

# **Record of Decision**

# **Final Environmental Impact Statement**

# **Revised Caribou Travel Plan**

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Caribou-Targhee National Forest

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**Located In:**

Bannock, Bear Lake, Bonneville, Caribou, Franklin, Oneida,  
and Power Counties in the State of Idaho  
Box Elder and Cache Counties in the State of Utah  
Lincoln County in the State of Wyoming

**Responsible Agency:**

USDA - Forest Service, Caribou – Targhee National Forest

**Responsible Official:**

Larry Timchak, Caribou - Targhee Forest Supervisor

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# Introduction

## Forest Setting

The Caribou portion of the Caribou-Targhee National Forest, herein referred to as the Caribou, lies in the northern reaches of the Great Basin Region. The Westside, Soda Springs and Montpelier Ranger Districts comprise the Caribou planning unit. In general, precipitation is low and climatic conditions harsh. High, rugged mountain ranges rise sharply from semi-arid sagebrush plains and agricultural valleys. Approximately 50 percent of the Caribou supports stands of Douglas-fir, subalpine fir, lodgepole pine, Engelmann spruce, and aspen. These conifer species are mainly found above 6,000 ft. in elevation. Shrubs such as sagebrush and rabbitbrush dominate non-forested areas. The Caribou provides a wide variety of diverse habitats for 334 species of terrestrial vertebrate wildlife known or suspected to occur on the Caribou. Four species are listed under the Endangered Species Act (ESA). The water bodies on the Caribou provide habitat for a variety of aquatic, plant, insect, and fish species, including the Bonneville and Yellowstone cutthroat trout.

The Caribou encompasses ten counties in three states and includes 1,042,200 acres. Bannock County, a retail and commercial hub for southeast Idaho, is at the center of this “zone of influence.” Residents of several communities use the Caribou for recreation and commercial uses.

## My Decision

I have selected Alternative 5R for implementation, as described in the *Final Environmental Impact Statement (FEIS) for the Revised Caribou Travel Plan for the Westside, Soda Springs and Montpelier Ranger Districts of the Caribou-Targhee National Forest*. This decision does not determine travel restrictions for the Targhee planning unit or for the Curlew National Grasslands, which are also administered by the Caribou-Targhee National Forest. By selecting Alternative 5R, I am approving the Revised Caribou Travel Plan that describes in detail and maps the opportunities and restrictions for public travel, both summer and winter, on the Westside, Soda Springs, and Montpelier Ranger Districts of the Caribou-Targhee National Forest.

The purpose and need for action is to amend the 2002 Travel Plan with the 2003 Special Order to reflect management direction of the Caribou Revised Forest Plan. Under the 2003 Special Order, motorized travel is restricted to designated routes on 97 percent of the Forest. Before the Revised Forest Plan and the Special Order, approximately 40 percent of the Caribou was open to cross-country motorized travel during the snow-free season. The purpose and need for action is to determine which routes will be designated for motorized and mechanized travel, and which areas will be managed as non-motorized during the snow and snow-free seasons. Alternative 5R meets the desired future condition for the transportation system described in the Revised Plan (3-36). The Selected Alternative provides a variety of year-round travel opportunities and settings on the forest, while meeting the goals and objectives for resources; including soils, water, vegetation and wildlife habitat as identified in the Revised Plan.

Travel management changes between the 2002 Caribou Travel Plan with the 2003 Special Order and the Selected Alternative include a reduction in designated motorized roads and trails *forest-wide*, additional designated mountain bike trails and identifying the non-motorized system trails that will be maintained over time.

Snow season changes include designated snowmobile routes through winter range prescriptions, changing the prescription boundary for the Bonneville Peak non-motorized area, north of Lava Hot Springs, providing additional non-motorized areas in the Bear River Range, and refining non-motorized boundaries in Mink Creek, southwest of Pocatello.

The Revised Plan set general direction for travel using the transportation inventory that was available in 2003. The Revised Plan emphasizes adaptive management and monitoring to address uncertainties regarding management of Forest resources, changing conditions and scientific knowledge. This decision includes three non-significant plan amendments that are responsive to changing conditions and more accurate data.

The Revised Travel Plan will require a plan amendment to change management direction for the “Huckleberry Basin” prescription area, east of Soda Springs, from “open to cross-country motorized travel” to “motorized travel on designated routes during the snow-free season”. This change retains motorized opportunity in the area and simplifies travel management regulations, mapping and enforcement on the Caribou.

The Revised Travel Plan will require a plan amendment to change the prescription boundary for the eastern slope of Bonneville Peak. This boundary adjustment will provide additional high-elevation areas for snow-riding in a non-motorized setting.

Open Motorized Route Density (OMRD) ceilings are used in the Revised Plan to achieve a desired recreation setting and to minimize wildlife disturbance. The prescribed OMRDs were determined by the density of the existing road and trail system, motorized access needs and uses, and the management emphasis for the prescription area. In 2004, transportation maps were updated to reflect route locations indicated by satellite image and GPS technology. With this update, it was discovered that many routes were longer than initially mapped and some route alignments were not accurate. The Revised Travel Plan will require a plan amendment to increase the OMRD ceilings for nine prescription areas between 0.1 to 0.3 miles per square mile. This amendment will accommodate existing designated motorized routes that were not mapped correctly, retain a motorized right-of-way onto the forest, reduce traffic conflicts on the South Fork Mink Creek Road, and provide additional motorized opportunities.

### **National Travel Management Rule**

The National Travel Management Rule was released on November 2, 2005. The Caribou Travel Plan decision meets the intent and purpose of the National Rule. Forest staff engaged the public in identifying an appropriate road and trail system of designated routes for motorized travel. The Caribou Travel Plan decision manages all motorized travel on designated routes during the snow-free season. If the Forest determines the need to adjust travel direction to comply with the specifics of the National Travel Management Rule, the public will be engaged in the appropriate NEPA process.

## Decision Authority

I have been delegated the authority to make this decision by the Secretary of Agriculture and Chief of the Forest Service (36 CFR 219.10 (c)).

## Why Alternative 5R?

I know that my decision will not completely satisfy every group or individual; however, I have concluded that Alternative 5R is a reasoned choice that provides a mix of recreation travel opportunities and settings. The Selected Alternative maintains needed administrative access and will not adversely impact soils, vegetation, water and wildlife habitat. In my judgment, Alternative 5R is consistent with all laws, regulations and policy governing National Forest management.

Alternative 5R was built around the public's diverse wishes, the wants and needs of our American Indian neighbors, and other government and agency objectives. Portions of the Shoshone-Bannock Tribe's ancestral homelands are located within the Caribou. Throughout the travel planning process, the Forest has coordinated with the Tribe. Staff biologists for the Tribe were members of the interdisciplinary team. Two open houses were held at Tribal Offices to inform tribal members of the travel plan analysis and the alternatives.

The Forest held two rounds of evening meetings in six area communities and forest staff met with local groups and individuals to provide maps and to answer questions. Local residents, trail use groups, agencies and other interested parties were engaged throughout the two year process. Alternative 5R addresses the contentious issue concerning the desire for more non-motorized settings and the desire to retain or increase motorized opportunities. Public comment on this subject is highly variable, ranging from people who want no restrictions on motorized travel to those desiring complete abolition of motorized travel on the Caribou and other public lands. The range of alternatives analyzed in the FEIS reflects this continuum of public desires, while staying within the framework of the Revised Forest Plan.

The decision retains a majority of the existing motorized opportunities and non-motorized settings as currently managed under the 2002 Travel Plan. The decision reduces designated motorized routes by 90 miles. The decision creates a non-motorized area during the snow-free season within Stump Creek drainage. The decision increases mountain bike opportunity on non-motorized trails and retains some single-track motorcycle trails. The decision improves non-motorized settings during the winter in Bear River Range, Bonneville Peak and Mink Creek, south of Pocatello.

## Government and Public Involvement

### Tribal Trust Responsibilities

The Shoshone-Bannock Tribe has ancestral Treaty Rights on the public domain lands reserved for National Forest purposes administered by the Caribou-Targhee National Forest. The relationship of the United States government with American Indian tribes is based on legal agreements between sovereign nations. The Fort Bridger Treaty of July 3, 1868 reserved hunting and fishing rights for Tribal members on "...all unoccupied lands of the United States." Consultation with the Fort Hall Business Council of the Shoshone-Bannock Tribes is required on land management activities that could affect forest uses and access to the forest.

### How was the public involved in the analysis and decision?

During the Forest Plan revision process, the public was keenly interested in travel management. On-going dialogue with interested parties and groups continued after the plan was finalized and while forest staff completed a detailed transportation inventory in preparation for site-specific travel planning. On March 11 of 2004, a Notice of Intent to Prepare an Environmental Impact Statement to revise the Caribou Travel Plan was published in the *Federal Register* (Vol. 69, Number 48, pages 11588 to 11589). The Notice of Intent included a description of the Proposed Action. Maps of the Proposed Action were mailed to interested parties. Large scale maps were distributed to groups and individuals upon request, and topographic maps were posted on our external website for public review. This began the formal scoping process. On March 12, 2004, a scoping letter was mailed to over 1,500 interested and potentially affected publics.

During March and April 2004, Forest staff hosted a series of eight evening open houses to share the road and trail inventory and the "Proposed Action" with the public. In addition to the identification of preliminary issues, the Forest solicited ideas for site-specific travel route management. The official comment period closed on May 1, 2004. Over 450 individual comments were received.

The Draft Environmental Impact Statement (DEIS) was released to the public on April 1, 2005. 620 individuals, agencies and groups were mailed an executive summary of the DEIS or the full document and map package. The initial comment period was scheduled to close on May 16, 2005 but was extended to May 27, 2005. Seven open houses and briefings were conducted during April and May to discuss the DEIS and Preferred Alternative with local communities and trail users. The Forest received approximately 1,700 letters, postcards, e-mails, and phone calls from people commenting on the draft document. Many of these comments were electronic form letters. The Forest Interdisciplinary Team developed Alternative 5R based on additional public comment. (See FEIS, Appendix A, Response to Public Comments.)

## Issues and Concerns

Preliminary issues were identified through public comments and interdisciplinary team concerns; from these issues, significant issues were defined. These are issues that are directly or indirectly caused by implementing the proposed action originally provided to the public.

- Issue 1—Some people feel the travel plan should increase motorized opportunity.
- Issue 2— Some people feel the travel plan should increase non-motorized settings and some people want more non-motorized mountain bike trails.
- Issue 3— Some people want more single-track motorcycle trails.
- Issue 4—Some people want to eliminate cross-country motorized travel during the snow-free season in Huckleberry Basin, east of Soda Springs.
- Issue 5—All alternatives exceed the prescribed Open Motorized Route Densities of the Revised Forest Plan in some forest areas.
- Issue 6—The Idaho Department of Fish and Game want the travel plan to reduce wildlife disturbance from motorized travel.
- Issue 7—There is a concern for designated motorized routes on unstable soil types.
- Issue 8—There is a concern for designated motorized routes within Aquatic Influence Zones.
- Issue 9— There is a concern for designated motorized routes within Aquatic Influence Zones of fish-bearing streams

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## Alternative Development

Alternatives under consideration in the DEIS were developed from the following sources:

- Evaluation of current forest travel routes and the implementation of the 2002 Caribou Travel Plan
- Review of Forest Service policy and direction
- An assessment of existing conditions and initial public comments
- Issues identified during the public scoping process and comments received at public meetings
- Management concerns and opportunities identified by the interdisciplinary team

Five alternatives were formulated and the effects displayed in the DEIS. In response to public comments on the DEIS, the Forest developed another alternative, Alternative 5R. The Final EIS analyzes six alternatives.

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## Alternatives Not Considered in Detail

The public suggested management options during scoping or during public participation activities. The following options or alternatives were considered by the interdisciplinary team but were eliminated from detailed analysis. (See FEIS, Chapter 2)

### AN ALTERNATIVE THAT DESIGNATES ALL ROUTES FOR MOTORIZED TRAVEL AND /OR BUILDS NEW ROUTES

Some people want the decision to “maximize” all possible motorized routes to meet the growing demand for motorized travel on the forest. A “motorized travel emphasis” alternative would “grandfather” in all existing travel routes on the ground as a designated motorized road or trail, and/or construct new designated motorized routes. This alternative would not meet Revised Plan direction to provide a transportation plan that offers a variety of recreation opportunities and settings. Such an alternative would dramatically exceed prescribed OMRDs in most prescription areas, and not meet guidelines for recreation settings as mapped for forest areas. Although most routes would be open to hikers, mountain bikers and stock or horse use, this alternative would offer few areas for a non-motorized setting on the forest.

### AN ALTERNATIVE THAT CLOSES MOST DESIGNATED MOTORIZED ROUTES TO MOTORIZED TRAVEL

Some people want the decision to “maximize” non-motorized experiences to meet the demand for non-motorized settings for people and wildlife on the forest. An alternative that would emphasize non-motorized settings would close many existing motorized routes and manage large forest areas as non-motorized. This alternative would not meet Revised Plan direction to provide a transportation plan that offers a variety of recreation opportunities. This alternative does not meet the guidelines of recreation settings as mapped for forest areas. This alternative would offer little motorized travel opportunity other than established main travel routes.

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## Alternatives Considered in Detail

The Final EIS considers six alternatives in detail. Design features and mitigations have been incorporated into the alternatives to reduce impacts on resources or forest uses; these are listed in Chapter 2 of the FEIS.

#### ALTERNATIVE 1—NO ACTION (2002 CARIBOU TRAVEL PLAN WITH 2003 SPECIAL ORDER)

Alternative 1 proposes to continue management under the 2002 Caribou Travel Plan with the 2003 Special Order. This Alternative reflects the likely outcomes of managing Forest travel routes under the existing condition. This alternative does not meet the goals, objectives and desired conditions identified in the Revised Forest Plan.

#### ALTERNATIVE 2—PROPOSED ACTION

The original Proposed Action for the Caribou Travel Plan Revision was created by district staffs using the updated roads and trail inventory, The 2003 Forest Roads Analysis, the Revised Forest Plan, and *previous* public comments on travel access. The proposed action considered issues of non-motorized settings, motorized opportunity and the potential of resource impacts from designated travel routes. This alternative manages a core area of the Stump Creek drainage as non-motorized during the snow-free season, and offers a mix of semi-primitive non-motorized and motorized experiences.

#### ALTERNATIVE 3

Alternative Three was developed from wildlife issues provided by Idaho Department of Fish and Game. Fish and Game staff wanted an alternative to the Proposed Action that emphasized managing large areas as non-motorized during the snow-free season, to reduce wildlife disturbance from motorized travel. The Department also wanted more areas that offer a non-motorized hunting experience. This alternative manages some designated roads and trails as closed to motorized travel during the snow-free season creating larger non-motorized areas.

#### ALTERNATIVE 4

Alternative Four was developed from issues received by a Southeast Idaho Recreation Alliance, SIRA. This group is a coalition of local residents, conservation groups and recreation organizations. This alternative was based on comments received by SIRA, however not all features of the alternative reflect their views. This group wanted an alternative to the Proposed Action that emphasized managing more areas for a “non-motorized” setting during the snow and snow-free seasons. This alternative manages some designated roads and trails as closed to motorized travel during the snow-free season creating larger non-motorized areas. This alternative also manages additional areas as non-motorized during the snow season.

#### ALTERNATIVE 5 (PREFERED ALTERNATIVE IN DRAFT EIS)

This alternative was developed from the proposed action with specific changes in response to resource concerns, issues of non-motorized settings, the quality of motorized opportunities and the initial findings of the Travel Plan Roads Analysis. This alternative emphasizes improving motorized opportunities through loop routes and manages a “core” area of the Stump Creek drainage as non-motorized during the snow-free season.

## ALTERNATIVE 5R (SELECTED ALTERNATIVE)

Alternative 5R was developed from Alternative 5 with changes in response to route-specific comments, mountain bike opportunity and the quality of non-motorized and motorized opportunities. Specific management under this alternative includes:

- Snow-free motorized travel is restricted to designated routes in the Huckleberry Basin area, east of Soda Springs.
- Direction to explore a preliminary design and analysis for new trail construction for two designated motorized trails, one parallel to Cub River Road, and the other parallel to the South Fork Road of Mink Creek. These trails would allow trail users of all kinds to reach other recreation destinations without traveling with full-sized vehicle traffic on these popular roads.
- Due to construction and maintenance concerns, the Winschell Dugway, on Caribou Mountain, is not managed as a system trail. To bring this route to trail standard for non-motorized or motorized use will require additional public involvement and analysis. This analysis will be initiated within one year. Under this alternative, the southern portion of the trail can be traveled by hikers, stock users, but the route will not be maintained to standard.
- Three new motorized loop opportunities will be designated on the Montpelier District, these will require constructing three segments of trail, all under ½ mile in length.
- The Crestline Trail, in Mink Creek, is managed as a single-track motorcycle trail.
- 90 miles of motorized route will be closed through a combination of the following methods: signing, gating, vegetative debris, earthen berms and rock barriers. Most of these routes are located in areas formerly managed as “open to cross-country motorized travel” and were temporarily “designated” by the 2003 Special Order.
- Five miles of motorized trail will be decommissioned in areas that have parallel routes.

Specific snow season management of Alternative 5R includes:

- Three areas are managed as non-motorized during the snow season along State Highway 36, in the Bear River Range on the Montpelier District.
- The boundary for the eastern slope of Mt. Bonneville snowmobile closure has been changed from RFP prescription. The boundary moves north to take in “Strawberry Fields”, adding additional high elevation acres for a non-motorized setting.
- Minor boundary changes to non-motorized areas in the Gibson Jack Natural Research Area and Valve House Draw, south of Pocatello, which will improve travel plan compliance.

## Introduction

The analysis of Alternatives and public comment received on the DEIS documented in the *Final Environmental Impact Statement (FEIS) for the Revised Caribou Travel Plan* serves as the foundation for my decision for the Revised Travel Plan for the Caribou portion of the Caribou-Targhee National Forest. The FEIS portrays both the cumulative effects and site specific considerations for travel route designation. The travel plan FEIS analysis tiers to the 2003 Caribou Revised Forest Plan FEIS. My decision incorporates by reference the analysis of effects and management direction disclosed in the FEIS and the planning record in its entirety. In the case of discrepancies between this Record of Decision, the Alternative 5R maps and the FEIS alternative description, the description of management in the Record of Decision will take precedence, then the FEIS text, and then the Alternative 5R maps in determining the Decision.

## Travel Plan Decisions

A Travel Plan establishes the designated travel routes and seasons of use for public travel on forest roads, trails and areas. Generally, foot and stock travel is not restricted to designated routes; however, the travel plan does close some areas to public travel due to safety or to provide for administrative use. Motorized and mechanized travel is restricted to designated routes forest-wide, and in some cases routes have seasonal closures. The Caribou Travel Plan also determines travel during the winter, or snow season. Non-motorized winter travel is rarely restricted, with the exception of closures for administrative use or safety. Snowmobile travel is restricted in some areas of the forest for wildlife and/or to provide a non-motorized setting in accordance with the Revised Forest Plan. Snowmobile travel is restricted to designated routes in areas managed under a big game winter range prescription, as directed in the Revised Plan.

The Revised Travel Plan is implemented through the design, execution, and monitoring of site-specific activities. These include: signing of designated motorized and non-motorized routes and closing routes not designated for motorized travel. The Caribou Travel Plan Map will be distributed. Education, enforcement and monitoring efforts for the new travel plan are described in the FEIS, Chapter 2. I am making the following decisions in the Revised Caribou Travel Plan:

- Motorized travel is allowed on designated routes *forest-wide* during the snow-free season.
- The Revised Caribou Travel Plan Map defines designated routes for motorized and mechanized travel during the snow-free season.
- The Revised Caribou Travel Plan defines the areas closed to snowmobile travel and the designated snowmobile routes through areas managed for winter range.

**Table 1: Snow-free Travel by Miles of Route & Travel Mode for the Revised Caribou Travel Plan**

<b>Mode of Travel</b>	<b>Miles of Travel Route</b>
motorized vehicle over 50” in width (full-sized vehicles) Note: licensed ATVs & motorcycles may travel some of these routes	970
motorized vehicle, 50” in width or less (ATV, motorcycle, mountain bike, hikers and stock)	650
motorcycle, mountain bike, hikers and stock	150
mountain bike, hikers and stock	490
Hikers and stock	150

*Note: A total of 970 miles of designated roads, 800 miles of designated motorized trails, and 640 miles of designated non-motorized trails.*

**Table 2: Snow Travel by Acres & Travel Mode for the Revised Caribou Travel Plan**

<b>Mode of Travel</b>	<b>Acres Available</b>
open to cross-country snowmobile travel and non-motorized travel	801,190 (76.9% of Caribou)
snowmobiles restricted to designated routes, no restriction on non-motorized travel	194,475 (18.7% of Caribou)
non-motorized snow travel only	46,535 (4.5% of Caribou)

## MITIGATION AND MONITORING

Mitigation measures are listed in Chapter 2 of the FEIS. They include Best Management Practices for soil, water and noxious weed control. Site surveys for heritage resources will be conducted before any ground-disturbing activities. These measures are designed to reduce adverse impacts from travel route closures, trail construction, and travel route designation.

Forest Plan monitoring involves both legally required monitoring activities and monitoring that is conducted based on the availability of funding and personnel. Forest Plan monitoring that could indicate adverse impacts to forest resources from road and trail use include:

- Annual reviews of Best Management Practices and updating projects in the Forest's Watershed Improvement Needs Inventory are designed to protect water quality. (RFP 5-3)
- Riparian properly functioning condition will be reevaluated at the stream level by 2008 to determine rate of movement towards desired future conditions. (RFP 5-7)
- Fish habitat is monitored annually where needed to determine if conditions are outside of desired AIZ attributes. (RFP 5-13)
- Wildlife occurrences and territories are monitored to determine if management activities are providing adequate habitat to maintain populations of Management Indicator Species and to assist in recovery of listed species. (RFP 5-15).
- Condition surveys are conducted on system trails per national direction, these includes stream crossings and trails in riparian areas.
- Road and trail closure effectiveness will be monitored, as described in Chapter Two of the FEIS.

## EDUCATION AND ENFORCEMENT

A forest travel plan has no value without an education and enforcement program to implement public compliance. Many people have commented on the need for additional education and enforcement of travel plan regulations. The Forest is committed to funding and implementing the Revised Caribou Travel Plan. Education and enforcement efforts are described in the FEIS Chapter 2, Actions Common to All Alternatives. Travel Plan maps will be distributed and will be available on the Forest's website. Education and enforcement efforts will include partnerships with trail use groups, State of Idaho Parks and Recreation and Idaho Department of Fish and Game. On-the-ground signing of non-motorized and motorized routes will be initiated within the first field season after the decision. During the first field season, forest staff will strive for travel plan education, however, forest travelers will be cited if they are causing resource damage. With any law enforcement activities, not all violators are caught. In establishing a field presence and having examples of those who are caught for non-compliance, it is anticipated that, over time, forest travelers will conform to the travel plan.

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## Rationale for my decision

My decision to select Alternative 5R for implementation is based on three principal factors.

### **Is the decision consistent with Revised Forest Plan goals, objectives and desired future conditions?**

In making my decision I evaluated each of the alternatives considered for compliance with the Forest Plan goals and objectives for recreation, transportation and resource protection. In all cases except for the No Action Alternative, all the alternatives are consistent with general forest plan direction, however some met the desired future conditions more successfully than others.

Alternative 5R, The Selected Alternative, will bring forest activities closer to the desired future condition for recreation and public access while reducing resource impacts from recreational travel on roads and trails. The decision reduces designated motorized routes during the snow-free season to meet the intent of OMRD ceilings. The decision eliminates all cross-country motorized travel during the snow-free season on the Caribou. The decision will improve travel plan compliance through route signing and monitoring. Education and enforcement will be achieved through partnerships and cooperation with trail use groups and agencies.

### **What is the relationship of my decision to issues identified during the analysis process?**

Organizations, local governments, and the general public all submitted comments that required me to consider the issues and concerns and how they were addressed by each alternative. Public and agency comments helped me identify a reasonable range of alternatives for route designation on the Caribou.

The decision closes 90 miles of motorized routes; however, motorized opportunities are improved with the reduction of short dead-end trails and parallel routes. The decision creates more loop trails, which improves trail experience. The decision gives direction to design and analyze two new motorized trails that parallel the Cub River Road and the South Fork of Mink Creek Road to provide an alternative for all trail users to avoid traveling these popular roads with full-sized vehicles. The decision also provides for a detailed analysis to determine the future management of the Winschell Dugway.

The decision identifies the snow-free non-motorized trails that will be maintained over time. Before this decision, the non-motorized trail system had not been formally defined. The decision manages a sizable area within the Stump Peak drainage as non-motorized, and also creates additional smaller non-motorized areas during the snow-free season. The decision adds three new snow season non-motorized areas and refines the boundaries of existing non-motorized areas to improve compliance and snow riding experience.

The current travel plan restricts mountain bike travel to motorized routes, with the exception of two trails within the Mink Creek Drainage. The decision responds to the need for additional mountain bike opportunity on non-motorized trails. 490 miles of non-motorized trail have been designated for mountain bike use.

The single-track trail experience is important to motorcyclists, mountain bikers, and some hikers. The decision retains 150 miles of single-track motorcycle trails in a variety of forest settings.

The Revised Forest Plan prescribed the Huckleberry Basin area on the Soda Springs District as open to cross-country motorized travel. The decision manages the entire forest as motorized travel on designated routes during the snow-free season to provide consistency in management and enforcement.

The Revised Plan uses OMRD ceilings to reduce disturbance to wildlife and to maintain recreation settings. The decision exceeds the Revised Plan's OMRDs by 0.1 miles per square mile in five areas, by 0.2 miles per square mile in three areas and 0.3 miles per square mile in one area. The nine prescription areas are 3.8 percent of the Caribou planning unit acres. The Selected Alternative, including the increase of OMRDs, may impact individuals or habitat, but will not likely contribute to a trend towards federal listing or cause a loss of viability to the population or species, (FEIS, Chapter 4, Wildlife). The decision will maintain habitat for threatened, endangered, sensitive and management indicator species. The Selected Alternative decreases motorized route densities from the existing condition forest-wide, reducing human disturbance. Occupancy and production of management indicator species within the project area will continue with the decision. The OMRD increases do not change the viability determination in the Revised Forest Plan.

The decision manages large non-motorized areas within Bear Creek, Caribou Mountain, Stump Peak, Worm Creek, Mt. Naomi, and Toponce during the snow-free season. These areas will provide a non-motorized setting for wildlife and people, including hunters.

### **Is the decision compatible with county government, state agencies and goals of Indian tribes?**

I considered comments received from public agencies, Indian Tribes, and elected officials in my decision making process. Based upon these comments, I have made a comparison between my Selected Alternative, and the goals and concerns expressed by the following:

#### *Shoshone – Bannock Tribes*

The analysis considered effects to forest access for the Shoshone-Bannock Tribal members (FEIS, Chapter 4). Staff members for the Shoshone-Bannock Tribes have indicated that the Revised Caribou Travel Plan is compatible with their goals.

#### *County, State and Federal Land Management Agencies*

Access management is a concern of county government and public land managers. Bonneville County and Idaho Department of Parks and Recreation want the Winschell Dugway reconstructed for motorized travel. The decision includes direction for additional analysis concerning access management on the Winschell Dugway. Consultation with the affected counties and other agencies indicate that there are no major conflicts between the Revised Caribou Travel Plan and the goals and objectives of the counties and adjacent land managers.

#### *Idaho Department of Fish and Game*

Idaho Department of Fish and Game (IDF&G) has been involved throughout the analysis process. An IDF&G biologist was a member of the interdisciplinary team. An alternative was developed based on comments received from IDF&G. Their concern for more large areas to be managed as non-motorized is used as an indicator to compare and contrast each alternative's impacts to big game. While the decision does not provide as many large non-motorized areas as desired by IDF&G, it does manage areas of "refugia" for people and wildlife in the more remote areas of the forest.

# *Findings Related to other Laws and Authorities*

## **How does the Revised Forest Plan meet other laws or authorities?**

### NATIONAL ENVIRONMENTAL POLICY ACT

#### **Consideration of Long Term and Short Term Effects**

The Revised Caribou Travel Plan will manage public travel on the Caribou portion of the Caribou-Targhee National Forest for the next ten to fifteen years. The FEIS discloses the analysis of effects for a range of alternatives including No Action. Effects to the significant issues and other resources of concern were considered for this time frame.

Human use of the Caribou is also a major consideration in the Revised Caribou Travel Plan. The decision maintains most existing recreation opportunities and settings, motorized and non-motorized. The decision manages some areas as non-motorized that were “de-facto” non-motorized before the advent of today’s OHV capabilities. Long and short-term effects are detailed further in the FEIS, Appendices, and the Planning Record.

#### **What are the Adverse Effects that cannot be avoided?**

Effects on the environment that might result from implementation of the travel plan alternatives are analyzed in the FEIS. These include some unavoidable adverse environmental effects. Despite efforts to mitigate adverse impacts to resources, some adverse impacts on soil, vegetation, water quality and fish habitat cannot be avoided in localized areas. Adverse effects on the biological and physical environment are anticipated to be less than the existing condition, since the decision reduces the miles of designated motorized routes forest-wide. The adverse effects from implementing the Selected Alternative are:

- localized, adverse effects to water quality and fisheries from designated travel routes in aquatic influence zones;
- temporary disturbance to wildlife from continued or increased human activity on designated travel routes;
- localized decreases in air quality due to dust from designated travel routes;
- designated travel route use contributing to soil compaction, erosion, vegetation degradation, and stream sedimentation.

These effects are discussed under various resource headings in the FEIS Chapter 4.

## **Environmentally Preferred Alternative(s)**

Regulations implementing the National Environmental Policy Act (NEPA) require agencies to specify the alternative(s) considered to be environmentally preferable (40 CFR 1505.2(b)). Forest Service policy further defines this as the Alternative that best meets the goals of Section 101 of NEPA. In determining the environmentally preferred alternative, I referred to the goals of Section 101 which are to:

- 1.** Fulfill the responsibilities of each generation as trustee of the environment for succeeding generations;
- 2.** Assure for all Americans safe, healthful, productive, and aesthetically and culturally pleasing surroundings;
- 3.** Attain the widest range of beneficial uses of the environment without degradation, risk to health or safety, or other undesirable and unintended consequences;
- 4.** Preserve important historic, cultural, and natural aspects of our national heritage and maintain wherever possible an environment which supports diversity and variety of individual choice;
- 5.** Achieve a balance between population and resource use, which will permit high standards of living and a wide sharing of life's amenities; and
- 6.** Enhance the quality of renewable resources and approach the maximum attainable recycling of depletable resources.

Alternatives 3 and 4 are the Environmentally Preferred Alternatives. Alternatives 3 and 4 will cause "...the least damage to the biological and physical environment" (CEQ 40 Most Asked Questions, #6A). However, Alternative 5 and 5R, over the long-term, will "attain the widest range of beneficial uses of the environment without degradation, risk to health or safety, or other undesirable and unintended consequences". Alternative 5R, the Selected Alternative, provides a mix of recreation opportunities and settings; while moving forest resource conditions to the desired future conditions identified in the plan. The emphasis of Alternative 5R is to maintain many of the existing recreation opportunities that exist today, while decreasing site-specific travel impacts to forest resources.

Alternatives 3 and 4 would improve overall riparian conditions and fisheries habitat, but do not provide the desired motorized access for forest administration and recreation. Alternatives 5 and 5R are in the middle of the range of alternatives. Improvements to resources are expected to occur under Alternative 5R, albeit at a slower rate than Alternatives 3 and 4.

The goals of Section 101 of NEPA require consideration of, among other things, a "...variety of individual choice" and "...balance between population and resource use." Given those parameters, Alternative 5R maintains forest resources while providing for a variety of recreation choices, both now and into the future.

Under the National Forest Management Act (NFMA, 16 USC 1604(f) (4), forest plans may "be amended in any manner whatsoever after final adoption and after public notice, and, if such amendment would result in a significant change in such plan, in accordance with subsections (e) and (f) of this section and public involvement comparable to that required by subsection (d) of this section." The NFMA regulations at 36 CFR §219.10(f) state: "Based on an analysis of the objectives, guidelines, and other contents of the forest plan, the Forest Supervisor shall determine whether a proposed amendment would result in a significant change in the plan." The Forest Service Land and Resource Management Planning Handbook (Forest Service Handbook 1909.12) provides a framework for this analysis. Section 5.32 of FSH 1909.12 lists four factors to be used when determining whether a proposed change to a forest plan is significant or not significant: (a) timing; (b) location and size; (c) goals, objectives and outputs; and (d) management prescriptions. I have evaluated the proposed management direction and concluded that it does not constitute a significant amendment of the Caribou National Forest Revised Forest Plan for the reasons described below:

### **Timing**

The timing factor examines at what point, over the course of the planning period, the Forest Plan is amended. Both the age of the underlying documents and the duration of the amendment are relevant considerations. The handbook indicates that the later in the planning period, the less significant the change is likely to be. The Caribou RFP was signed in February of 2003 and is in the early stage of the planning period. In the case of amending prescribed OMRD ceilings, this amendment is specific to nine prescription areas and the changes are of small increment. In the case of amending the Huckleberry Basin prescription area from "open to cross-country motorized travel" to "motorized travel on designated routes" during the snow-free season, this change is localized to one prescription and will not eliminate motorized opportunity in the area. Changing the prescription boundary on the east slope of Bonneville Peak is also a localized change of small increment. For these reasons, the early timing of the amendments is offset by their localized nature and small increment of change.

### **Location and Size**

The key to the location and size is context, or "the relationship of the affected area to the overall planning area, the smaller the area affected, the less likely the change is to be a significant change in the forest plan." Concerning the amendment to change OMRD ceilings in nine prescription areas; the actual miles of motorized route attributed to the change is ¼ mile to 1.5 miles for each area. Five areas are located in the vicinity of Mink Creek, south of Pocatello, one on the west slope of Oxford Mountain, one in Pebble Basin, north of Lava Hot Springs, one in Home Canyon, north of Montpelier and one in Bear Creek, north of McCoy Creek Road. The amendment involves scattered locations of prescription areas, a small degree of change in density and 3.8 percent of the Caribou planning unit acres.

Huckleberry Basin prescription area, east of Soda Springs, is 29,400 acres, or 3 percent of the Caribou planning unit. The amendment to change the boundary of the Bonneville Peak prescription area, southeast of Pocatello, changes the prescription area from 1,070 to 918 acres. The acres affected by the proposed amendments are all of small scale when compared to the Caribou planning unit as a whole.

## **Goals, Objectives, and Outputs**

Effects of the amendments to the level of goods and services identified in the Forest Plan need to be considered, (Forest Service Handbook 1909.12, section 5.32(c)). These amendments will not decrease the level of goods and services available on the Caribou. The amendments are expected to improve the recreation experience for motorized and non-motorized travelers.

The Revised Plan emphasizes adaptive management and monitoring to address uncertainties regarding management of forest resources, changing conditions and scientific knowledge. OMRDs are used to achieve a desired recreation setting and to minimize disturbance to wildlife. The degree of change is 0.1 to 0.3 miles per square mile within a given prescription area. The effects of the amendment to the desired conditions identified in the Forest Plan are analyzed in the FEIS (Chapter 4, Recreation, and Wildlife). The overall forest plan management direction for recreation and wildlife resources will not change with the amendments.

Amending the Huckleberry Basin prescription area to “motorized travel on designated routes” during the snow-free season will not eliminate motorized opportunity in the area. Most existing motorized routes in the area would be managed as designated motorized routes.

Changing the prescription boundary on the east slope of Bonneville Peak will provide additional high elevation areas for a non-motorized experience during the snow season.

The guidance in Forest Service Handbook 1909.12, section 5.32(c) explains: "In most cases, changes in outputs are not likely to be a significant change in the forest plan unless the change would forego the opportunity to achieve an output in later years." The proposed amendments do not forego the achievement of existing goals and objectives as described in the Revised Plan.

## **Management Prescriptions**

The management prescriptions factor involves the determination of (1), "whether the change in a management prescription is only for a specific situation or whether it would apply to future decisions throughout the planning area" and (2), "whether or not the change alters the desired future condition of the land and resources or the anticipated goods and services to be produced" (Forest Service Handbook 1909.12, section 5.32(d)).

The OMRD ceiling adjustments will occur in Prescriptions 3.1a, 3.2b, 5.2b, and 6.2b. Prescription 3.1a is managed for non-motorized recreation and wildlife security. The OMRD is adjusted to 0.1 in this prescription to reflect the Targhee motorized trail occurring just over the forest boundary. Prescription 3.2b areas are managed for semi-primitive motorized recreation and no new travel routes are proposed in these areas. Prescription 5.2b areas are managed for forest vegetation management and Prescription 6.2b areas are managed for rangeland vegetation management. The ceiling adjustments will not change the management intent and desired condition for these areas.

The amendment to change motorized travel to designated routes in the Huckleberry Basin prescription area will change Prescription 5.2c, Forested Vegetation Management with cross-country motorized travel; to Prescription 5.2b Forested Vegetation Management with motorized travel on designated routes during the snow-free season. This amendment will not change the management intent or desired condition in this area. The amendment to adjust the boundary for the Bonneville Peak non-motorized area will enhance the Prescription 3.2f goal of maintaining or enhancing semi-primitive recreation, (RFP 4-57).

The proposed plan amendments will not alter the goals, objectives, and desired future conditions for wildlife resources or recreation management, or the long-term levels of goods and services projected in the Caribou Revised Forest Plan.

### **Findings**

On the basis of the information and analysis contained in the FEIS, it is my determination that the change in management direction reflected in the decision does not result in significant amendments to the Caribou Revised Forest Plan. These amendments will move forest resources and opportunities towards the desired future condition described in the Caribou RFP.

## **4.3 Compliance with Other Laws**

### TRANSPORTATION RULE AND POLICY

On January 12, 2001, The Chief of the Forest Service signed the *Administration of the Forest Development Transportation System; Prohibitions; Use of Motor Vehicles Off Forest Service Roads (Transportation Rule)*, and *Forest Service Transportation, Final Administrative Policy (Transportation Policy)*. The Transportation Rule and Policy provide guidance for transportation analysis – they do not dictate or adopt land management decisions.

The Transportation Rule requires the Forest Service to identify a minimum road system, determining which roads are needed (classified) and which roads are unneeded (unclassified). Decisions are to be accomplished through area/project planning and documented through the NEPA process, including full public participation.

Beginning on January 12, 2002, the Transportation Policy requires a roads analysis (watershed or project-area scale) be prepared before most road management decisions. This roads analysis is not a formal decision-making process. Road management decisions are made through the NEPA process with full public participation and involvement. The 2005 Caribou Travel Plan Roads Analysis Report and the 2003 Forest-wide Roads Analysis Report for the Caribou planning unit were both considered in the decision.

### ENVIRONMENTAL JUSTICE (E.O. 12898)

As required by Executive Order, all Federal actions will consider potentially disproportionate effects on minority or low-income communities. Potential impacts or changes to low-income or minority communities within the planning area due to the proposed action must be considered. Where possible, measures should be taken to avoid negative impacts to these communities or mitigate adverse affects. As identified in the Revised Forest Plan FEIS, few minorities reside within the study area, and no communities are considered low-income. While there are individual households that are either minority or low-income, the communities as a whole are not.

Shoshone-Bannock Tribal members live adjacent to the planning area. Throughout the planning process, consultation between the Tribe and the Caribou NF has occurred. I have determined from the analysis disclosed in the FEIS that the Revised Caribou Travel Plan is in compliance with Executive Order 12898.

#### ENDANGERED SPECIES ACT (ESA)

The Endangered Species Act (ESA) creates an affirmative obligation "...that all Federal departments and agencies shall seek to conserve endangered and threatened [and proposed] species" of fish, wildlife, and plants. There are four species listed as endangered or threatened that may inhabit the Caribou National Forest. A biological assessment (BA) was prepared and submitted to the U.S. Fish and Wildlife Service with two updates on June 17 of 2005. According to the BA, the Revised Caribou Travel Plan "may affect but is not likely to adversely affect" the bald eagle; and will have "no effect" on the Canada lynx, gray wolf and yellow-billed cuckoo. (FEIS, Chapters 3 and 4; Biological Assessment prepared June 17, 2005 and two updates; Concurrence Letter from USFWS dated June 30, 2005). Based upon consultation with the U.S. Fish and Wildlife Service, I have determined that the Revised Caribou Travel Plan is in compliance with the ESA.

#### MIGRATORY BIRD TREATY ACT/EXECUTIVE ORDER

The Revised Caribou Travel Plan does not authorize activities that would contribute to a decline in habitat for migratory bird species. I have determined that decision is in compliance with the Migratory Bird Treaty Act and Executive Order #13186 of January 12, 2001.

#### CLEAN AIR ACT

According to analysis disclosed in the FEIS, projected activities under all Alternatives are expected to meet air quality standards. The decision will result in no adverse long-term effects. (FEIS, Chapter 4, Air Quality) I have determined that the Revised Caribou Travel Plan will comply with the provisions of the Clean Air Act.

#### NATIONAL HISTORIC PRESERVATION ACT

Any actions undertaken in response to the direction in this decision will fully comply with the laws and regulations that insure protection of heritage resources, (FEIS, Chapter 4, Heritage Resources).

Several other laws apply to preservation of heritage resources on Federal lands. The Forest will consult with the Idaho, Utah and Wyoming State Preservation Offices (SHPO) under the National Historic Preservation Act prior to any ground-disturbing activities. The Shoshone-Bannock Tribe was consulted during the analysis for this decision.

It is my determination that the decision complies with the National Historical Preservation Act and other Statutes that pertain to the protection of heritage resources.

#### CLEAN WATER ACT

The objective of the Clean Water Act is to "...restore and maintain the chemical, physical, and biological integrity of the nation's waters." One of the Act's goals is to "...provide for the protection and propagation of fish, shellfish, and wildlife" and provide for "...recreation in and on the water" (33 U.S.C. 466 et seq., Title I, Section 101). Based on the analysis disclosed in the FEIS, I have concluded the decision satisfies the Clean Water Act.

#### ENERGY REQUIREMENT AND CONSERVATION POTENTIAL

This decision affects public travel on the roads and trails located on the Caribou portion of the Caribou-Targhee National Forest. The scope of the proposed action and decision is limited by geographic area and the specific nature of recreational travel. The decision will have little or no effect on the total amount of energy used locally and offers little opportunity for measurable energy conservation.

#### INVASIVE SPECIES (EXECUTIVE ORDER 13112)

Executive Order 13112 on Invasive Species directs that Federal agencies should not authorize any activities that would increase the spread of invasive species. The RFP includes mitigation designed to limit the spread of invasive species from designated travel routes and forest travel. The decision reduces cross-country motorized travel by the public and reduces the miles of designated motorized travel routes. These actions have the potential to reduce the spread of invasive species by motorized travel, (Caribou Travel Plan FEIS, Chapter 3 and 4, Noxious Weeds). The decision will follow RFP direction that requires integrated pest management methods be used to contain and control the spread of invasive species following the latest Caribou-Targhee Noxious Weed Strategy (RFP, Chapter 3, Biological Elements, Noxious Weeds and Invasive Plant Species, Standard 4). Therefore, I have determined the Caribou Revised Plan is in compliance with E.O. 13112.

#### WETLANDS AND FLOODPLAINS

The decision includes the reduction of designated motorized routes. This has the potential to improve riparian area conditions, (Caribou Travel Plan FEIS, Chapter 3 and 4, Riparian Areas). Implementation of the decision will result in no net loss of wetlands.

#### OTHER POLICIES

The existing body of national direction for managing National Forests is cited in Appendix A of the FEIS and is incorporated by reference into this decision.

## Implementation

### How and when will the Revised Forest Plan be implemented?

The 45-day appeal period begins when the legal notice is published in the newspaper of record, the *Idaho State Journal*. The Notice of Availability of the Record of Decision and Final EIS will also be published in the *Federal Register* (36 CFR 219.10 (c) (1)). If no appeals are filed within the 45-day appeal period, implementation of this ROD may occur on, but not before, five business days after the close of the appeal filing period. When appeals are filed, implementation may occur on, but not before, the 15<sup>th</sup> business day following the date of the last appeal disposition.

### Transition to the Revised Forest Plan

#### TRAIL MAINTENANCE

It is the forest's goal that over time, all system travel routes (motorized and non-motorized) will be maintained to Forest Service standards that provide for user enjoyment, safety and resource protection. Much of the improvement associated with bringing individual travel routes up to standard falls within the category of routine maintenance and would proceed as funding is secured. However, portions of some travel routes may require relocation to meet road and trail standards. Authorization of some of the actual road or trail relocation work may require supplemental analysis, and in some cases a subsequent NEPA decision.

#### SIGNING PROTOCOL

Travel routes are "closed, unless designated open" to motorized and mechanized use as indicated on the Revised Caribou Travel Plan map. The forest will provide signing that indicates the allowed travel and season of use for forest roads and trails. Signing priorities will be identified and implemented within the first field season after the decision.

#### EDUCATION AND ENFORCEMENT

The Forest is committed to funding and implementing the Revised Caribou Travel Plan. Travel Plan maps will be distributed and will be available on the Forest's website. Education and enforcement efforts will include partnerships with trail groups, Idaho Department of Parks and Recreation and Idaho Department of Fish and Game. During the first field season of the decision, forest staff will strive for travel plan education, however, forest travelers will be cited if they are causing resource damage.

Mitigation measures are listed in Chapter Two of the FEIS. They include Best Management Practices for soil, water and noxious weed control. Site surveys for heritage resources will be conducted before any ground-disturbing activities.

Forest Plan monitoring of soils, water quality, riparian areas, and habitat for fish and wildlife will reduce adverse impacts from road and trail use. System trail condition surveys will also monitor resource impacts from system trails. Road and trail closure effectiveness will be monitored, as described in Chapter Two of the FEIS.

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## Administrative Appeals of My Decision

This decision is subject to appeal pursuant to the provisions of 36 CFR 215.14. A written notice of appeal must be filed with the Regional Forester within 45 days of the date that the legal notice of this decision appears in the Idaho State Journal newspaper. Appeals must be sent to:

Regional Forester of the Intermountain Region  
USDA - Forest Service  
324 25<sup>th</sup> Street  
Ogden, UT 84401

A copy of the appeal must simultaneously be sent to the Deciding Officer:

Forest Supervisor, Caribou-Targhee National Forest  
1405 Hollipark Drive  
Idaho Falls, Idaho 83401

Any notice of appeal must be fully consistent with 36 CFR 215.14 and include at a minimum:

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

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## Contacts

### Where can I obtain more information on the Decision and Final EIS for the Caribou Travel Plan Revision?

More information on the Final EIS and the Caribou Travel Plan Revision can be obtained by contacting one of the following people:

Lynn Ballard, Public Affairs Officer  
1405 Hollipark Drive  
Idaho Falls, Idaho 83401  
(208) 524-7500

Deb Tiller  
Travel Plan Revision Team Leader  
1405 Hollipark Drive  
Idaho Falls, Idaho 83401  
(208) 524-7500

### Conclusion

For the past two years, Caribou-Targhee personnel have worked with Shoshone-Bannock Tribal staff, other agencies' personnel, and members of the public to complete the Draft and Final EIS for the Caribou Travel Plan Revision.

The decision evolved from a site-specific travel route inventory, substantial public interest and comment, natural resource science and research, and the work of the interdisciplinary team. It is important to remember that discussions about the forest are also discussions about people and their relationship to the forest.



Larry Timchak  
Forest Supervisor, Caribou-Targhee National Forest



Date

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To file a complaint of discrimination, write USDA, Director, Office of Civil Rights, Room 326-W, Whitten Building, 1400 Independence Ave., SW, Washington, D.C. 20250-9410 or call (202) 720-5964 (voice and TDD). USDA is an equal opportunity provider and employer.

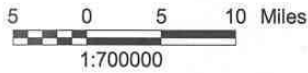
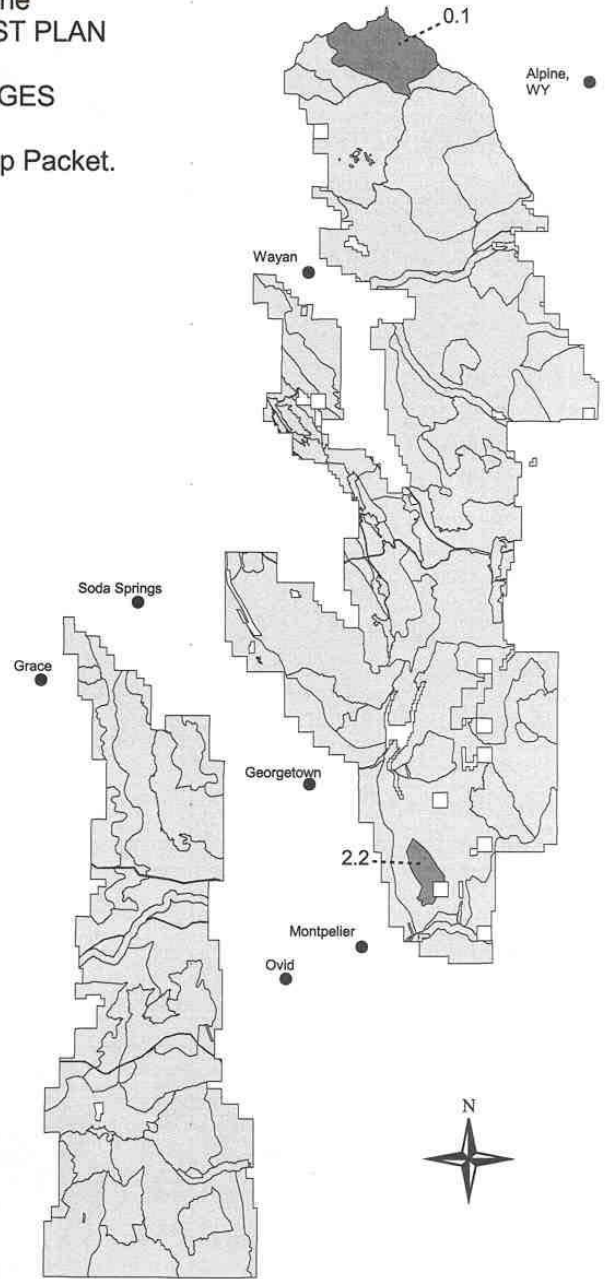
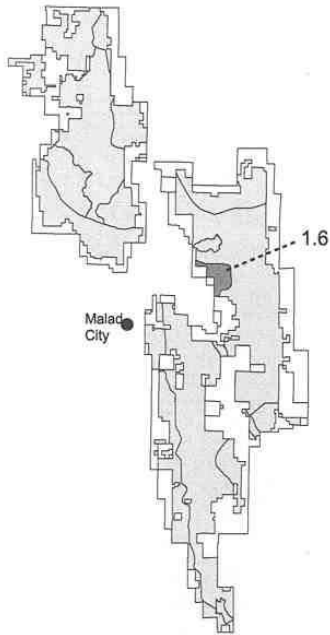
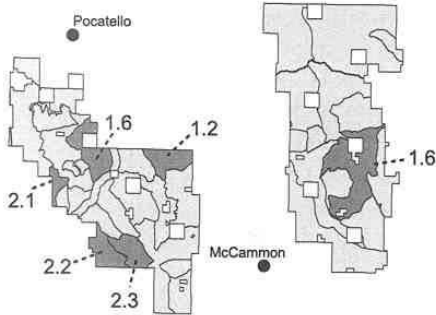
## Appendix A – Caribou Plan Amendments One-Three

PLAN AMENDMENT #1 to the  
2003 CARIBOU REVISED FOREST PLAN

OMRD\* ALLOWANCE CHANGES

Amends Map #9 of Forest Plan Map Packet.

OMRD\* Open Motorized Route Density  
Miles of open motorized route per square mile of ground.



- LEGEND**
-  Prescription Area with Amended OMRD Allowance
  -  Other Forest Plan Management Prescription Polygons
  -  Other Ownership

NOTE: This non-significant amendment was part of the July, 2005 Record of Decision for the Caribou Travel Plan Revision.

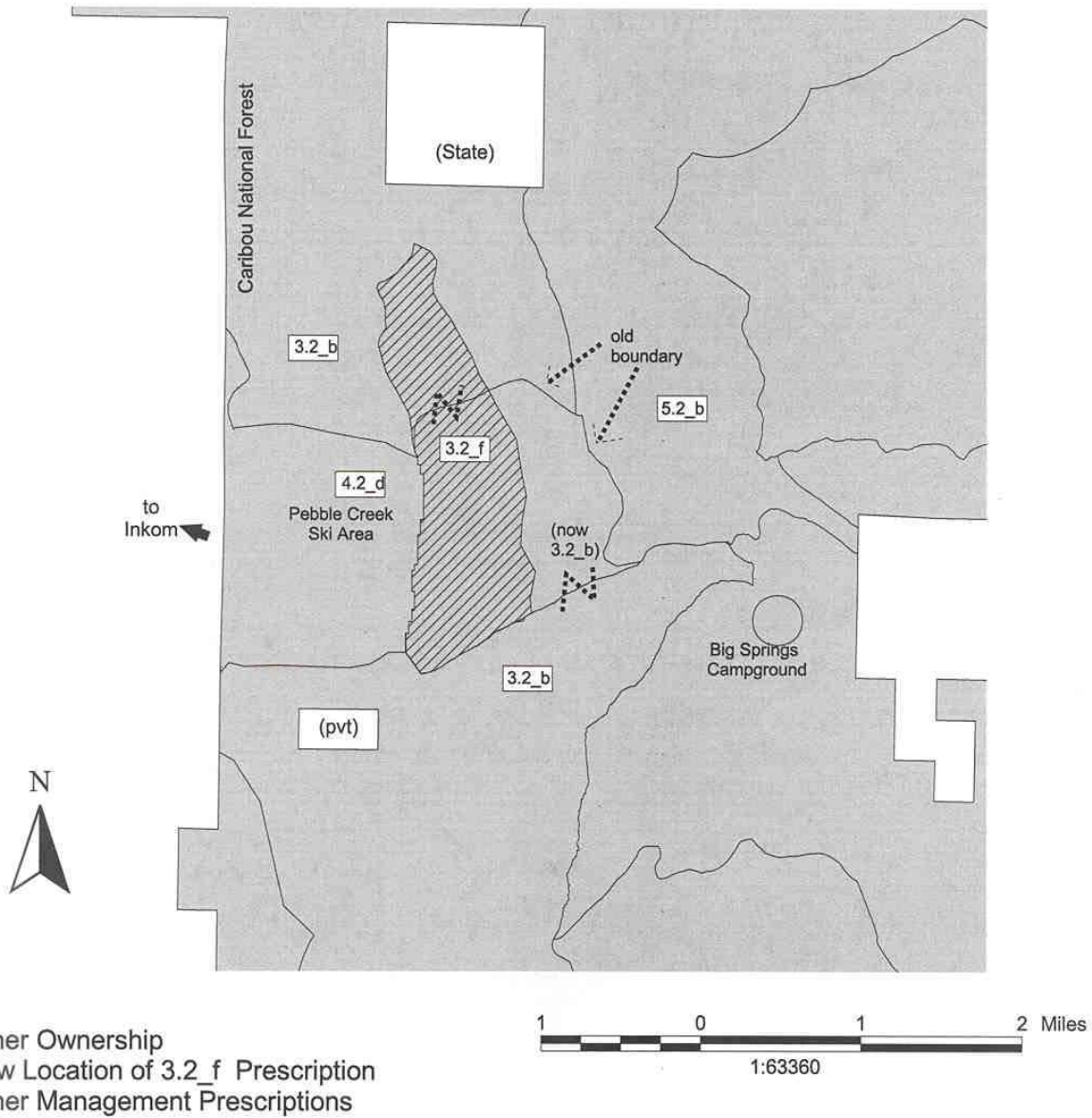
## **Plan Amendment #2 to the 2003 Caribou Revised Forest Plan**

The non-significant amendment changes the Prescription of the Huckleberry Prescription area, east of Soda Springs, from **5.2c** to **5.2b**. This changes the management in this prescription area from “cross-country motorized travel” to “motorized travel on designated routes during the snow free season”. The prescription **5.2c** is no longer applicable to the Caribou Revised Forest Plan, as described on RFP 4-71. This amends the Prescription maps for Alternative 7R for this area as shown in the FEIS map package.

This non-significant amendment is part of the Record of Decision for the July 2005 Caribou Travel Plan Revision.

# PLAN AMENDMENT # 3 to the 2003 CARIBOU REVISED FOREST PLAN

This map amends the Forest Plan Prescription boundaries of these 3 areas



NOTE: This non-significant amendment was part of the July, 2005 Record of Decision for the Caribou Travel Plan Revision.