

# **DESIGNATED ROUTES & AREAS FOR MOTOR VEHICLE USE (DRAMVU) PLANNING**

**Updated – February 2014**

## **Where we are in the process**

### **Step 1 - Compile Existing Travel Management Direction, Assemble Resource Data, Identify Proposals for Change.**

- ✓ Develop Proposed Action – April 2007

### **Step 2 – Environmental Analysis and Decision Making**

- ✓ Notice of Intent to prepare Environmental Impact Statement (EIS) and public scoping. – May 2007
- ✓ **DRAMVU Draft EIS – (DEIS)** – December 2008.
- ✓ **DRAMVU Supplemental Draft EIS (SDEIS)**. – December 2010
- ✓ Complete consultation with the Nez Perce Tribe.
- ✓ Completed consultation with the State Historic Preservation Office
- ✓ Complete consultation with federal agencies (U.S. Fish and Wildlife Service and National Marine Fisheries Service)

What's next:

- Based on recent appeals and litigation on Travel Management decisions, the forest is currently finalizing the FEIS analysis.
- Once the **DRAMVU Final EIS** is completed and the **Record of Decision** is drafted the forest will follow the new administrative review procedures outlined in the **2012 Planning Rule**. In the future, a legal notice of the availability of the Final Environmental Impact Statement would identify this project as subject to comment pursuant to 36 CFR 218, Subparts A and B. Planning for this project began under the appeal process (36 CFR 215), but instead would be subject to the objection process (**36 CFR 218**). Only those who submit timely project-specific written comments during a previous public comment period (DEIS and SDEIS) are eligible to file an objection.
- Sign the Record of Decision (ROD).

### **Step 3 - Publish Motor Vehicle Use Map**

Following the environmental analysis process, the Nez Perce Forest will produce a motor vehicle use map (MVUM) displaying designated roads, trails and areas for motorized use across the 2.2 million acres of Nez Perce National Forest lands in Idaho. This will replace the current road and trail access guides.

Publication of a motor vehicle use map completes the designation process. Under the new travel management rule, the motor vehicle use map is the principal enforcement tool for motor vehicle regulations. It will display only those roads and trails designated for motor vehicle use by the public. Routes not designated for motor vehicle use (such as non-motorized trails, single-purpose roads and trails, unauthorized roads and trails, and temporary roads and trails) will not be shown on the motor vehicle use map. The motor vehicle use map does not replace visitor maps, travel maps, or other maps intended to convey visitor information.

The motor vehicle use map will be free to the public, and will be available both in hard copy and on agency websites. After their initial publication, the maps will be re-published annually, reflecting any changes to designations since the last printing.

There are several sources for motor vehicle use map information available on line.

National Website:

- By National Forest, completed Motor Vehicle Use Maps are available at:  
[http://www.fs.fed.us/recreation/programs/ohv/ohv\\_maps.shtml](http://www.fs.fed.us/recreation/programs/ohv/ohv_maps.shtml)

Forest website:

- The Nez Perce Forest Motor Vehicle Use Map, in the future, will be located on the recently combined Nez Perce-Clearwater National Forests webpage at:  
<http://www.fs.usda.gov/nezperceclearwater>
- The Clearwater Forest Motor Vehicle Use Map is currently available here.  
<http://www.fs.usda.gov/main/nezperceclearwater/maps-pubs>

#### **Step 4 - Implement, Monitor and Revise.**

**Implementation** of motor vehicle designations will include publishing and disseminating a motor vehicle use map; educating visitors on travel management regulations and designations; amending existing authorizations to provide for needed motor vehicle access; and enforcing travel management restrictions.

**Monitoring** can include several kinds of activities. Project implementation monitoring evaluates compliance with land management plans and project decisions, including any required mitigation measures. Effectiveness monitoring evaluates the effectiveness of management actions in achieving desired outcomes. Program monitoring tracks and evaluates ecological, social, and economic trends. Validation monitoring verifies assumptions and models used in project implementation. Each kind of monitoring is relevant to managing motor vehicle use.

**Revision.** The designations identified on the motor vehicle use map are subject to revision. Information collected through monitoring and through public user groups will be useful in evaluating and revising travel management decisions. Future decisions regarding motorized vehicle use on roads, trails or areas will change the MVUM overtime.

## Past Access Guide Tables

These spreadsheets contain current information from the Nez Perce National Forest Access Guides. These road and trail guides will remain in place to use until the Forest MVUM map is available to the public. Roads and Trails are listed by Vehicle Restricted and Period of Restriction (Season). These documents have not been recently updated by the forest.

[DRAMVU ROAD ACCESS GUIDE](#) (PDF 880 kb) (as of 2007)

[DRAMVU TRAIL ACCESS GUIDE](#) (PDF 197 kb) (as of 2007)

Past Forest Supervisor Orders establish access restrictions on the forest. The informational signs and orders on the ground direct recreational access and are the current enforcement tool.

## Background and Public Participation in the Planning Process

In 2005, the Forest Service finalized new travel management regulations for motor vehicle use on National Forest System lands. The Travel Management and National OHV Program Website is located at: <http://www.fs.fed.us/recreation/programs/ohv/index.shtml>. This website also includes completed Motor Vehicle use Maps by National Forest.

To meet these new regulations, the Nez Perce National Forest (NPNF) began the first steps of the designation process in the spring of 2006 and is targeting its completion in 2014.

Designation changes identified on the NPNF are: 1) No cross-country travel allowed; 2) All routes closed unless designated open; and 3) No decisions regarding over snow motorized use.

Public participation in this planning process was done in several ways. Interested publics participated by attending the travel management 'open house' presentations, visiting with the planning team, or submitting written comments.

The first round of public Open Houses was held in May, 2007. These meetings focused on providing an overview of the National Travel Management Rule, the planning schedule for the Nez Perce National Forest, and a summary of the Forest's existing travel management opportunities and current closures. A Notice of Intent (NOI) to prepare an environmental impact statement was published in the Federal Register on May 17, 2007.

A second round of Open Houses was held in June, 2007 to describe the proposed action and accept comments.

A notice of the third round of public meetings was held in late January and early February 2009 to review the DEIS and maps at Grangeville, Riggins, Kooskia, Lewiston and Elk City. There was a good turnout at each of these meetings and active participation from members of the public during the question and answer period. The comment period on the DEIS was extended from February to April 2009. The Forest received over 32,000 letters during the DRAMVU DEIS original and extended comment periods (January to April). We received 4 form letters and 5 replicate letters (more than 5 duplicates). The result was approximately 1320 unique letters received. Multiple comments were contained in most letters.

A fourth round of public meetings was held in October/November 2010 when the forest released the Supplemental Draft EIS for public comment. Two public meetings were held: October 26<sup>th</sup> in Grangeville and November 9<sup>th</sup> in Elk City. The Forest received over 250 letters during the DRAMVU SDEIS comment period (October to December). We received one form letter.

In the future, a legal notice of the availability of the Final Environmental Impact Statement and Draft Record of Decision would identify this project as subject to comment pursuant to 36 CFR 218, Subparts A and B. Planning for this project began under the appeal process ([36 CFR 215](#)). But instead would be subject to the objection process ([36 CFR 218](#)). Only those who submit timely project-specific written comments during a previous public comment period (DEIS and SDEIS) are eligible to file an objection.