



United States  
Department of  
Agriculture

Forest  
Service

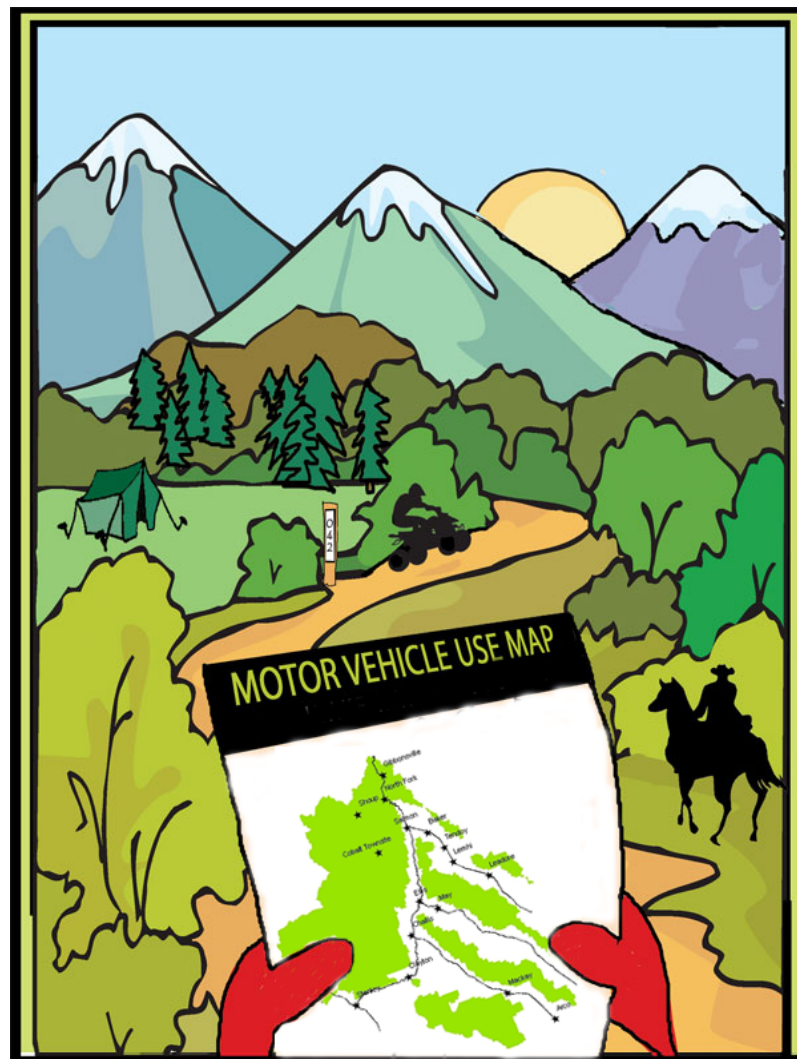
September 2009



# Final Environmental Impact Statement

## Travel Planning and OHV Route Designation

Salmon-Challis National Forest  
Lemhi, Custer, and Butte Counties, Idaho



## ON THE COVER

Once the selected alternative is implemented, the Salmon-Challis National Forest will produce Motor Vehicle Use Maps (MVUM) that will be updated annually and distributed free to the public. Forest users will need to obtain and use a current MVUM to know where and when routes and areas are open to motorized use. These maps will be available on the Internet and at district offices and forest headquarters. This requirement applies to all National Forests in the nation. A motor vehicle use map is as necessary to travel on National Forest System lands as a hunting proclamation is necessary to know how and where to legally hunt.

## DOCUMENT STRUCTURE

The US Department of Agriculture (USDA) – Forest Service (FS) has prepared this Final Environmental Impact Statement (FEIS) in compliance with the National Environmental Policy Act (NEPA), Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500-1508), agency regulations, and all applicable federal and state laws. The document is organized into the following sections:

- **Abstract**
- **Table of Contents**
- **Summary of the FEIS.** An executive summary of the FEIS.
- **Chapter 1. Purpose and Need for Action:** This chapter includes background information on the project proposal, the purpose and need for the project, and the proposal for achieving that purpose and need. This section also describes how the Forest Service informed the public of the proposal and identifies the key issues that drive the analysis.
- **Chapter 2. Alternatives:** This chapter provides a more detailed description of the alternative methods for achieving the stated purpose and need. These alternatives were developed based on issues raised by the public, the interdisciplinary team (IDT), and other agencies. This section also provides summary tables comparing the alternative actions and the environmental consequences associated with each alternative.
- **Chapter 3. Affected Environment and Environmental Consequences:** This chapter describes the physical, biological, and human environments potentially affected by the alternatives, and describes the potential effects of the alternatives, including the No Action Alternative.
- **Chapter 4. Public Involvement:** This chapter describes the public involvement efforts of the SCNF and a list of those to whom the document was distributed.
- **Chapter 5. Public Comments and Agency Responses.** This chapter includes letters from Tribal, State, Local and other Federal Government Agencies, followed by a comprehensive list of questions posed by the public and the agency's response to those questions.
- **Chapter 6.** The chapter includes a List of Preparers, Literature Cited, and the Index.
- **Appendices.** Includes a glossary, a list of acronyms, supplemental analysis information, and route tables. Additional documentation may be found in the project record. Permanent project planning record files are located at the Salmon-Challis National Forest Supervisors Office, 1206 South Challis Street, Salmon, ID 83467. For information regarding planning record files, please contact Karen Gallogly, Team Leader, at (208) 756-5100.

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## Travel Planning and OHV Route Designation Draft Environmental Impact Statement Lemhi, Custer, and Butte Counties, Idaho

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**Abstract:** This Final Environmental Statement (FEIS) discloses the effects of designating a system of roads, trails and areas for public motor vehicle use on the Salmon-Challis National Forest (excluding the Frank Church-River of No Return Wilderness) to comply with the Forest Service Travel Management Rule.

Current Travel Plans, presented as the No Action Alternative, would maintain existing opportunities and restrictions for motorized use and cross-country travel displayed in the Challis National Forest Travel Plan (1994) and the Salmon National Forest Travel Plan (1988). Each of the action alternatives specifies designated routes, vehicle types, and seasons of use for motorized travel. The Preferred Alternative (Alternative 5) proposes to designate 2,670 miles of roads and 864 miles of motorized trails for public motor vehicle use. This is a reduction of 250 miles of roads and 255 miles of motorized trails when compared to the No Action Alternative.

The designation of routes includes the limited use of motor vehicles within 300 feet of most roads and trails solely for the purpose of dispersed camping. Motor vehicle use off the designated system, including the use of motor vehicles for game retrieval, would not be allowed. The following uses would not be affected by this decision and are outside the scope of this project: (1) aircraft; (2) over-snow vehicles; (3) watercraft; (4) non-motorized uses (e.g. hiking, equestrian, mountain bikes); (5) search and rescue operations; (6) law enforcement operations; (7) fire fighting operations; (8) permitted uses (e.g. wood cutting, livestock herding/fence maintenance; (9) limited administrative access; (10) legal ingress and egress to private land; (11) new or non-national forest roads; and (12) use of roads with legally documented rights-of-way held by state, county or other public road authority.

**Decision Subject to Appeal:** The Responsible official's decision is documented in the Record of Decision, and is subject to administrative review (appeal) pursuant to 36 CFR Part 215. Appeals must be filed within 45 days from the publication date of the legal notice of decision in the newspaper of record.

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