentially impacted sensitive resource or resource issues identified as they relate to various external factors, e.g., climate cycles, exotic species introduction, visitor use levels (type, intensity, and season of use), etc. Monitoring data that indicate a decline in resource integrity or reveal methods of mitigation that proved to be unsuccessful would then trigger adaptive and appropriate responses aimed at restoring integrity or successfully mitigating undesirable conditions.

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Alternative D	
Comprehensive Designation:	
OPEN	
Specific designations by user type:	
Administrative/Official Users:	All Federal, State and Local agencies may use this route by all motorized modes, year-round.
Authorized/Permitted Users:	Currently authorized users may use this route by all motorized modes, year-round. *Additional users may be authorized by the BLM through future authorizations.*
Non-motorized Public:	The public may use this route by all non-motorized modes, year-round.
OHV Public:	**Designation per 43 CFR § 8342.1: Open** - The public may use this route by all motorized modes, year-round.

Designation Criteria Addressed and Relevant to Route Issues:

• 43 CFR § 8342.1 (a) Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.

• 43 CFR § 8342.1 (b) Areas and trails shall be located to minimize harassment of wildlife or significant disruption of wildlife habitats. Special attention will be given to protect endangered or threatened species and their habitats.

• 43 CFR § 8342.1 (c) Areas and trails shall be located to minimize conflicts between off-road vehicle use and other existing or proposed recreational uses of the same or neighboring public lands, and to ensure the compatibility of such uses with existing conditions in populated areas, taking into account noise and other factors.

How Designation Addresses Criteria Above: Allowing continued use of this existing route, which provides the best access to OHV routes, would minimize the potential for new disturbances to documented resources from cross-country use or the need for construction of new routes to provide similar access. Allowing continued use of this route would minimize the potential for impacts to documented resources by providing targeted recreation activity and experience opportunities that reduce or eliminate the inclination for users to travel off-route. The ROW associated with this route is the determining document with regard to a designation. The Route Evaluation Process carries forward the ROW decision and the data is used for cumulative effects analysis during the NEPA portion of the development of a Travel Management Plan.

	Designation Criteria Addressed but Not Relevant to Route Issues: *(no known conflicts among users or no known resource concerns to minimize for)* • 43 CFR § 8342.1 (d)

Appendix G. Glossary

Access: The opportunity to approach, enter, and/or cross public lands.

Adaptive management: A type of natural resource management in which decisions are made as part of an ongoing science-based process. Adaptive management involves testing, monitoring, and evaluating applied strategies, and incorporating new knowledge into management approaches that are based on scientific findings and the needs of society. Results are used to modify management policy, strategies, and practices.

Administrative use: Travel-related access for official use by BLM employees and agency representatives during the course of their duties using whatever means is necessary. Access is for resource management and administrative purposes and may include fire suppression, cadastral surveys, permit compliance, law enforcement, and resource monitoring or other access needed to administer BLM-managed lands or uses.

All-terrain vehicle (ATV): A wheeled vehicle other than a snowmobile, which is defined as having a wheelbase and chassis of 50 inches in width or less, handlebars for steering, generally a dry weight of 800 pounds or less, three or more low-pressure tires, and a seat designed to be straddled by the operator.

Alternatives: Other options to the proposed action by which the BLM can meet its purpose and need. The BLM is directed by the NEPA to "study, develop, and describe appropriate alternatives to recommended courses of action in any proposal which involves unresolved conflicts concerning alternative uses of available resources.…"

Asset: A non-building facility and transportation construction, which include roads, primitive roads, and trails that are included in FAMS. The BLM maintains assets through the annual and deferred maintenance programs.

Authorized use: Travel-related access for users authorized by the BLM or otherwise officially approved. Access may include motorized access for permittees, lessees or other authorized users, along with approved access across BLM-administered public lands for other state and federal agencies.

Code of Federal Regulations (CFR): The codification of the general and permanent rules published in the Federal Register by the departments and agencies of the Federal Government. It is divided into 50 titles that represent broad areas subject to Federal regulation.

Cooperating agency: Assists the lead Federal agency in developing an environmental assessment or environmental impact statement. These can be any agencies with jurisdiction by law or special expertise for proposals covered by NEPA (40 CFR 1501.6). Any tribe or Federal, State, or local government jurisdiction with such qualifications may become a cooperating agency by agreement with the lead agency.

Crucial habitat: Habitat that is basic to maintaining viable populations of fish and wildlife during certain seasons of the year or specific reproduction periods (IDFG).

Critical habitat: An area occupied by a threatened or endangered species on which are found physical and biological features that are (1) essential to the conservation of the species, and (2) may require special management considerations or protection.

Cultural resource: A definite location of human activity, occupation, or use identifiable through field inventory (survey), historical documentation, or oral evidence. The term includes archaeological, historic, or architectural sites, structures, or places with important public and scientific uses, and may include definite locations (sites or places) of traditional cultural or religious importance to specified social and/or cultural groups. Cultural resources are concrete, material places and things that are

located, classified, ranked, and managed through the system of identifying, protecting, and utilizing for public benefit. They may be but are not necessarily eligible for the National Register of Historic Places (NRHP).

Cultural resource inventory classes:

- Class I - existing information inventory: a study of published and unpublished documents, records, files, registers, and other sources, resulting in analysis and synthesis of all reasonably available data. Class I inventories encompass prehistoric, historic, and ethnological/sociological elements, and are in large part chronicles of past land uses. They may have major relevance to current land use decisions.
- Class II - probabilistic field survey: a statistically based sample survey designed to help characterize the probable density, diversity, and distribution of archaeological properties in a large area by interpreting the results of surveying limited and discontinuous portions of the target area.
- Class III - intensive field survey: a continuous, intensive survey of an entire target area, aimed at locating and recording all archaeological properties that have surface indications, by walking close-interval parallel transects until the area has been thoroughly examined. Class III methods vary geographically, conforming to the prevailing standards for the region involved.

Decision record (DR): The BLM document associated with an EA that describes the action to be taken when the analysis supports a finding of no significant impact.

Decommission: The process of removing travel routes (i.e., transportation linear features) that are unauthorized or no longer needed. Transportation linear features that are not part of the defined travel route network or transportation system are transportation linear disturbances. Linear features identified as transportation linear disturbances will remain in the national geospatial dataset until reclamation and subsequent monitoring is complete or all on-the-ground indications of the route have vanished. After that, the BLM will remove these features from the national ground transportation linear feature dataset(s), but store them in a secondary local dataset of decommissioned and reclaimed routes. (BLM 2016)

Designated routes: Specific roads and trails identified by the BLM where some type of use is appropriate and allowed.

Disposal: Transfer of public land out of Federal ownership to another party through sale, exchange, Recreation and Public Purposes Act, Desert Land Entry or other land law statutes.

Easement: A right afforded a person or agency to make limited use of another's real property for other purposes.

E-bike: Two- or three-wheeled cycle with fully operable pedals and an electric motor of not more than 750 watts (1 h.p.) that meets the requirements of one of the following three classes:

(1) Class 1 electric bicycle shall mean an electric bicycle equipped with a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour.

(2) Class 2 electric bicycle shall mean an electric bicycle equipped with a motor that may be used exclusively to propel the bicycle, and that is not capable of providing assistance when the bicycle reaches the speed of 20 miles per hour.

(3) Class 3 electric bicycle shall mean an electric bicycle equipped with a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of 28 miles per hour

Effects

- Adverse or detrimental: Contribute to degradation of a resource or resource use.
- Adverse effect to historic properties: An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association.
- Beneficial: Contribute to enhancement or restoration of a resource or resource use.
- Cumulative: According to the Code of Federal Regulations (40 CFR 1508.7), a cumulative effect "is the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions. Cumulative effects can result from individually minor but collectively significant actions taking place over a period of time" (GPO 2012). In other words, these effects are the sum of the direct and indirect effects of an action and the direct and indirect effects of other actions on the same affected resources/uses.
- Direct: Caused by alternative (same time and place).
- Indirect: Caused by alternative but later in time or further in distance but still reasonably foreseeable.
- Long-term: Generally considered to last 10 years or more.
- Minor: The effect or impact is slight but detectable: there would be a small change to the quality of the physical, biological, social, and economic values and resources.
- Negligible: The effect or impact is at the lower level of detection; there would be no measurable change to the quality of the physical, biological, social, and economic values and resources.
- Residual: Direct and indirect effects that remain after the application of all mitigation measures.
- Short-term: Generally considered to last from the point of occurrence to several weeks or months but not expected to last beyond a year or two.

Eligible cultural resource: See National Register of Historic Places.

Endangered Species Act (ESA): The purpose of the ESA is to protect and recover imperiled species and the ecosystems upon which they depend. It is administered by the U.S. Fish and Wildlife Service (Service) and the Commerce Department's National Marine Fisheries Service (NMFS). Under the ESA, species may be listed as either endangered or threatened. "Endangered" means a species is in danger of extinction throughout all or a significant portion of its range. "Threatened" means a species is likely to become endangered within the foreseeable future. All species of plants and animals, except pest insects, are eligible for listing as endangered or threatened. For the purposes of the ESA, Congress defined species to include subspecies, varieties, and, for vertebrates, distinct population segments.

Environmental assessment (EA): Public document for which a federal agency is responsible that serves to: 1) Briefly provide sufficient evidence and analysis for determining whether to prepare an environmental impact statement or a finding of no significant impact; 2) Aid an agency's compliance with the National Environmental Policy Act when no environmental impact statement is necessary; 3) Facilitate preparation of an environmental impact statement when one is necessary. Shall include brief discussions of the need for the proposal, of alternatives, of the environmental impacts of the proposed action and Alternatives, and a listing of agencies and persons consulted.

Environmental Impact Statement (EIS): Federal agencies prepare an Environmental Impact Statement (EIS) if a proposed major federal action is determined to significantly affect the quality of the human environment. The regulatory requirements for an EIS are more detailed and rigorous than the requirements for an environmental assessment (EA).

Erosion: Detachment and movement of soil from the land by wind, water, or gravity.

Facility Asset Management System (FAMS): The BLM's official database for the management of transportation system assets and facilities.

Facility: All or any portion of a building, structure, site improvement, element, pedestrian route, or vehicular way located on a site. An element is an architectural or mechanical component, generally including toilets, picnic tables, grills, registration kiosks, etc. at a site (including a staging site).

Finding of No Significant Impact (FONSI): A finding that explains that an action will not have a significant effect on the environment and, therefore, an EIS will not be required.

Forage: All browse and herbaceous foods that are available to grazing animals.

Geographic Information System (GIS): "System designed to capture, store, manipulate, analyze, manage, and present all types of geographical data. The key word to this technology is Geography – this means that some portion of the data is spatial. In other words, data that is in some way referenced to locations on the earth. Coupled with this data is usually tabular data known as attribute data. Attribute data can be generally defined as additional information about each of the spatial features. An example of this would be schools. The actual location of the schools is the spatial data. Additional data such as the school name, level of education taught, student capacity would make up the attribute data. It is the partnership of these two data types that enables GIS to be such an effective problem-solving tool through spatial analysis. GIS is more than just software. People and methods are combined with geospatial software and tools, to enable spatial analysis, manage large datasets, and display information in a map/graphical form." (University of Wisconsin-Madison Libraries 2018)

Ground Transportation Linear Feature (GTLF): A geospatial database of all transportation linear features (from motorized to foot use) as they exist on the ground, not just those in the BLM transportation system (refer to the Ground Transportation Linear Features Data Standard Report, October 22, 2014, version 2.0 or later, for detailed information on the GTLF data standard).

Habitat fragmentation: The degree to which an area of habitat is divided into smaller patches of habitat as a result of human activities and developments (e.g., trails, roads, fencing) or as a result of natural barriers (e.g. cliffs, rivers).

Historic property: Historic property means any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places maintained by the Secretary of the Interior. This term includes artifacts, records, and remains that are related to and located within such properties. The term includes properties of traditional religious and cultural importance to an Indian tribe or Native Hawaiian organization and that meet the National Register criteria.

Impassable: Roads intended for full-size vehicle passage that are otherwise impassable as a result of road deterioration or vegetation overgrowth; project-level road maintenance is required to make these roads passable. Road deterioration or vegetation overgrowth may be a result of neglect, irregular maintenance, or management decisions.

Implementation decisions: Decisions that take action to implement land use planning; generally appealable to Interior Board of Land Appeals under 43 CFR 4.410. These decisions are generally more site-specific than land-use plan decisions.

Implementation plan: An area or site-specific plan written to implement decisions made in a land use plan. Implementation plans include both activity plans and project plans. Examples of implementation plans include interdisciplinary management plans, habitat management plans, and allotment management plans.

Interdisciplinary Team: A group of individuals with different training, representing the physical sciences, social sciences, and environmental design arts, assembles to solve a problem or perform a task. The members of the team proceed to a solution with frequent interaction so that each discipline may

provide insights to any stage of the problem and disciplines may combine to provide new solutions. The number and disciplines of the members preparing the plan vary with circumstances. A member may represent one or more disciplines or BLM program interests.

Land use plan: A set of decisions that establish management direction for land within an administrative area, as prescribed under the planning provisions of FLPMA; an assimilation of land-use-plan level decisions developed through the planning process outlined in 43 CFR 1600, regardless of the scale at which the decisions were developed. The term includes both resource management plans (RMPs) and management framework plans (MFPs).

Linear disturbance: A human-made linear travel or transportation related disturbance that is not part of the BLM's transportation system or travel network. Transportation linear disturbances may include engineered (planned) but no longer needed features, as well as unplanned routes that have been identified for decommissioning and reclamation either passively or actively. Linear disturbances may also include authorized realty features (e.g., pipelines or power lines) that may or may not have travel routes maintained in association with them.

Linear feature: A linear ground disturbance that results from travel across or immediately over the surface of BLM-administered public lands. These features include engineered roads and trails, as well as user-defined, non-engineered routes, created as a result of public or unauthorized use. Linear features may also include authorized realty features (e.g., pipelines or power lines) that may or may not have travel routes maintained in association with them.

Mechanized travel: Moving by means of mechanical devices not powered by a motor, such as a bicycle.

Minimize: Limit the degree or magnitude of.

Mitigation: measures that avoid, minimize, or compensate for effects caused by a proposed action or alternatives as described in an environmental document or record of decision and that have a nexus to those effects. While NEPA requires consideration of mitigation, it does not mandate the form or adoption of any mitigation. Mitigation includes: 1. Avoiding the impact altogether by not taking a certain action or parts of an action; 2. Minimizing impacts by limiting the degree or magnitude of the action and its implementation; 3. Rectifying the impact by repairing, rehabilitating, or restoring the affected environment; 4. Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action; 5. Compensating for the impact by replacing or providing substitute resources or environments (40 CFR Section 1508.1(s)).

Monitoring: The process of tracking the implementation of land use plan decisions and collecting and assessing data necessary to evaluate the effectiveness of land use planning decisions.

Motorized vehicles: Vehicles propelled by motors or engines, such as cars, trucks, off-highway vehicles, motorcycles, snowmobiles, and boats.

Multiple use: The management of the public lands and their various resource values so that they are utilized in the combination that will best meet the present and future needs of the American people; making the most judicious use of the land for some or all of these resources or related services over areas large enough to provide sufficient latitude for periodic adjustments in use to changing needs and conditions; the use of some land for less than all of the resources; a combination of balanced and diverse resource uses that takes into account the long-term needs of future generations for renewable and nonrenewable resources, including, but not limited to, recreation, range, timber, minerals, watershed, wildlife and fish, and natural scenic, scientific and historical values; and harmonious and coordinated management of the various resources without permanent impairment of the productivity of the land and the quality of the environment with consideration being given to the relative values of the resources and not

necessarily to the combination of uses that will give the greatest economic return or the greatest unit output (FLPMA) (from M6840, Special Status Species Manual).

National Environmental Policy Act (NEPA): Requires federal agencies to assess and disclose the environmental effects of proposed actions prior to making decisions. BLM travel management must conform to NEPA requirements. This legislation established a landmark national environmental policy which, among other things, encourages environmental protection and informed decision-making. It provides the means to carry out these goals by:

- mandating that every Federal agency prepare a detailed statement of the effects of "major Federal actions significantly affecting the quality of the human environment."
- establishing the need for agencies to consider alternatives to those actions.
- requiring the use of an interdisciplinary process in developing alternatives and
- analyzing environmental effects.
- requiring that each agency consult with and obtain comments of any Federal agency which has jurisdiction by law or special expertise with respect to any environmental impact involved.
- requiring that detailed statements and the comments and views of the appropriate Federal, State, tribal, and local agencies be made available to the public.

National Historic Preservation Act (NHPA): 1966 legislation establishing the National Register of Historic Places and extending the national historic preservation programs to properties of State and local significance.

National Register of Historic Places (NRHP): Official inventory of districts, sites, buildings, structures, and objects significant in American history, architecture, archeology, engineering and culture.

- **Eligible:** Cultural resources that are listed or recommended eligible for inclusion on the National Register of Historic Places (National Register), are those resources that express the quality of significance in American history, architecture, archeology, engineering, and culture and are represented as districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association. To be listed or recommended eligible the cultural resource must possess the relevant aspects of integrity and meet at least one of the following National Register Criteria:

  A. Associated with events that have made a significant contribution to the broad patterns of our history; or

  B. Associated with the lives of significant persons in our past; or

  C. Embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

  D. Have yielded or may be likely to yield, information important in history or prehistory. 36 CFR Part 800 defines National Register-eligible cultural resources as "historic properties."

- **Not eligible:** Cultural resources that do not meet the National Register Criteria or maintain the relevant aspects of integrity.

Native vegetation: Plant species that were in the Project Area prior to European settlement, and consequently are in balance with these ecosystems because they have well developed parasites, predators, and pollinators.

Naturalness: Refers to an area that "generally appears to have been affected primarily by the forces of nature, with the imprint of man's work substantially unnoticeable" (Section 2[c] of the Wilderness Act of 1964).

Non-mechanized travel: Moving by foot or by stock or pack animal.

Not eligible cultural resource: See National Register of Historic Places.

Noxious weeds: A plant species designated by Federal or State law as generally possessing one or more of the following characteristics: aggressive and difficult to manage; parasitic; a carrier or host of serious insects or disease; or non-native, new, or not common to the US.

Objective: A description of a desired condition for a resource. Objectives can be quantified and measured and, where possible, have established time frames for achievement.

Off-highway vehicle (OHV): Any motorized vehicle capable of, or designed for, travel on or immediately over land, water, or other natural terrain, excluding: 1) any non-amphibious registered motorboat; 2) any military, fire, emergency, or law enforcement vehicle while being used for emergency purposes; 3) any vehicle whose use is expressly authorized by the authorized officer, or otherwise officially approved; 4) vehicles in official use; and 5) any combat or combat support vehicle when used in times of national defense emergencies (as defined in 43 CFR 8340.0-5(a)).

Off-highway vehicle (OHV) area designation: A land use planning decision that permits, establishes conditions for, or prohibits OHV activities on specific areas of public lands. The BLM is required to designate all public lands as open, limited, or closed to OHVs. Below are definitions of these designations as taken from the 2016 BLM Travel and Transportation Management Manual (BLM 2016):

- **OHV Closed Areas:** An area where OHV use is prohibited. Access by means other than OHVs, such as by motorized vehicles that fall outside the definition of an OHV or by mechanized or non-mechanized means, is permitted. The BLM designates areas as closed, if necessary, to protect resources, promote visitor safety, or reduce user conflicts (see 43 CFR 8340.0-5(h)).
- **OHV Limited Areas:** An area where OHV use is restricted at certain times, in certain areas, and/or to certain vehicular use. Examples of restrictions include numbers or types of vehicles; time or season of use; permitted or licensed use only; use limited to existing, designated roads and trails; or other restrictions necessary to meet resource management objectives, including certain competitive or intensive use areas that have special limitations (43 CFR 8340.0-5 (g)).
- **OHV Open Areas:** A designated area where all types of OHV travel is permitted at all times, anywhere in the area subject only to the operating restrictions set forth in subparts 8341 without restriction (43 CFR 8340.0-5(f)). Open area designations are made to achieve a specific recreational goal, objective and setting and are only used in areas managed for intensive OHV activity where there are no special restrictions or where there are no compelling resource protection needs, user conflicts, or public safety issues to warrant limiting cross-country travel.

Off-highway vehicle (OHV) route designations: Management designations applied to individual routes (as opposed to OHV areas) during interdisciplinary route evaluation sessions. The BLM designates routes as open, limited, or closed, and the designation must be included in all route-specific decisions and recorded in the national ground transportation linear feature dataset(s). Definitions and the designation criteria used in this decision making process stem from those provided for OHV areas in 43 CFR 8340.0-5(f), (g), and (h).

- **OHV Open:** OHV travel is permitted where there are no special restrictions or no compelling resource protection needs, user conflicts, or public safety issues to warrant limiting the timing or season of use, the type of OHV, or the type of OHV user.
- **OHV Limited:** OHV travel on routes, roads, trails, or other vehicle ways is subject to restrictions to meet specific resource management objectives. Examples of restrictions include numbers or types of vehicles; time or season of use; permitted or licensed use only; or other restrictions necessary to meet resource management objectives, including certain competitive or intensive uses that have special limitations.
- **OHV Closed:** OHV travel is prohibited on the route. Access by means other than OHVs, such as by motorized vehicles that fall outside of the definition of an OHV or by mechanized or non-mechanized means, is permitted. The BLM designates routes as closed to OHVs if necessary to protect resources, promote visitor safety, reduce use conflicts, or meet a specific resource goal or objective.

Perennial stream: Perennial streams carry flowing water continuously throughout the year, regardless of weather conditions. It exhibits well-defined geomorphologic characteristics and in the absence of pollution, thermal modifications, or other man-made disturbances has the ability to support aquatic life.

Planning area: A geographic area for which land use and resource management plans are developed and maintained.

Primitive road: A linear route managed for use by four-wheel drive or high-clearance vehicles. Primitive roads do not normally meet any BLM road design standards. Unless specifically prohibited, primitive roads can also include other uses such as hiking, biking, and horseback riding.

Primitive route: Any transportation linear feature located within a WSA or lands with wilderness characteristics designated for protection by a land use plan and not meeting the wilderness inventory road definition.

Reclamation: Returning disturbed lands to a form and productivity that will be ecologically balanced and in conformity with a predetermined plan.

Record of decision (ROD): Decision document associated with an EIS (equivalent to an EA's DR).

Recreation Management Information System (RMIS): The official BLM database for recording and tracking visitor use and acres with OHV area designations on BLM-managed lands; the BLM also uses it to track TMP completion and implementation; tool used by the BLM to record number of visits, types of activities, permits, partnerships, and agreements.

Recreation management zone (RMZ): A subdivision of a recreation management area that further delineates specific recreation opportunities and recreation setting characteristics.

Resource management plan (RMP): A land use plan as prescribed by the Federal Land Policy and Management Act that establishes, for a given area of land, land use allocations, coordination guidelines for multiple-use, objectives, and actions to be achieved.

Restoration: The process by which areas are brought back to a former, original or specific desired condition or appearance. Could involve putting vegetation back in an area where vegetation previously existed, which may or may not simulate natural conditions.

Right-of-way (ROW): A grant, easement, or permit which authorizes certain public land to be used for a specified purpose (e.g., roads, power lines, pipelines) for a specific period of time. A ROW holder is an authorized user for their ROW.

Riparian area: A form of wetland transition between permanently saturated wetlands and upland areas. Riparian areas exhibit vegetation or physical characteristics that reflect the influence of permanent

surface or subsurface water. Typical riparian areas include lands along, adjacent to, or contiguous with perennially and intermittently flowing rivers and streams, glacial potholes, and the shores of lakes and reservoirs with stable water levels. Excluded are ephemeral streams or washes that lack vegetation and depend on free water in the soil.

Road: A linear route declared a road by the owner, managed for use by low-clearance vehicles which have four or more wheels, and maintained for regular and continuous use. Often, many types of uses are allowed on roads. BLM allowed uses on roads are often hierarchical such that if motorized use is allowed on a road, various forms of non-motorized use are also allowed.

Rock Art: Petroglyphs (carvings) or pictographs (paintings) created on natural rock surfaces by native people and depicting their history and culture.

Route Evaluation: The careful and systematic review of each route by a BLM interdisciplinary team in conjunction with resource data collection and discussion of minimizing potential impacts during preliminary alternative designations. It is the process through which a BLM interdisciplinary team of resource specialists assess individual routes and documents potentially affected resources and/or resource uses associated with each route. During route evaluation, BLM staff will:

- Propose individual route designations for each route in a TMA based on individual alternative themes.
- Address how each route will minimize impacts on resources per 40 CFR 8342.1.
- Document rationales for each alternative designation choice.

Route Inventory: Collection of route line data for maps (may also include collection of point data and photos). Data may be collected in the field with GPS units or drawn on a computer screen from aerial imagery.

Routes: Multiple roads, trails and primitive roads; a group or set of roads, trails, and primitive roads that represents less than 100 percent of the BLM transportation system. Generically, components of the transportation system are described as "routes."

Scoping (Internal and External): Process by which the BLM solicits internal and external input on the issues and effects that will be addressed, as well as the degree to which those issues and effects will be analyzed, in the NEPA document. Scoping is one form of public involvement in the NEPA process. Scoping occurs early in the NEPA process and generally extends through the development of alternatives (the public comment periods for EIS review are not scoping). Internal scoping is simply federal or cooperator review to decide what needs to be analyzed in a NEPA document. External scoping, also known as formal scoping, involves notification and opportunities for feedback from other agencies, organizations, and the public.

Sensitive Species: Species designated as sensitive by the BLM State Director, including species that are under status review, have small or declining populations, live in unique habitats, or require special management. BLM Manual 6840 provides policy and guidance for managing special status species.

Solitude: The state of being alone or remote from habitations; isolation. A lonely or secluded place. Factors contributing to opportunities for solitude may include size, natural screening, topographic relief, vistas, physiographic variety, and the ability of the user to find a secluded spot.

Special recreation management area (SRMA): An administrative unit where the existing or proposed recreation opportunities and recreation setting characteristics are recognized for their unique value, importance, or distinctiveness, especially compared to other areas used for recreation.

Special recreation permits (SRPs): Permits issued to businesses, organizations, and individuals to allow the use of specific public land and related waters for commercial, competitive, and organized group use. Special Recreation Permits allow land stewards to coordinate and track commercial and competitive

use of public lands. They also provide resource protection measures to ensure the future enjoyment of those resources by the public.

Special status species: Species that are proposed for listing, officially listed as threatened or endangered, or are candidates for listing as threatened or endangered under the provisions of the Endangered Species Act (ESA); those listed by a State in a category such as threatened or endangered implying potential endangerment or extinction; and those designated by each State BLM Director as sensitive.

State Historic Preservation Office (SHPO): Office in State or territorial government that administers the preservation programs under the National Historic Preservation Act.

Surface-disturbing activities: Human-caused disturbance resulting in direct and pronounced alteration, damage, removal, displacement, or mortality of vegetation, soil, or substrates; usually entail motorized or mechanized vehicles or tools; typically can also be described as disruptive activities. Examples of typical surface disturbing activities include:

- Earth-moving and drilling
- Geophysical exploration
- Off-route motorized and mechanized travel
- Vegetation treatments including woodland thinning with chainsaws
- Pyrotechnics and explosives
- Construction of powerlines, pipelines, oil and gas wells, recreation sites, livestock improvement facilities, wildlife waters, or new roads

Threatened species: Any plant or animal species defined under the Endangered Species Act as likely to become endangered within the foreseeable future throughout all or a significant portion of its range; listings are published in the Federal Register.

Traditional uses: Longstanding, socially conveyed, customary patterns of thought, cultural expression, and behavior, such as religious beliefs and practices, social customs, and land or resource uses. Traditions are shared generally within a social and/or cultural group and span generations. Usually, traditional uses are reserved rights resulting from treaty and/or agreements with Native American groups.

Trail: A linear route managed for human-powered, stock, or off-road vehicle forms of transportation or for historical or heritage values. The BLM does not generally manage trails for use by four-wheel-drive or high-clearance vehicles.

Travel management area (TMA): Portion of land (often represented with a polygon) where areas have been classified as open, closed, or limited; TMAs have an identified and/or designated network of roads, trails, ways, and other routes that provide for public access and travel. All designated travel routes within TMAs should have a clearly identified need and purpose as well as clearly defined activity types, modes of travel, and seasons or time-frames for allowable access or other limitations.

Travel management plan (TMP): A document that describes decisions related to the selection and management of a travel network and transportation system.

Travel network: Routes occurring on public lands or within easements granted to the BLM that are recognized, designated, decided upon, or otherwise authorized for use through the planning process or other travel management decisions. These may or may not be part of the transportation system and may or may not be administered by the BLM.

Unevaluated (to the Natural Register): A site that has not been evaluated to determine if it is eligible to the National Register of Historic Places.

Utility Terrain Vehicle (UTV): Any recreational motor vehicle other than an ATV, motorbike or over snow vehicle designed for and capable of travel over designated unpaved roads, traveling on four (4) or more low-pressure tires, maximum width less than seventy-four (74) inches, usually a maximum

weight less than two thousand (2000) pounds, or having a wheelbase of ninety-four (94) inches or less. Does not include vehicles specially designed to carry a person with disabilities.

Visual Resource Inventory (VRI): An inventory taken to identify visual resource values and quality.

Visual Resource Management (VRM): The system by which BLM classifies and manages scenic values and visual quality of public lands. The system is based on research that has produced ways of assessing aesthetic qualities of the landscape in objective terms. After inventory and evaluation, lands are given relative visual ratings (management classes) that determine the extent of modification allowed for the basic elements of the landscape

Visual resources: The visible physical features on a landscape, (topography, water, vegetation, animals, structures, and other features) that comprise the scenery of the area.

Way: See *Primitive route*.

Wetland: Permanently wet or intermittently water-covered areas, such as swamps, marshes, bogs, potholes, swales, and glades.

Wilderness characteristics: Wilderness characteristics include size, the appearance of naturalness, outstanding opportunities for solitude or a primitive and unconfined type of recreation. Indicators of an area's naturalness include the extent of landscape modifications; the presence of native vegetation communities; and the connectivity of habitats. Outstanding opportunities for solitude or primitive and unconfined types of recreation may be experienced when the sights, sounds, and evidence of other people are rare or infrequent, in locations where visitors can be isolated, alone or secluded from others, where the use of the area is through non-motorized, non-mechanical means, and where no or minimal developed recreation facilities are encountered.