



# NORTHERN REGION

## Nez Perce and Clearwater National Forests

Briefing Paper

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**ISSUE NAME:** Designated Routes and Areas for Motor Vehicle Use (DRAMVU) Project

**CONTACT:** Rick Brazell, Forest Supervisor (208)476-8273; (208)983-7000  
Ralph Rau, Deputy Forest Supervisor (208)983-7017  
Jennie Fischer, Interdisciplinary Team Leader (208)983-4048

**BACKGROUND:** The Forest is nearing completion of the forest-wide travel planning effort designed to implement the national travel management rule and ensure motorized travel is consistent with Forest Plan management area direction.

A proposed action was released June 2007, and followed by a public comment period. Public comments were used to develop a Draft Environmental Impact Statement (DEIS) December 2009 that presented four alternatives. Release of the SDEIS in October 2010 presented new information on wildlife effects analysis and additional proposed designations of roads and trails.

The FEIS will present and analyze seven alternatives:

- **Alternative 1** – “No Action”. There would be no change from existing conditions.
- **Alternative 1A** – “Minimal Travel Management Rule Implementation.” Only actions necessary to meet the basic requirements of the Travel Management Rule would be taken, while maintaining existing legal closures. The same road and trail designations as Alternative 1, with restricted cross country travel.
- **Alternative 2** – “Proposed Action.” Continued access on roads and trails. Represents the intent of past decisions by providing a system of roads and trails for motorized and non-motorized use.
- **Alternative 3** – “Response to request to Decrease Motorized Use.” Emphasize non-motorized use on trails in Idaho Roadless Areas, and less motorized use on roads and trails. Motorized use would also be reduced on some roads and trails by adjusting to a shorter season of use. Road and trail designation would change from motorized to non-motorized, or from large to smaller vehicle types. A reduction of use would also be though a change in the type of vehicle allowed on a route.
- **Alternative 4** – “Response to Request to Increase Motorized Use.” Emphasizes motorized use on roads and trails. Motorized use would be increased on some routes by adjusting to a longer season of use. An increase of motorized use would occur though changing the type of vehicle allowed on a route. Road and trail designation would change from non-motorized to motorized, or from small to larger vehicle types. Considered five new trail routes to be added for motorized use.
- **Alternative 5** – “Preferred Alternative.” Provides a mix of motorized and non-motorized opportunities. This alternative responds to public comments about providing motorized and non-motorized use opportunities, while moving toward the standards and objectives for wildlife resources, and other management areas. Road and trail designations would reduce the number of miles available for motorized use by designations and a change in the season of use. This was added to the array of alternatives in response to comments received for the DEIS and SDEIS. Considered three new trail routes to be added for motorized use.
- **Alternative 6** – “Response to Effects to Wildlife Habitats and Forest Plan direction”. This alternative would emphasize Forest Plan standards and objectives for protecting elk, deer and moose habitat, Municipal watersheds, and other forest plan standards. Emphasis on less motorized use in IRAs and more seasonal use of roads and trails in Management Areas 16 and 21. Primary components of this alternative were presented in the SDEIS.

**CURRENT STATUS:** The Forest is currently in consultation with US Fish and Wildlife Service and NOAA-Fisheries. After the Biological Opinions are received, the Forest will officially release the DRAMVU Final Environmental Impact Statement (FEIS) and Record of Decision (ROD). The FEIS preferred alternative is Alternative 5.

**ADDITIONAL SOURCES OF INFORMATION:** <http://www.fs.fed.us/nepa/fs-usda-pop.php/?project=17752>