

**Uncompahgre National Forest Travel Plan Revision, And Forest Plan Amendment Draft Supplement to the Final Environmental Impact Statement**

**DRAFT ( X ) FINAL ( )**

**Lead Agency: U.S.D.A., Forest Service**

**Type of Action: Administrative (X) Legislative ( )**

**ABSTRACT:** The Final Environmental Impact Statement (FEIS) documents the environmental consequences of implementing alternative Travel Plans for the Uncompahgre National Forest (UNF). This document supplements that FEIS, to address issues raised in an appeal of the April 2000 decision based upon the FEIS.

The existing Travel Plan was developed in 1984, from direction in the 1983 Land and Resource Management Plan for the Grand Mesa, Uncompahgre and Gunnison National Forests (1983 Forest Plan). The existing Travel Plan consists of: an Uncompahgre National Forest Travel Map showing roads, trails and area travel regulations; the current Travel Availability Guide (TAG) listing route and area travel regulations not shown on the map; and signs located along Forest routes showing the recommended modes of travel.

The 1983 Forest Plan was replaced in 1991 by an Amended Land and Resource Management Plan for the Grand Mesa, Uncompahgre and Gunnison National Forests (the Forest Plan). Both the 1983 Forest Plan and the current Forest Plan identified a need to refine travel management direction. This analysis is a result of that need.

The UNF lies within Gunnison, Hinsdale, Mesa, Montrose, Ouray, San Juan and San Miguel Counties, in southwestern Colorado. The UNF has been divided into the plateau division (consisting of the Uncompahgre Plateau), and the mountain division (consisting of the portion of the UNF on the San Juan Mountains and the Naturita Division) for this analysis. This was done because the terrain, the uses and the current travel management is different between the two divisions.

The Forest Service proposes to revise the existing Travel Direction for the UNF, to address the current and anticipated travel demands on the Forest. The new Travel Plan must consider access needs of the area, physical capabilities of the land and compatibilities between uses and forest resources. New Travel Restrictions will designate a transportation system of roads and trails to provide access for resource management and provide a spectrum of recreational opportunities for the public. A new Travel Plan will also address winter travel in selected areas of concern. The Forest Plan will be amended to include any decisions based on this analysis which differ from current Forest Plan direction.

The authority to allow, restrict, or prohibit off-road vehicle use is provided in Executive Order 11644, as amended by Executive Order 11989, and Title 36 Code of Federal Regulations, Parts 261, 293 and 295.

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## PREFACE

**NOTE: Understanding ideas presented in this Preface is critical to understanding all that follows in this FEIS Supplement. Please read this section first.**

In April of 2000 the Forest Supervisor made a decision to implement a new set of travel management restrictions on the Uncompahgre National Forest. Collectively these restrictions and maps were referred to as the Uncompahgre Travel Plan. Under this new plan motorized and mechanized travel was to be restricted to designated routes, and a mix of opportunities for all types of recreation was to be provided through the designation of various routes for various types of use.

The April 2000 decision was reversed on appeal. The Forest Supervisor was instructed to remedy procedural flaws identified through the appeal and to make a new decision. The appeal reviewing officer found that 1) in the analysis supporting the decision we had failed to analyze compliance with the habitat capability standard across multiple management areas, and 2) that the standards were not being met under the decision, but that we had not amended the Forest Plan to allow for this departure from it. Our interpretation had been that an amendment was not needed if the decision resulted in maintaining or improving habitat conditions, which it did for all Habitat Units.

The standards which were of concern were those which apply to habitat capability. Of related concern were the standards for habitat effectiveness. The table in Appendix A to this Supplement summarizes (directly quotes) these standards in the Forest Plan (the Plan).

In the course of internal discussion with Regional staff we have been made aware of a misinterpretation of the applicable standards. These definitions are critical to all that follows in this document, and to the determination of compliance with/or amendment of the Plan necessary to move to a decision.

HABCAP is the model we have used to measure habitat capability and habitat effectiveness quantitatively. In the HABCAP Documentation and Users Guide (01-20-94), attached to this Supplement as Appendix C, the terms habitat effectiveness and habitat capability have very precise definitions. These definitions carry directly over into the standards set in the Forest Plan.

In the HABCAP model, and for the purpose of calculating compliance with the Forest Plan:

Habitat Capability is a function of forage value combined with cover value for all species. The model has specific numeric adjustments calibrated into the algorithms for the calculation of Forage Value Index and Cover Value Index. From the HABCAP Users Guide (See Appendix C), the basic equation is:

$$\text{Habitat Capability Index} = (\text{Forage Value Index})(\text{Cover Value Index})^{1/2}$$

The effect of roads on the “effectiveness” of this habitat is not factored into this definition of habitat capability.

Habitat Effectiveness is a function of forage, cover AND roads effects combined. It represents the decreased value of habitat for deer and elk caused by the use of open roads and motorized trails. Again, the model has specific numeric adjustments calibrated into the algorithms for calculating FVI and CVI and Road Density Index, but the equation is:

$$\text{Habitat Effectiveness Index} = (\text{Forage Value Index})(\text{Cover Value Index})(\text{Road Density Index})$$

Habitat Effectiveness is calculated in this manner for elk and deer only in the HABCAP model.

Based on this new understanding of definitions, in the April 2000 FEIS, what is labeled Habitat Capability in Appendix F is actually the calculated Habitat Effectiveness for elk. What is labeled Habitat Effectiveness in those tables is actually the Roads effect or Road Density Index from HABCAP. And finally, Habitat Capability as a function of forage and cover is not shown on those tables in Appendix F.

There are some very important conclusions that come out of these definitions:

1. Because travel management decisions in general affect only the roads aspect of these calculations, habitat capability, as calculated by HABCAP, remains unchanged across all alternatives. No aspect of the decision being made changes calculated habitat capability. Hence the Forest Plan Standards for habitat capability will be unaffected under any alternative.
2. Habitat effectiveness is affected by travel decisions. The habitat effectiveness standards in the Plan (they are specifically under Transportation Management heading of Forest Direction - see Supplement Appendix A) are specific to elk only (not deer). Hence, the critical standards which apply in the case of Uncompahgre Travel Management are those specifying elk habitat effectiveness.
3. This interpretation is supported by the fact that there is a separate standard in the Plan for elk and habitat effectiveness.
4. Under any alternative for Uncompahgre Travel we will maintain or improve elk habitat effectiveness in all Habitat Units when compared with the No Action Alternative. Thus we clearly meet the Plan standard to “maintain or enhance effective habitat for elk”. Hence, no amendment for habitat capability or habitat effectiveness is needed for the Uncompahgre Travel decision.

## **Chapter 1 Proposed Action/Purpose and Need/Public Participation/Issues**

The Uncompahgre Travel Plan Decision of April 2000 was reversed (and therefore vacated) on appeal. This means the 1984 Travel Plan remains in effect. A new Decision must be made before any portion of the April 2000 plan can be implemented.

In his reversal decision, Deputy Regional Forester Tom Thompson instructed the Forest Supervisor to “promptly begin a new decision-making process” incorporating a “procedural remedy of the NEPA/NFMA flaw” discovered through the appeal. NEPA is the National Environmental Policy Act, which requires environmental analyses of proposed Federal actions; NFMA is the National Forest Management Act, which establishes Forest Plans.

We concluded that a supplement to the Final Environmental Impact Statement (FEIS) should be prepared. The supplement would examine issues raised in the appeal and additional information identified since the decision.

### **BACKGROUND – HOW WE GOT TO THIS POINT**

Over a six-year period the Forest Service developed the Uncompahgre Travel Plan and decision. The process included 38 open public meetings, a Draft Environmental Impact Statement, extensive public comment on the Draft, a Final Environmental Impact Statement and a Record of Decision finally published in April of 2000. The final Decision was our best attempt at balancing all interests and providing a mix of opportunities to accommodate all forms of recreation while moving toward more sustainable natural resource management. The majority of feedback received on the Decision indicated that it was reasoned and fair. Editorials in the local newspapers, local elected officials and the general public expressed satisfaction that new restrictions and designations in the new Uncompahgre Travel Plan were needed and appropriate.

However, we were not able to please everyone, and several groups filed appeals. In the appeal by Western Colorado Congress (WCC), Western Slope Environmental Resource Council (WSERC) and others, which lead to the reversal of our decision, the issue of Plan compliance and the Plan standard for habitat capability was raised.

From the Appeal Reviewing Officer’s letter, and concurred with by the Appeal Deciding Officer, “I recommend the Forest Supervisor’s decision be reversed. The Forest did not present sound, complete rationale for using Habitat Units rather than the Management Areas (MA’s) designated in the Forest Plan. Although the Appellants did not request a reversal on the entire decision, their concern regarding habitat capability cannot be made relevant to just one portion of the decision. If after reanalysis, the Forest determines that the areas do not meet the MA habitat capability standard, they need either to adjust the proposal, or amend the Forest Plan.

Alternatively, the Forest may amend the Forest Plan without specific analysis of individual MA’s, and explain the rationale. Any Forest Plan amendment must comply with 36 CFR 219 for significance determination. While I strongly support the progress the Forest would be making to resolve travel management concerns, as stated there is an apparent NEPA / NFMA flaw which must be remedied before the decision can go forward.”

It was on this basis that a proposed plan amendment, addressing the habitat capability standard was scoped with the public. See Scoping and Public Involvement in following pages.

Following scoping, and in discussions among the Interdisciplinary Team, Regional specialists, and line officers we came to the significant conclusion that the calculation and application of the Forest Plan standards had been done in error. The reasoning for this is presented in the Preface of this document and is not repeated here.

The consequence is that this supplement does not examine a proposed plan amendment and alternatives to it, as was proposed in scoping. Rather, this document supplements the analysis and disclosure related to issues raised in the appeal, and adds information developed since the publication of the FEIS.

### **DECISIONS TO BE MADE**

The focus of this supplement is on additional analysis needed to support decision making leading to another Uncompahgre Travel Decision. The Decision-maker will consider this information along with analysis of effects documented in the FEIS in coming to a new decision, consistent with the Decisions to be Made articulated in Chapter 1 (pages I-5 through 1-8) of the FEIS.

### **SCOPING/PUBLIC PARTICIPATION/ISSUES IDENTIFIED**

Scoping was conducted to inform the public of the proposed amendment and this Supplement to the FEIS, and to ask for comment. A scoping notice was mailed to over 1500 names on our mailing list (See Agencies and Persons Consulted, Chapter 4 of this Supplement). News releases were sent to all local media contacts. A public meeting was held on September 27, 2000 in Montrose, at which the proposal was presented and public discussion invited.

The specific proposal that was scoped was to have been an Amendment of the Forest Plan. This Plan Amendment would have been associated with and made a part of all action alternatives in the FEIS. That is, each of the four action alternatives in the FEIS would have been supplemented /modified to include amended standards. This would allow implementation of any of the action alternatives in the FEIS, consistent with the (amended) Plan. Please see Preface of this Supplement for our revised thinking in this regard.

In response to the opportunity to comment, 34 letters and comments were received. Table 1-1. is a listing of the key issues raised in these comments. Many of these issues still apply even though amendment of the Plan for habitat capability and habitat effectiveness is not needed.

Table 1-1. Issues from Scoping Comments

	<u>Comment</u>
1	Do not believe that changing the Forest Plan standards in order to allow a questionable decision to go forward is good policy or even necessary in this case
2	No information has been presented .... That habitat capability could not be met through reasonable motorized route closures in those areas with adequate forage and cover
3	The Forest Service MUST consider not amending the plan and instead, requiring that motorized routes be closed to ensure habitat capability is met or improved on in (SIC) prescription areas as reasonable alternative.
4 & 5	..user created routes <i>were illegally constructed</i> . If the Forest Service is to approve illegal, user-created trails, the baseline for the analysis must assume only those routes legally constructed.
6	Habitat within the GMUG would be much better served by going to a system of wildlife security areas. Another alternative that should be considered is a system of wildlife security areas.
7	NO Action. .... one of the alternatives that must be considered is attempting to meet the Forest Plan standards.
8	Another alternative should be to apply the prescription area requirements on the Uncompahgre to the system of Habitat Units already in place.
9	Should consider an alternative that would change # standards to a simple road density standard.
10	Consider amending the GMUG RMP to turn the habitat capability standard into a guideline only for those prescription areas where closure of motorized routes alone cannot meet standards.
11	Elk population health must be fully evaluated in order to maintain that a loosening of standards will not cause population harm. The public must be shown [monitoring] data in order to be fully informed about what the weakening of habitat capability might mean to the health of elk habitat.
12	An economic analysis of the importance of elk to local economies as well as the economic effect of the loss of that economy must be presented to the public
13	... elimination in (SIC) habitat capability standards .... would make it more imperative than ever that known critical elk habitat (particularly calving grounds, security areas and winter range) be guaranteed administrative protection from motorized disturbance....
14	... motorized recreation... has ... impacts..... beyond the .. footprint of the route itself..... The GMUG NF must disclose this information since weakening of habitat capability standards for elk will, in itself, allow road densities to be greater on the Uncompahgre NF than would be permitted under the current Plan.
15	.... The notice only relaxes the application of the habitat capability model with regard to Elk and not other species..... the failure to relax its application to all species may viewed (SIC) as arbitrary and calculated only to support an alternative that has been previously selected....
16	The proposed amendment should clarify that the 40% goal is to be applied forest wide rather than within each Habitat Unit
17	Seasonal restrictions .....during spring calving and fall big game seasons, including restrictions on the unregulated motorized access from adjoining private land, would substantially enhance elk habitat during crucial periods with out disrupting summertime recreation.

18	...it is incumbent upon the agency to include within the scope of the contemplated Supplemental EIS, a re-analysis of travel management modifications. .... It may be possible to create a consolidated system of East-West, North-South motorized trails which will enhance recreational travel while providing large, intact, relatively undisturbed habitat blocks. ... the Supplemental EIS must revisit the subject of particular trail closures and establish the extent to which such closures will result in progress toward Habitat Capability goals Forest wide.
19	...remember that elk are being used as an indicator for other species including mule deer. Mule deer have experience decline recently....
20	If you ....restrict access to an area for elk habitat, it is illogical and discriminatory to only restrict motorized use. Scientific studies have clearly proven that non-motorized users (hikers, mountain bikes, horses, dogs, etc) all harm elk far more dramatically than a motorized user.
21	HABCAP is technically inadequate. Elk populations have increased on areas HABCAP says was not possible. Routes should not be closed on basis of HABCAP results.
22	We encourage you to restrict off-road motorized vehicle use to a specified and limited area: to require vehicles to use designated roads outside of that specified area; to close off illegally created motor trails outside that specified area; to reestablish foliage on illegally created trails with fines collected from off-road offenders, and to work toward a standard higher than 40%.
23	Elderly and handicapped persons .....require wheeled and or motorized vehicles to navigate
24	The BLM ..... provides the largest buffer zone that there is around any forest. That zone ..... is not addressed in the travel plan. That buffer is full of roads. Provide quiet on the Forest.
25	Sees no Law Enforcement presence on Forest
26	Consult various Wildlife Biologists that are EXPERTS in their fields
27	....Look at who actually uses a route before you close it to a particular visitor group
28	Would like to see comparison studies of areas that have not been affected by motorized/mechanized travel in regard to elk populations and movements
29	...More times needs to be spent on interpretations for species other than elk
30	....why such urgent.... To begin a new decision making process.... When a ... Plan revision is imminent

## Chapter 2 – Supplemental Analyses

For reasons explained in the Preface to this document, we have concluded that an amendment to the Plan for habitat capability and habitat effectiveness standards is not required. Hence, the remainder of this document consists of additional analyses identified as needed, either through scoping or as part of the appeals of the first decision. This chapter is divided into two parts: the first describes our analysis of management area standards for habitat effectiveness, and the second describes additional information supplementing the FEIS.

### **ANALYSIS OF MANAGEMENT AREA STANDARDS FOR HABITAT EFFECTIVENESS.**

#### **BENCHMARKS**

As part of the analysis of the existing situation in terms of habitat effectiveness two “benchmark” analyses were done. Benchmarks are hypothetical management scenarios. They provide a better understanding of the opportunities for management actions to affect habitat effectiveness.

*See Preface for important definitions of habitat capability and habitat effectiveness.*

#### ***Benchmark 1 – No motorized roads or trails open on the Uncompahgre National Forest***

Under this hypothetical Benchmark, no roads or trails, not even existing Forest Development Roads, would be open for motorized use. Benchmark 1 shows the capability of the habitat without it being affected or decreased by the miles of open road.

#### ***Benchmark 2 – Only roads shown on the “Base” transportation system open on the Uncompahgre National Forest***

Under this Benchmark only the “Base” transportation system would remain available to motorized use.

In the FEIS and throughout the Uncompahgre Travel Planning effort this “base” transportation system has been defined as the established transportation system not-in-need of reconsideration. The scope of the decision process was bounded with the Base as the beginning point, or lower limit of the decision space, for route-specific planning. Routes beyond the base were considered for a new decision in the FEIS. See FEIS pages 1-6 and 1-7, #2-1.

Benchmark 2 is intended to show what opportunity there is to meet habitat effectiveness objectives at this lower limit of the decision opportunity being considered. This would be the same as closing to motorized use every route that was not included in the “base” transportation system in the Uncompahgre Travel planning process.

Tables in Appendix B show calculated habitat effectiveness.

## **SUPPLEMENTAL ANALYSIS PROCESS**

Appendix A to this Supplement shows a summary of Forest and Management Area direction related to habitat capability and habitat effectiveness. The Forest Direction and Management Area Direction contain management requirements that are made up of Management Activities, General Direction, and Standards and Guidelines. Management Activities are work processes that are conducted to produce, enhance, or maintain Forest objectives, or to achieve administrative and environmental quality objectives. General Direction specifies the actions, measures, or treatments (management practices) to be done when implementing the management activity, or the condition expected to exist after the general direction is implemented. Standards and Guidelines are quantifications of the acceptable limits within which the general direction is implemented (Forest Plan page III-5).

The Forest Direction is applicable to all areas of the Forest unless specifically altered in the Management Area Direction. The Management Area Direction is applicable to specific land areas delineated in the Forest Plan.

Under the General Direction, Standards and Guidelines for both habitat capability and habitat effectiveness apply to analysis areas known as Diversity Units, or as described in the FEIS, Habitat Units. The Habitat Units are generally aligned with fourth order watershed boundaries, elk habitat, home range, and transportation systems (FEIS 3-117). To facilitate the analysis for the FEIS the area within the boundaries of the Uncompahgre National Forest was delineated into 70 Habitat Units and habitat capability/effectiveness was determined for each of the five management alternatives.

In the FEIS, the analysis was conducted at this scale to compare the effects of each of the five management alternatives upon elk habitat capability and habitat effectiveness. Management prescription area boundaries were not considered in this analysis. This is one of the primary points of appeal of the Uncompahgre Travel Plan decision and FEIS. This supplemental analysis includes an assessment of habitat effectiveness standards as they relate to Management Areas within each Habitat Unit in order to determine habitat effectiveness values for two benchmarks and each of the five alternatives described in the FEIS.

To facilitate this supplemental analysis a map of the 70 Habitat Units was electronically overlaid with a map of the Management Area boundaries for the Uncompahgre National Forest. From this process it is possible to determine the geographic boundaries and size of each Management Area located inside each of the Habitat Units. See Figure 2-1. The relative size of each Management Area was then calculated for all Habitat Units based upon the acreage determinations and expressed as a percentage. Appendix B Tables 1 – 4 at the end of this Supplement are tables for the Mountain Division and the Uncompahgre Plateau summarizing these calculations.

In addition, the miles of each class of open road and motorized trail were determined within each of the Management Areas for all Habitat Units for Benchmark 1, Benchmark 2, and the five alternatives. This data provides information on the density of open roads and motorized trails within each Management Area for each Benchmark and Alternative.

From this analysis it is evident that most of the Habitat Units contain multiple Management Area prescriptions with varying habitat effectiveness objectives. In order to determine a relationship

Insert Figure 2-1. Map of Mangement areas and Habitat Units goes here.

between these varying habitat effectiveness objectives within each Habitat Unit, a weighted average was calculated for those values based on the relative size of each Management Area included within the individual Habitat Units. The weighted average calculations were determined as follows:

$$WA = \frac{(\%MA \text{ in HU}) \times (HE \text{ obj})}{\text{SUM } \%MA \text{ in HU}}$$

Where WA = Weighted Average

MA = Management Area Acres

HU = Habitat Unit Acres

HE Obj = Habitat Effectiveness Objective for that MA

All habitat effectiveness standards are stated as objectives in the Plan. All Management Areas were included in the weighted average calculations regardless of whether there are roads or motorized trails present or not. The calculated habitat effectiveness value for the Habitat Unit was then compared to this weighted average objective for each Benchmark and Alternative.

## **ANALYSIS RESULTS**

Four tables were created to summarize the results of this analysis. For Benchmark 2 and all five Alternatives, Appendix B Tables 1 (Mountain Division) and 2 (Plateau Division) show the miles of open roads and motorized trails located within each Management Area for every Habitat Unit. The data shown in this table shows exactly how many miles of each class of road and trail is present within each Management Area. No roads or motorized trails are assumed to be open for motorized use in Benchmark 1.

Appendix B Tables 3(Mountain Division) and 4 (Plateau Division) show the weighted average habitat effectiveness values for all Habitat Units and the Habitat Effectiveness values calculated by the HABCAP model for each Benchmark and the five Alternatives.

The data within these tables is the primary basis for this supplemental analysis. These tables are intended to allow the reader to, at a glance, evaluate the standard for a given Habitat Unit against the existing condition and the condition which would result under alternatives considered in the FEIS.

These tables aid in understanding the effects of possible route designations particularly when considered in conjunction with the numeric effect of addition or deletion of a mile of various types of routes. Summarized below are the coefficients of road density for various types of routes. This means that for each mile of a given type of route the relative effective reduction in habitat effectiveness is equal to the coefficient shown. Full sized motor vehicle routes have the greatest effect. Single track motorcycle use a very small effect on habitat effectiveness.

Road Type	Average Daily Traffic	Coefficient
Primary	> 5 vehicles/day	1.0
Secondary	1-5 vehicles/day	0.7
Primitive	< 1 vehicle/day	0.05
Closed (to motorized)	none	0.0

Road and trail classifications are based on class and maintenance levels. Primary roads are the main high standard, improved roads that receive constant maintenance. Examples include the Divide road, Delta-Nucla road, and Dave Wood road on the Plateau. Secondary roads are the collector roads and main spurs that are moderate to high standard, somewhat improved road systems that receive irregular to regular maintenance. Examples include the Hanks Valley road, Monitor Mesa road, Brushy Ridge road, and Love Mesa road on the Plateau. Primitive roads include the unimproved jeep roads and two-track roads that are rarely maintained. All motorized trails are included in the primitive road class. See FEIS pages 3-115 and 3-116 for more detail.

Analysis results are displayed in tables in Appendix B and in charts at the end of this section.

### ***Mountain Division***

There are a total of 30 Habitat Units within the Mountain Division of the Uncompahgre National Forest. The analysis included in the FEIS used the Forest-wide habitat effectiveness objective of 40% for comparison of the alternatives. Within the Mountain Division, the weighted average habitat effectiveness objectives ranges from 40% to 70%, and is greater than 40% in 21 of the 30 Habitat Units.

As described above, Benchmark 1 shows the capability of the habitat without it being affected or decreased by the miles of open road. This is intended to demonstrate the effect that forage and cover alone have on habitat effectiveness. This scenario was also described in the FEIS as forage limiting Habitat Units (FEIS 3-131).

Appendix B Table 3 (Mountain Division) demonstrates there are a total of 21 Habitat Units that are at or greater than the weighted average habitat effectiveness objectives without the presence of any open roads and motorized trails. Using the weighted average, the number of Habitat Units that are unable to meet the habitat effectiveness objectives increase from 5 out of 30 (when compared to the 40% Forest-wide objective) to 9 out of 30 (when compared to the weighted average values). These Habitat Units include Dallas – O13, Yankee Boy – O14, Red Mountain – O15, Dexter Creek – O16, Sneva Mountain – O18, Cimarron Forks – O21, Big Cimarron – O22, Little Cimarron – O23, and Big Park – O24.

Habitat capability within these nine Habitat Units is limiting for elk, primarily due to the low forage values associated with the dominant vegetation and large expanses of barren, rocky ground. To meet habitat effectiveness objectives for elk it would be necessary to implement vegetation management projects designed to improve the forage values of the dominant vegetation cover types, especially in the late seral spruce-fir forest type. Analysis and implementation of such projects are not related to travel management, but are addressed in other project proposals subject to separate NEPA decisions.

Benchmark 2 demonstrates the effects of including only the Base transportation system in the analysis. The Base transportation system includes most of the existing primary and secondary road systems on the Forest. These types of roads have the most impact upon habitat effectiveness. As described within the FEIS, pages 3-115 and 3-116, the influence of open roads and motorized trails upon elk habitat effectiveness is based upon research from Lyon (1983, 1985a, 1985b). In summary, the impact varies by route types, which have corresponding

weighted road density coefficients. Primitive roads and trails have the least impact, primary roads and trails the greatest, and secondary roads are in between. The higher the open road and motorized trail density is within an area, the greater the impact is to elk habitat effectiveness.

As shown in Appendix B Table 3 (Mountain Division) there are 9 out of 30 Habitat Units that meet the weighted average habitat effectiveness objectives, under assumptions of Benchmark 2. This indicates that the “base” transportation system has a significant effect upon elk habitat effectiveness within the Mountain Division. Although this Benchmark was not considered in the FEIS, a total of 17 out of 30 Habitat Units would meet or be greater than the Forest-wide objective of 40%.

Alternatives 1 through 5 include routes beyond the Base transportation system. The additional routes are primarily primitive roads and motorized trails that have relatively lower impact to habitat effectiveness.

Alternative 1 (No Action) represents the existing situation on the Forest and is used for comparison of the other four alternatives. For the Mountain Division, Appendix B Table 3 indicates that there are 8 out of 30 Habitat Units that meet the prescribed weighted average habitat effectiveness objectives during the summer season. This is a decrease of one Habitat Unit from Benchmark 2 at Naturita Creek – N04. The number drops to 7 out of 30 Habitat Units during the hunting season when the Telluride – N26 Habitat Unit no longer meets the objective.

When compared to the No Action Alternative, the total number of Habitat Units meeting the weighted average habitat effectiveness objectives remains unchanged under any season for Alternatives 2 through 5.

The data displayed in Appendix B Table 3 (Mountain Division) demonstrates that even though the weighted average habitat effectiveness objectives are not met in all Habitat Units, habitat effectiveness is maintained or improved from the existing condition in each of the action alternatives (Alternatives 2-5), over the No Action Alternative.

### ***Plateau Division***

There are a total of 40 Habitat Units within the Plateau Division of the Uncompahgre National Forest. The analysis included in the FEIS used the Forest-wide habitat effectiveness objective of 40% for comparison of the alternatives. Within the Plateau Division, the weighted average habitat effectiveness objective ranges from 40% to 84%, and is greater than 40% in 39 of the 40 Habitat Units.

As described above, Benchmark 1 portrays the effect of no roads or motorized trails at all on habitat effectiveness. This is intended to demonstrate the effect that forage and cover alone have on habitat effectiveness. This scenario was also described in the FEIS as forage limiting Habitat Units (FEIS 3-131).

Appendix B Table 4 (Plateau Division) demonstrates there are a total of 20 Habitat Units that meet or are greater than the prescribed weighted average habitat effectiveness objectives without the presence of any open roads and motorized trails. Using the weighted average, the number of Habitat Units that are unable to meet the habitat effectiveness objective increase from 6 out of 40 (when compared to the 40% Forest-wide objective) to 20 out of 40 (when compared to the weighted average values). Much of this is due to the high habitat effectiveness objectives

associated with large areas of 4B, 4D, 5A and 5B Management Area prescriptions on the Plateau. These Habitat Units include Atkinson Creek – G01, South Fork of Mesa Creek – G02, Blue Creek – G04, Calamity Creek – G05, Ute Creek – G06, Yellowjacket – G07, UnawEEP – G09, Little Dominguez – G11, Brushy Ridge – G12, Long Point – G13, McKenzie Creek – N06, Horsefly Creek – N10, Little Red – N12, Cottonwood Creek – N14, Lower Tabeguache – N16, Campbell Creek – N19, Dry Mesa – O02, Moore Mesa O05, Long Creek – O07, and Roubideau – O08.

Habitat capability within these Habitat Units is limiting for elk, primarily due to the low forage values associated with the dominant vegetation. To meet the prescribed management objectives for elk it would be necessary to implement vegetation management projects designed to improve the forage values of the dominant vegetation cover types, especially in the late seral pinyon-juniper woodland and gambel oak brush fields. Analysis and implementation of such projects are not related to travel management and will be included in subsequent management plans that are subject to separate NEPA decisions.

Benchmark 2 demonstrates the effects of including only the “base” transportation system in the analysis. As previously described the Base transportation system includes most of the existing primary and secondary road systems on the Forest, and these types of roads have the most impact upon habitat effectiveness.

As shown in Appendix B Table 4 (Plateau Division) there are 5 out of 40 Habitat Units that meet the weighted average habitat effectiveness objectives in Benchmark 2 (Big Dominguez – G10, North Creek – N07, Craig Point – N09, Upper Tabeguache – N15, and Sawmill Mesa O03). This indicates that the “base” transportation system has a significant effect upon elk habitat effectiveness within the Plateau Division. Although this Benchmark was not considered in the FEIS, a total of 19 out of 40 Habitat Units would meet or be greater than the minimum Forest-wide objective of 40%.

Alternatives 1 through 5 include routes beyond the Base transportation system. The additional routes are primarily primitive roads and motorized trails that have relatively lower impact to habitat effectiveness.

Alternative 1 (No Action) represents the existing situation on the Forest and is used for comparison of the other four alternatives. For the Plateau Division, Appendix B Table 3 indicates that there are 2 out of 40 Habitat Units that meet the prescribed weighted average habitat effectiveness objectives during the summer season (Big Dominguez – G10 and Upper Tabeguache – N15). This is a decrease of three Habitat Units from Benchmark 2. The number drops to 1 out of 40 Habitat Units during the hunting season when the Big Dominguez – G10 Habitat Unit no longer meets the objective.

When compared to the No Action Alternative, the total number of Habitat Units meeting the weighted average habitat effectiveness objectives during the summer season gradually improves under Alternatives 2-5. Under Alternative 2 the total number of Habitat Units meeting the objective increases to 3 out of 40. The added Habitat Unit is North Creek – N07. Alternatives 3 and 4 have 4 out of 40. Habitat Unit Craig Point - N09 is added to those in Alternative 2. Alternative 5 includes 5 out of 40 Habitat Units, with the addition of Sawmill Mesa – O03.

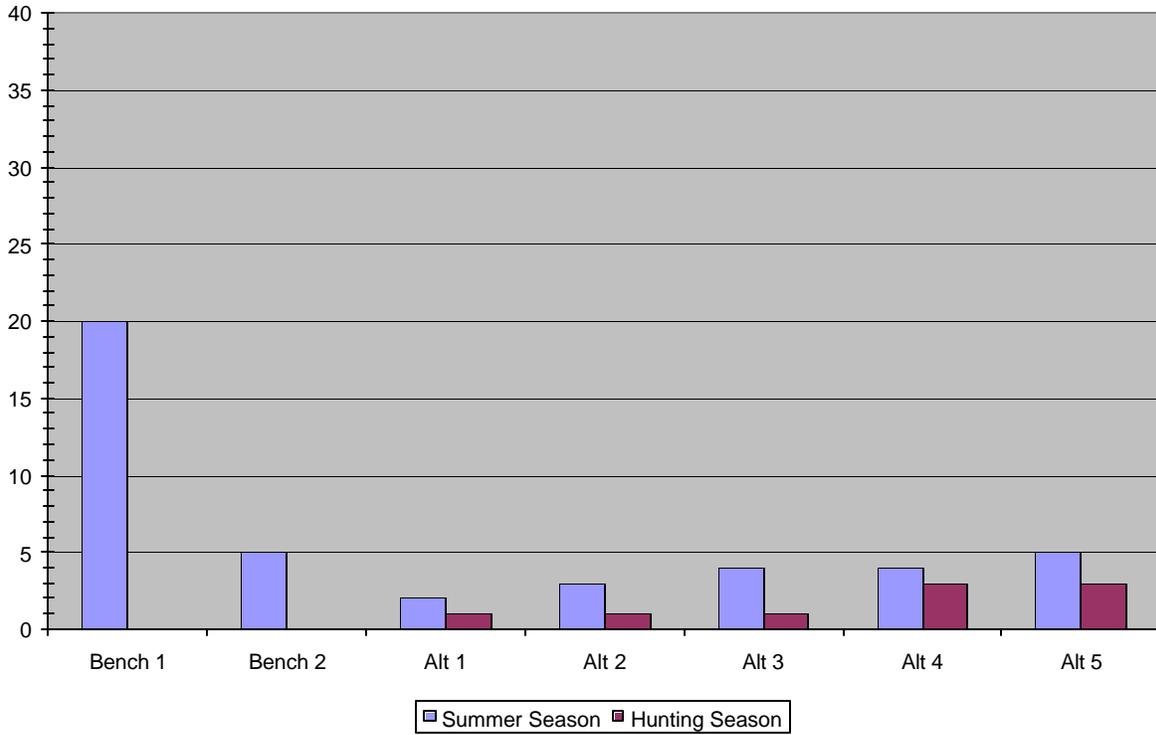
As described above, the only Habitat Unit to meet the weighted average habitat effectiveness objectives under the No Action Alternative on the Plateau Division during the hunting seasons is

Upper Tabeguache – N15. This remains the only Habitat Unit meeting objectives under Alternatives 2 and 3. Under Alternative 4, one additional Habitat Unit (North Creek – N07) meets the weighted average habitat effectiveness objective. Alternative 5 also has 2 out of 40 Habitat Units meeting the weighted average objective; Upper Tabeguache – N15 and Sawmill Mesa – O03.

The data displayed in Appendix B Table 4 (Plateau Division) demonstrates that even though the prescribed weighted average habitat effectiveness objectives are not met in all Habitat Units, habitat effectiveness is maintained or improved from the existing condition (Alternative 1) in each of the action alternatives (Alternatives 2-5) and in both Benchmarks in all 40 Habitat Units.

Figure 2-2.

**Plateau Division Units Meeting or Exceeding Weighted Average Standard**



**Mountain Division Units Meeting or Exceeding Weighted Average Standard**

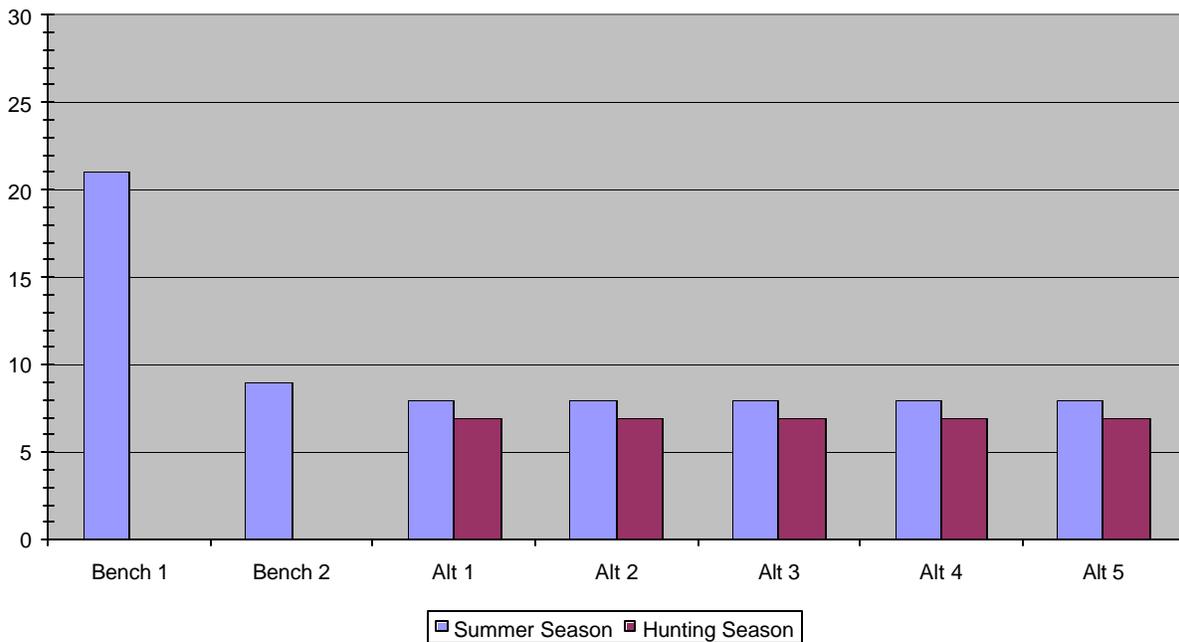
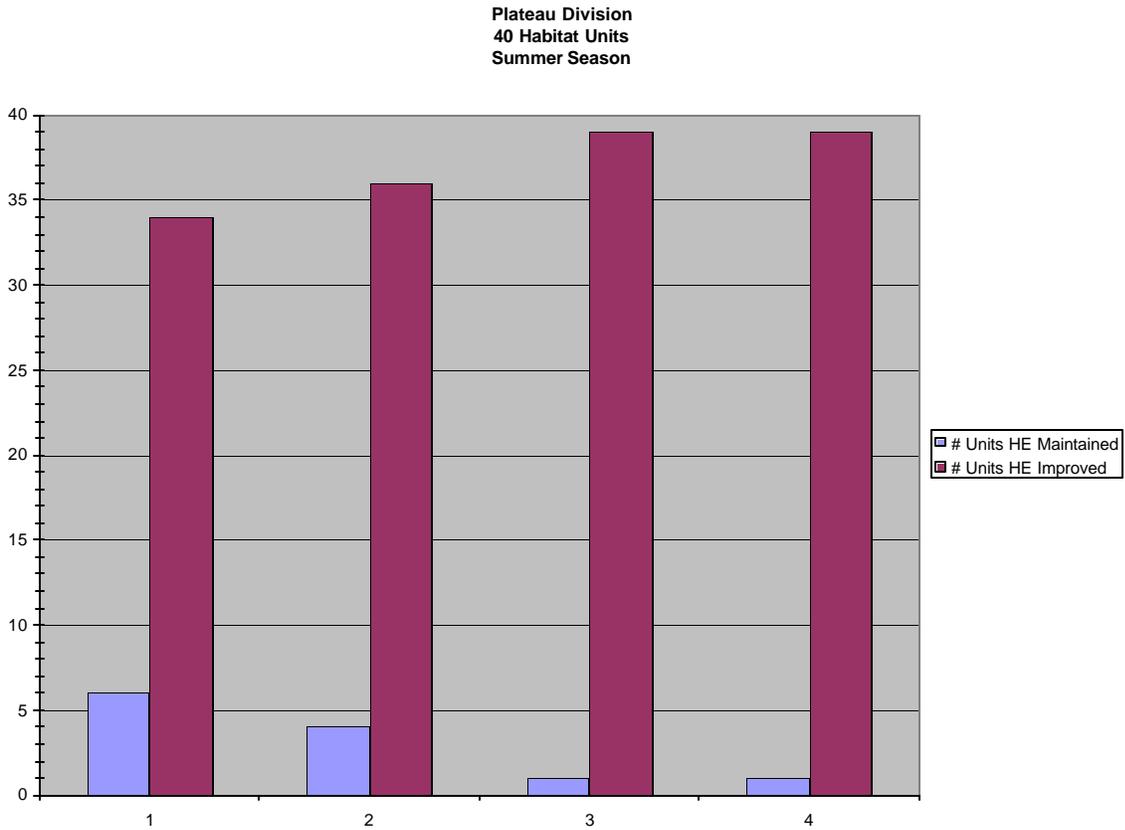
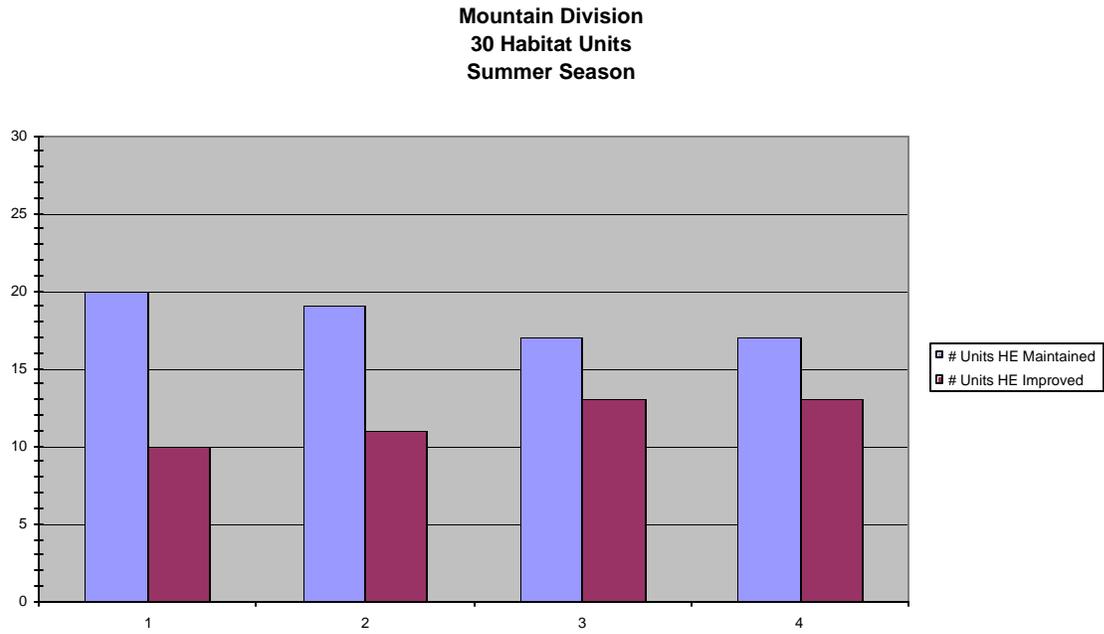


Figure 2-3. Habitat Units where Habitat Effectiveness is Maintained or Improved, by Alternative



## **ADDITIONAL INFORMATION SUPPLEMENTING THE FEIS**

Since publication of the FEIS several analysis factors have been brought to the attention of the Forest Service. These are addressed below.

### **Management Indicator Species**

#### ***Species Selection***

The National Forest Management Act establishes the use of Management Indicator Species (MIS) in project planning. MIS are species whose response to land management activities can be used to predict the likely response of species with similar habitat requirements. The Forest Service Manual at FSM 2621.1(3) states “Select ecological indicators (species or groups) only if scientific evidence exists confirming that measurable changes in these species or groups would indicate trends in the abundance of other species or conditions of biological communities they are selected to represent.”

The 1991 Amended Land and Resource Management Plan for the Grand Mesa, Uncompahgre, and Gunnison National Forests (Forest Plan) identified 17 MIS (Table II-15 and II-16, pages II-42, II-43). These species are the elk, mule deer, pine marten, red crossbill, hairy woodpecker, goshawk, Abert squirrel, Lewis’ woodpecker, sage grouse, pinyon jay, bighorn sheep, rainbow trout, brown trout, black bear, Colorado River cutthroat trout, peregrine falcon, and bald eagle.

From this list of 17 Forest-wide MIS, one species, the elk, was selected for detailed analysis (FEIS 3-113).

As described in the Preface to this Supplemental EIS, habitat effectiveness is a function of forage, cover, and roads effects combined. Physical characteristics such as forage and cover are not affected by travel management decisions. Therefore, no aspect of the decision being made changes calculated habitat capability for any species. Habitat effectiveness represents the decreased value of habitat for elk caused by the density and use of open roads and motorized trails. Hence, the applicable Forest Plan standards are those specifying habitat effectiveness. In the Forest Plan, those standards apply only to elk. This standard does not apply to any of the other MIS.

The other MIS were not selected because the proposed action does not alter any associated habitat conditions for these species.

The effects of road and trail use, maintenance, decommissioning, and off-route use were analyzed for other wildlife and plant species in the FEIS. Those species considered were federally listed, proposed, candidate, and USFS sensitive species. Some of the MIS species listed above were included in the biological assessment and biological evaluation for this project because they are also included in this list of species. Those species include the pine marten, goshawk, Lewis’ woodpecker, Colorado River cutthroat trout, peregrine falcon, and bald eagle.

Other species considered in the FEIS include the mule deer and bighorn sheep. The red crossbill, hairy woodpecker, Abert squirrel, sage grouse, pinyon jay, rainbow trout, brown trout, and black bear were not included in the FEIS because no measurable changes in these species or groups (see FSM 2621 direction above) would result from decisions being considered.

## ***Project Design***

The proposed action will promote attainment of Forest Plan standards and guidelines for elk habitat effectiveness related to travel management on the Uncompahgre National Forest. As described in the Analysis of Management Area Standards for Habitat Effectiveness, the proposed action will maintain or improve elk habitat effectiveness from the current situation in every Habitat Unit under all of the action alternatives (Alternatives 2-5).

The proposed action is designed to avoid or reduce existing conflicts between public travel and sensitive elk habitats. The Colorado Division of Wildlife provided maps of seasonal concentration areas for analysis (FEIS Appendix I). Areas of concern were identified from conflicts between current route locations and recreational activities within sensitive wildlife habitats. The seasonal concentration areas of concern on the Forest include elk calving areas, summer concentration areas, winter concentration areas, and elk security areas.

The proposed action includes both project design and mitigation measures to avoid or reduce the impact of recreational activities within seasonal concentration areas and key habitats. Specifically routes were selected for closure in key habitats, and other routes were subject to the mitigation measure of seasonal closure to avoid impact during sensitive seasons (either spring birthing season or winter concentration of big game). The design considerations were considered during public review and discussion of the existing routes, wildlife habitat maps, and current or proposed recreational activities. Mitigation measures include limiting all travel to designated routes, no down game retrieval off designated routes, seasonal restrictions on motorized use of specific routes, and seasonal restrictions on motorized use within areas identified as winter concentration areas (FEIS pages 3-150 to 3-153).

## ***Habitat Analysis***

The habitat analysis is included in both the FEIS (Chapter 3, pages 112 through 153) and the SEIS (see discussion above, Analysis of Management Areas Standards for Habitat Effectiveness).

## ***Population Analysis***

Estimated elk population levels and trends for the Uncompahgre National Forest and the combined Grand Mesa, Uncompahgre, and Gunnison National Forests are identified from Colorado Division of Wildlife (CDOW) data. The CDOW is charged with the task of

establishing herd goals and objectives for all big game Data Analysis Units (DAU) in the State. DAU's are made up of two or more Game Management Units and represent discreet big game populations. The DAU is a landscape composed of all public and private lands within its boundaries. The National Forest is only a portion of this landscape.

Big game population status, trend, and management goals were presented for elk and mule deer in the FEIS for the Mountain Division and Plateau Division (pages 3-122 to 3-124). For the Uncompahgre National Forest, elk population numbers peaked in the early 1990's and have steadily declined to population levels currently estimated to be at or above the DAU objectives established by the CDOW. This trend is similar to the overall trend of the Grand Mesa, Uncompahgre, and Gunnison National Forests combined (GMUG Forest MIS Analysis for elk, 2001).

Deer and elk population numbers and trends are influenced by an array of complex factors of which most influential are; climatic conditions (variable winter weather and summer droughts), harvest rates, predator interactions, declining habitat conditions on winter ranges, land use conversion, and forage condition.

The effects of travel management upon elk populations are primarily a result of reduced habitat effectiveness, altered seasonal distribution, and increased vulnerability to harvest (FEIS pages 3-125 through 3-128). These effects can also contribute to influences on population numbers and trends by displacing elk from preferred habitats or causing additional stress to individual animals during critical time periods of reproduction or winter survival.

The proposed action is anticipated to maintain or improve habitat effectiveness and significantly reduce the identified conflicts from the current situation in all Habitat Units. See Figure 2-3. The result is likely to be an increase in duration of elk use on National Forest lands as habitat effectiveness and security is improved on preferred habitat areas. Total elk numbers within the affected DAU's are not likely to change significantly from the current situation as influenced solely by travel management.

## ***Monitoring***

The 1991 Amended Forest Plan on page IV-6, Table IV-1 contains an Implementation Monitoring Plan for various management activities. Those activities related to wildlife are habitat capability for MIS and MIS population trends, vegetative diversity, old growth habitat, and habitat effectiveness for big game. When these activities are affected by projects, prescriptions, or plans they should be monitored. The Implementation Monitoring relevant to travel management includes population trends, and habitat effectiveness.

Population numbers and distribution are estimated and monitored annually by the Colorado Division of Wildlife. As previously described, that data was utilized for this assessment to compare projected habitat capability and habitat effectiveness estimates to desired population levels of elk. Based upon this assessment of monitoring data, the proposed action will continue

to provide habitat capable of sustaining desired populations of elk on the Uncompahgre National Forest.

Other monitoring specified in the FEIS for wildlife resources include the following (FEIS page 2-6, 2-7):

- ❖ Validating road/trail use levels used in the HABCAP analysis for the spring/summer and fall hunting use periods.
- ❖ Validating vegetation structural stage assumptions used in the HABCAP analysis (regarding available forage and cover), especially in pinyon/juniper, oak, and spruce-fir vegetation types.
- ❖ Determining effectiveness of seasonal use restrictions on motorized travel in protecting key big game habitats and elk distribution.
- ❖ Monitoring snowmobile trail use and play areas to determine if they occur within lynx habitat.
- ❖ Monitoring the effectiveness of road use restrictions in actually changing or controlling human use.

## **Threatened, Endangered, and Sensitive Species**

The Endangered Species Act of 1973 requires all federal departments and agencies to conserve threatened and endangered species and the habitats they depend upon, and to consult with the US Fish and Wildlife Service on all actions authorized, funded or carried out by such agency to ensure that the action will not likely jeopardize the continued existence of any threatened or endangered species or result in an adverse modification of critical habitat (FSM 2670). In addition the Forest Service requires an evaluation of effects to federal candidate and Forest Service sensitive species and habitat (FSM 2672.4). This evaluation is necessary to ensure that Forest Service actions do not contribute to a loss of viability of any native or desired non-native plant or animal species, nor cause a species to move toward federal listing.

The species affected include the list of federally listed threatened, endangered, proposed, and candidate species maintained by the US Fish and Wildlife Service. Also included is the list of sensitive species developed and maintained by the US Forest Service.

In compliance with the Endangered Species Act and Forest Service Manual direction, the analysis of the effects of the proposed action upon federally listed threatened, endangered, and proposed species and habitat was documented in a Biological Assessment (11/30/99). This assessment process included review and consultation with the US Fish and Wildlife Service to reach concurrence on the determination of the effects upon those species and habitat potentially affected (1/12/00).

The April 2000 FEIS included a list of 11 federally listed or proposed species from that biological assessment (Table WL-1 and WL-2, pages 3-119 and 3-120). This list and the Biological Assessment were reviewed for this Supplemental EIS to determine any changes in species status and potential need for any additional analysis or consultation. One action has occurred since November of 1999 affecting the status of the Canada lynx (*Lynx canadensis*); its status has changed from proposed to threatened. The remainder of the list is unchanged.

The Canada lynx was included in the Biological Assessment with the other ten species listed by the US Fish and Wildlife Service. This Biological Assessment was written by the Forest Service and reviewed by the US Fish and Wildlife Service under the guidelines included in the 1999 Canada Lynx Conservation Assessment and Strategy (LCAS). The Interagency Technical Committee revised this version of the LCAS in August of 2000. For this Supplemental EIS, the proposed action was reviewed in context of this revised LCAS to determine if additional analysis or consultation is necessary. Based upon this review it was determined that the current proposed action will not change the determination of effect upon the Canada lynx made in the 1999 Biological Assessment, nor are there any additional conservation measures included in the revised LCAS that need to be incorporated into the current proposed action.

Under the authority of the National Forest Management Act, the Rocky Mountain Region has developed and maintains a list of sensitive species located within its boundaries (USFS 3/12/94). The GMUG National Forest has reviewed this list and designated a total of 52 plants and animals as sensitive species that are likely to occur on the GMUG National Forests (GMUG NF 3/23/94). This list of species can and does include species with federal candidate status. Based upon the habitats present and known species occurrence, this list was narrowed down to 32 species of plants and animals potentially located on the Uncompahgre National Forest. This list of affected species has not changed since November of 1999.

In compliance with Forest Service Manual direction the effects of the proposed action upon federal candidate and Forest Service sensitive species was documented in a Biological Evaluation (11/1/99). The results of this biological evaluation were disclosed in the FEIS. The current proposed action will not have any effect upon the analysis or determinations made in that evaluation.

## Chapter 4 – List of preparers /Consultation and Coordination

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Carol Howe - Writer/Editor

Carmine Lockwood – Planning Staff Officer

### Agencies and Persons Consulted

What follows is a list of names of agencies and persons to whom the scoping notice was sent, and to whom a copy of or notice of this supplement will be sent.

#### Federal

US Senator Wayne Allard  
US Senator Ben Nighthorse  
Campbell  
US Representative Diana  
DeGette  
US Representative Scott  
McInnis  
Advisory Council on  
Historic Preservation  
US Army Corps of Engineers  
US Environmental Protection  
Agency, Region VII  
Federal Highway  
Administration  
USDA Forest Service, Rocky  
Mountain Region  
USDA Natural Resource  
Conservation Service  
USDI Bureau of Land  
Management, Glenwood  
Springs  
USDI Bureau of Land  
Management, Grand Junction  
District  
USDI Bureau of Land  
Management, Grand Junction  
Resource Area  
USDI Bureau of Land  
Management, Gunnison  
Resource Area  
USDI Bureau of Land  
Management, Uncompahgre  
Resource Area  
USDI Bureau of Reclamation  
USDI Fish & Wildlife  
Service  
USDI National Park Service,  
Black Canyon National Park  
Western Area Power  
Administration

#### State / Local / Tribal

City of Montrose  
Colorado Department of  
Natural Resources

Colorado Department of  
Parks and Recreation  
Colorado Department of  
Transportation  
Colorado Dept. Of Health  
Colorado Division of Parks  
& Outdoor Recreation  
Colorado Division of Water  
Resources  
Colorado Division of  
Wildlife  
Colorado Natural Areas  
Program  
Colorado Office of the  
Governor  
Colorado State Forest  
Service  
Colorado State Parks  
CSM Library - Government  
Publications  
Delta County Administrator  
Delta County Commissioners  
Delta County Noxious Weed  
Coordinator  
Gunnison County  
Commissioners  
Gunnison County Planning  
Dept  
Hinsdale County  
Commissioners  
Hinsdale County Road  
Department  
Mesa County Commissioners  
Montrose County  
Administrator  
Montrose County  
Commissioners  
Montrose County Planning  
Commission  
Montrose County Weed  
Department  
Northern Ute Tribe  
Ouray County Commissioners  
Ouray Land Use  
Administrator  
Ouray Sheriff's Department

Ridgway Public Library  
Saguache County  
Commissioners  
San Juan County Sheriff  
Greg Leithpuser  
San Miguel County  
Commissioners  
San Miguel County  
Environmental Health Dept  
Southern Ute Tribe  
Town of Naturita  
Town of Nucla  
Town of Ridgway  
Ute Mountain Ute Tribe

#### Businesses

Adventures to the Edge  
Alexander Lake Lodge  
All Sports Honda/BMW  
All Terrain Motorsports  
Americas Adventure  
Ascension  
Beartooth Oil & Gas Company  
CAB Enterprises  
Campbell Cattle Company  
Chaco Sandals Dawn  
Childrens Ski School  
Chimney Peak Ranch  
Colorado West Tours  
Cotter Corporation  
Cutthroat Adventures  
Davis Service Center  
Double RL Ranch  
Doug Jones Sawmill  
Fay Myers Motorcycle World  
Fisher Ranch  
Garvey Brothers  
Garvey Brothers Outfitters  
Go West Industries  
Gray Brothers Logging  
Greystone  
Hall Realty  
Hunters Taxidermy Center  
Intermountain Forest  
Products  
International Alpine School

Lakeview Resort & Outfitters  
Mountain Fuelwoods  
Nucla Hardware  
Paonia Garage & Sawmill  
Phil's Colorado Adventures  
Pierce Brothers Outfitting  
Pink Jeep Tours  
Prospects Contracting  
Reverse K Bar Ranch  
Rocky Mtn Forestry  
San Juan Guest Ranch  
San Juan Hut Systems  
San Miguel Power Assn.  
Sawtooth Mountain Ranch  
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Sun Sports Unlimited  
Switzerland of America Jeep Tours  
Telluride Gravel Inc.  
Telluride Helitrax  
Telluride Medical Center  
The Buck Stop  
Triangle Forest Products  
Trout and Raley P.C.  
Trout Lake Land Company  
Uncompahgre Cattle Company  
Vickers Enterprises Inc  
VisionQuest  
Walther Ranch  
Weimer Ranches  
Western Colorado Outfitters  
Western Land Group Inc.  
Williams Ranches  
Windsor Family Clinic  
Wolf Cattle Company Inc.

#### Organizations

American Motorcyclist Assn  
Arrowhead Improvements Assn  
Big Horn 4x4 Club  
Biodiversity Legal Foundation  
Black Canyon Audubon Society  
Black Canyon Backcountry Horsemen  
Blue Ribbon Coalition Inc.  
Bullhead 4 Wheelers Inc.  
California Muledeer Assoc. Club 20  
Colorado 500  
Colorado Assoc of 4WD Clubs Inc.  
Colorado Counties Inc.  
Colorado Environmental Coalition  
Colorado Grizzly Project  
Colorado History Museum  
Colorado Mining Association  
Colorado Mountain Club  
Colorado Off-Highway Vehicle Coalition  
Colorado Plateau Mountain-Bike Trail Assoc. Inc.  
Colorado Recreation Initiative  
Colorado Snowmobile Association  
Colorado Sportsman Wildlife Fund

Colorado Timber Industry Assoc  
Colorado Wild Inc.  
Colorado Wildlife Federation  
Creeper Jeepers 4WD Club of Durango  
CU Wilderness Study Group  
Earth Justice Legal Defense Fund  
Forest Guardians  
Front Range Trail Riders  
Grand Junction Gem & Mineral  
Grand Mesa Jeep Club  
Grand Valley Audubon Society  
Granola Club  
Gunnison Basin Biodiversity Project  
High Country Citizens Alliance  
International Mountain Bike Assoc.  
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Pike Peaks Chp.  
Land and Water Fund of the Rockies  
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Magic Valley Trail Machine Association  
MHP  
Midwest 4-Wheel Drive Assoc.  
Mile-Hi Jeep Club of Colo.  
Mile-Hi Snowmobile Club of Denver  
Montrose West Recreation Inc.  
Motorcycle Enduro  
Motorcycle Trail Riding Association  
National Wildlife Federation  
New Mexico 4-Wheelers  
Northern Colorado Trail Riders Assn.  
Northwestern University  
Nucla/Naturita Area Chamber of Commerce  
Organization of Concerned Citizens  
Ouray Chamber Resort Assn.  
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Ouray County Alpine Recreation Committee  
People for the USA  
Predator 4WD  
Public Lands Partnership  
Quiet Use Coalition Inc.  
Ridgway-Ouray Community Council  
Rocky Mountain Trials  
Rocky Mtn Elk Foundation  
San Juan Citizens' Alliance  
San Miguel Basin Rural Revital  
Sheep Mountain Alliance  
Sierra Club  
SINAPU  
Southeastern Utah OHV Club

Southern Rockies Ecosystem Project  
Southwest Four-Wheel Drive Assn.  
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The Wilderness Society  
The Wildlands Project  
Thunder Mountain Wheelers  
Trail Users Partnership  
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Uncompahgre Valley Association  
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Upper Arkansas and South Platte Project  
Utah Shared Access Alliance  
Utah Trail Machine Association  
Valley Land Conservancy  
Westend Sledders  
Western Colorado Congress  
Western Slope ATV Association  
Western Slope Environmental Resource Council  
Western State College Of Colorado  
Wildlands Center for Preventing Roads

#### Media

Delta County Independent  
Fruita Times  
Grand Junction Daily Sentinel  
High Country News  
Montrose Daily Press  
Mountain Valley News  
Palisade Tribune  
Plateau Valley Times  
San Miguel Basin Forum  
Telluride Daily Planet  
The Norwood Post

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Robert Fort  
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Ralph Fraser  
Rod Fraser  
Sue Frederick  
Clyde and Carrie Free  
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Mike Griggs  
Jeff Grinstead  
C.E. & Pat Guin  
Jim Guist  
John Gurule  
Michael Gustad  
Richard Guy  
Bruce Haase  
Jeff Hahn  
Ron Haining  
Chris Hale  
Kevin Hall  
Maureen Hall  
Monty Hall  
Doug & Debbie Hampton  
Virgil Hampton  
David Hancock  
Karry Hansen  
Nancy Hansing  
Del Harding  
Edward Harris  
Hubert Harris  
Roy Harris  
Steve & Sue Harris  
Christa Hart  
Sara Hart  
Martha Harvey  
Robert Harvey  
Bob Hasse  
Danny Haugen  
Kevin Hawkins  
Scott Hawkins  
Bill Hawley  
Michael Hayes  
Mike Haynes  
Lonney Head  
W. Howard Heath  
David Hebt  
Ken Hecht  
Tim Hecht  
John Hegsted  
Joy Heimsoth  
Don Hemme  
Beryl Hemstrom  
Dr. Patrick Henderson  
Hershel Hendrickson  
Kelli Murphy Hendryx  
Roger Henn  
John Herman  
Steve & Grace Herndon  
Bitsy Herpel  
Keith Herrera  
Dale Hershey  
Heath & Sue Hibbard  
John Hicks  
Russell Higgins

Brad Hilken  
Jim & Grace Hill  
John Hill  
Kenneth Hill  
Mary Hilligon  
Cynthia Ann Hines  
Henry Harris Hite  
Brian & Margaret Hoag  
Aaron & Brian Hochnadel  
Duane Hoff  
Neil & Ann Hoffman  
Ross Hoffman  
Kenland Hoffmeyer  
Tim Hogan  
Nova Holloway  
Bruce Holmlund  
Jan Holt  
Monty & Deanna Hood  
Larry Hopkins  
Mary Hopper  
Susan & Kenny Hopper  
Lauri Horn  
Dennis Hovel  
Peggy Howard  
Russ Howard  
Kenneth Hoy  
Tony Hoza  
Lyman Hubbard  
Patrick Huber  
Jeffrey Hubrich  
Rainer Huck  
Vernon & Lois Hudson  
David Huerkamp  
Jim J. Huett  
Lee Huff  
Eugene & Billie Huffington  
Rick & Ronda Huffington  
Amy Hug  
Harry Hughes  
Daniel Humphrey  
Robert Hungerford  
David Hunt  
Glen Hunt  
Carol & Max Hunter  
Seth Hutcheson  
Lee Hutchinson  
Chris Hutchison  
Kyle Hutchison  
Bruce & Charlene Hyatt  
Phillip & Meredith Hynum  
Dan Imo  
Bob Inge  
Roger Iverson  
Sharon & Warren Jackson  
Jim Jacob  
Darrel Boyd Jara  
Jeff Jeffries  
Dillard Jenkins  
Linda Jennings  
Edward Jensen  
Vern Jetley  
Carl & Joanne Johnson  
Julia Johnson  
Kyle Johnson  
Mike Johnson  
Paul Michael Johnson  
Ron Johnson  
Tom Johnson  
Bob Jones  
Bryon Jones  
David Jones

O.W. Jones  
Roy Jones  
Gregg Jorgensen  
Fred Jossi  
Vincent Joyce  
Charles Justice  
Judy Kahle  
Roy Karo  
Don Keele  
Maxine Keesling  
Bill Keller  
Herbert Keller  
Keith Kelley  
Melvin Kellogg  
Curtis Kelly  
Dana Kelly  
Gene Kelsay  
Carol Kelton  
Carol & Philip Kennicott  
Jim Kent  
Scott Kenton  
Robert Kerr  
Steve Kindall  
Lee Kindred  
Gene King  
John King  
John King  
John King  
Richard King  
Robert King  
Clay Kinney  
James Kirkpatrick  
Derek Kirkwood  
Mike Kishbaugh  
Arthur and Mark Klaus  
Roy Klevmoen  
Chris Klick  
Herman & Bonnie Kline  
Charles Kling  
Richard Klopshinske  
Karen Knutson  
Carl Koch  
Gary Kocsis  
Kim & Cindy Kokesh  
Joe Kolde  
Rita Koros  
David Korzilius  
Eric Krch  
Leon Krebs  
Stuart & Barbara Krebs  
Larry Kreider  
Kal Kroack  
George Kubin  
Laszlo & Kathryn Kubinyi  
Carolyn Kuepfer  
Julia Kuney  
Henry Kuntz  
Jeff Kuntz  
Tracy Kurek  
Al Kurtz  
Jason Kurtz  
Nancy Kurtz  
Troy Kurz  
Mark Kyger  
Al Laase  
Devin Lackey  
Dan Lacy  
Nick & Terry Lafferty  
Dike Laid  
Lee Landkamer  
Earl Lane

Alberta Larry  
KK Larsen  
Kurt Larson  
Randy Larson  
James Laucey  
Christy Lavalier  
Denise Laverty  
Bob Lay  
Virginia Laycock  
Richard Layman  
Bob Leachman  
Jeff LeBert  
Bob & Karen LeCour  
Ron LeFebure  
Russell LeMoynne  
Richard Levad  
Dan Liden  
Lloyd Liebetrau  
David Lien  
Brian Light  
Ruthann Liljenberg  
N.K. Linton  
Franklin Livingston  
Ed Lockhart  
Tom Loczy  
Cathy Logan  
George Long  
John Long  
Suzanna Loper  
Pennie Love  
Jack Lowe  
Nancy & Robert Loyd  
Gabe Lucero  
Gene Lucero  
Bill & Betty Luebbert  
Javiero Lujan  
Dale Lumber  
Russell Lundstrom  
George & Lillie Lynds  
Gary MacDonald  
Jeff Machtolf  
Joy MacNulty  
Lee Madsen  
Kenneth Mahannah  
M. Leslie Mahannah  
Mildred Mahannah  
Stanley & Doris Mai  
Joe Mangels  
Flynn John Mangum  
Sharon Manhart  
John Mansfield  
Tim & Sheila Manzagol  
Pat & Gwen Marah  
B. Marble  
Tim Marchbanks  
Jill Markey  
Everett & Ella Marolf  
Howard & Sharon Marolf  
Michael Marquardt  
Virginia & Dorothy Marsh  
Mike Marshall  
Steve Marshall  
Billy Martin  
Chris Martin  
Rick Martinez  
David Marye  
Shane Marye  
Patricia & Mike Masker  
Edna Mason  
Philip Mason  
Marsha Massa

Steve Massano	P. Muth	Cory Pincock
Gordon Mathie	Duane Myers	Doug Pincock
Sherman Mathieu	Mike & Heidi Nadiak	Ellis & Myrna Pineo
Daniel McBroom	Melody Nail	Duane Ping
Marie McCabe	Dave Naslund	Daniel Pitts
Billy M. McCammon	Vincent Nebbia	Corinne Platt
Doug McCauly	Curtis Nelson	Danny Pollock
William McClatchie	Kent Nelson	Stephen Pomerance
Richard McCoy	Lynn Nelson	Randy & Tammie Pope
Tim McDaniel	John & Debbie Newberry	Mark Popish
Patrick McDonough	Helen Newell	Alice Porowski
Donald McFarland	Victor Newell	Bill Potter
Wayne McFetridge	Eddie Newman	John Potter
Gerald McGeorge	Jean Newman	J. Dan Powell
David McGinnis	Vikki Nicholson	Milton Prater
Thomas McKenney	Edwin Noble	Paul Preston
Rex McKinney	L. Deane Noirot	Peggy Preston
W. Rodney McKinnon	Jim Norine	Mike Privett
Margaret A. McLeroy	Robert Norris	Chris Propp
Kenney McMahan	Robert Norton	Robert Prosser
Alison McNabb	Jim Noteboom	Susan Puder
Edward & Iris Meachum	Doris Notton	Ken Pulliam
Donald Meek	Jim Nowak	Melvin Quale
Robin Meiklejohn	T.J. Nunley	Joe & Teresa Quintana
Edward Mekolites	Ralph Oberg	Mark Quire
David & Cheri Merriam	Anne Ochs	Nicholas Radovich
Jan Mickelsen	Pat O'Donnell	Bill & Relta Rahm
Terri Middleton	Bill Ogden	Jack & Peggy Ramsey
Carl Miller	Bob Ogden	Marie & Raymond Rasmussen
Don Miller	Matt Ogden	Eric Rechel
Dusty Miller	Joe Oglesby	Ben Paul Redding
Glen Miller	Robert & Helen Olivier	Laura Redish
Jack Miller	Virgil Olson	Kelley Reed
Matthew Miller	Mark O'Neal	Kathy Rees
Phillip & Linda Miller	Jason & Kim Orndorff	David Reichardt
Robert Miller	Jerry O'Rourke	Mike Reid
Steve Lee Miller	George Osborn	Kenneth Reighard
Harry Mitchell	Paula Osef	Maggie Remington
Jay Mitchell	Paul Oshirak	Mike Renne
Matthew Mlot	Paul Ostler	John Renner
Ben Moascoso	Lance Oswald	Daniel Reod
Leonard Moatin	Kenton & Mary J Page	Betty Resner
Barney Mock	Kris Pagenkopf	Ernst Reusch
Bob & Martha Mohan	Waldemer Pagenstecher	Mary & Cecil Rice
Alana Monge	Jack Pankoff	Cory Richards
Earl Monroe	Dennis Papp	Kent Richardson
John Montle	Dennis & Kellie Park	David Richerson
Davin Montoya	Charles Parker	Curt Ricotta
JoAnn Moon	David Parker	Jeff Riddle
Claire Moore	Andrea Parrott	Henry Rider
John Moore	Dan Parrott	R.C. Ringstrand
Ron Moore	Russell Parry	George Ripley
Marty Morache	Larry Passamore	Bob & Karen Risch
Doug Morris	Priscilla Pattison	Davis & Kelley Roadruck
Robert Morris	John Patton	Kathy Robbins
Michael Morrison	Michael Patton	Mark Robbins
Roger & Sharon Morrison	Tess Paulden	John Roberts
Houston Morrow	Dan Paxton	L. Dee Roberts
Jerome Morrow	David Peek	A. Curtis Robinson
Dennis Mortensen	Jack Perrin	Gordon Robinson
Debra Moser	Ronald Perry	Jim & Ellen Robinson
Bruce Mosher	William Perry	Kellee Rodarte
Gary & Gail Moul	Alan Peterson	Martha Roden
Kelly & Dean Moyle	Andy & Aleta Peterson	Carl Roderick
Leland Muhr	Eric Peterson	Lea Rolfsen
Norm Mullen	Kandis Peterson	Gerald Rome
Jeffry Mulli	Jim Pettingill	Ken Rose
Dennis Murdock	Verna Phelps	George Rosenberger
Ceil Murray	Judith & Mike Picard	Jim Rosenthal
Paul Murrill	Howard Pierce	Todd Rostron
Glenn Mustee	Kent Pierceall	Charles Roswell

Beverly Roth  
 Wade Roth  
 Mike Rotondi  
 Iyan Rowden  
 Jack Rowe  
 David Rozier  
 David Rucker  
 Ronald Rudy  
 Larry & Anna Ruggles  
 Troy & Shantel Ruggles  
 Karl & Betty Rupp  
 Chris Rusk  
 Danny Sadler  
 Alan Sales  
 Patrick Sanderson  
 Ray Sandman  
 Steve Sarawatari  
 Bruce Sarver  
 Joe & Gail Saunders  
 Richard and Doris Sayles  
 Dick & Jan Scar  
 Scott Scarborough  
 John Scheibc  
 Nancy Scheid  
 Michael Schendel  
 Sarah Scher  
 David Scherer  
 Tim Schiff  
 Louis Schlosser  
 Julie Schmahl  
 James Schmaltz  
 Fred & Kim Schmidt  
 Jack & Lue Schoonover  
 Lee Schull  
 Mike Schull  
 Lynn Schumacher  
 Darin Schwartz  
 Nate Sciacqua  
 Gregg Scott  
 Peter Scott  
 Ronald Scott  
 Robert Sebring  
 Ben E. Seevers  
 Clinton Self  
 Dan Semler  
 Francis Serles  
 Brook Sessions  
 Jeff Severe  
 Ellen Shackelford  
 Jerome Shain  
 Fred & Sylvia Sharpe  
 Ronald Shaver  
 Gary & Norma Shaw  
 Gary Sheldon  
 Peter Shelton  
 Rodney Sherrill  
 Clint Shilts  
 Virgil Shipley  
 Robert Shofstahl  
 Jon Showalter  
 Troy Shoft  
 Mike Silcott  
 Jesse & Cody Simpson  
 Don Singleton  
 Ulli Sir Jesse  
 Jody Sistrunk  
 Larry Skaff  
 Debbie Slafter  
 Dale & Elaine Slavens  
 Bill Slemmer  
 Henry Sliwinski

Jan Smeltzer  
 Andy Smith  
 Brenda Smith  
 Casey Smith  
 Clover Smith  
 Donald Smith  
 Dr. Jeffrey Smith  
 Gary Smith  
 Gary Lynn Smith  
 Glenn & Diana Smith  
 Jared Smith  
 Lester Smith  
 N. Wally Smith  
 Raldon Smith  
 Sandra Smith  
 Dave & Tina Snapp  
 Ginger Snuggs  
 Joe & Vicki Soderberg  
 Al Soucie  
 Regina Sowell  
 Steve Spalding  
 Kenneth & Donna Spencer  
 John Spezia  
 Otis Spurgin  
 Alan Staehle  
 Kathy Stanko  
 Bobby Starks  
 Thelma Starner  
 Davis N. & Lynn Starnes  
 Leticia Steffen  
 Jeffrey Stephens  
 Sharon Stephens  
 Jim Stephenson  
 John Stevens  
 Paul Stevens  
 Cory Stevenson  
 Bill Stewart  
 Sam & Jo Marie Stewart  
 Sean Stewart  
 Brenda Stewart-Smith  
 Robert Stickler  
 H.W. Stone  
 Steve Stone  
 Judy Stout  
 Robert Stout  
 John Strole  
 Harold Stucker  
 Bill Sturgill  
 Dale & Pat Suckow  
 Charlie Sullivan  
 David Sullivan  
 Lucinda Sullivan  
 Mellisa & James Sullivan  
 Ruth Mary Sullivan  
 John Summers  
 Dennis Sumner  
 H.S. Sundin  
 Stephen Surpan  
 Bob & Cheri Sutherland  
 Doris Sutton  
 Ken & Margie Sutton  
 Mark Sutton  
 Ronald Sutton  
 William Sutton  
 Joel Swank  
 Lee & Margaret Swasey  
 Charlie Sweet  
 Marsha Swink  
 Phil Switzer  
 Lou Syme  
 Thomas Tallick

Frank & Sue Tanner  
 Richard Taracka  
 John & MaryAnne Tarr  
 George Tatum  
 Bret Taylor  
 Dorothy Taylor  
 H.J. Taylor  
 Robert Tebbe  
 Bill Tembrock  
 Martin & Marie Templeton  
 John & Darlene Tencer  
 Nancy Terrill  
 Noalani Terry  
 Gerald Terwilliger  
 Peggy Terzaghi Howe  
 Terry Teske  
 Pat Teurage  
 James Thayer  
 William Theimer  
 Bill Thomas  
 Dan Thomas  
 Dana Thomas  
 John Thomas  
 Sara Thomas  
 Tom Thomas  
 Alice & Don Thompson  
 Duane Thompson  
 James Thompson  
 Mike Thuillier  
 Travis Todd  
 Leanne Tofflimoyer  
 Gary Tollefson  
 Kent & Kelly Tomlinson  
 Vikki Tomlinson  
 Nathan Toole  
 Gene Torrisi  
 Gus Tranello  
 Sam Travioli  
 Eric Treagesser  
 Ron Trujillo  
 Tracy Tubbs  
 Michael Tucci  
 Jon Tucker  
 Stephen Tucker  
 Aaron Turner  
 Dan Turner  
 Victor Turner  
 Tim Tyrrell  
 Dianna Underwood  
 Perry Underwood  
 Amrei & Lawrence Ungaro  
 John Unger  
 Max & Judy Ungerer  
 Steve Urbanski  
 Paul Van Dusen  
 Peter Van Schaik  
 Dave VanDeman  
 Sam & Marilyn Vasicko  
 Mike Vasquez  
 Stephen Vaughan  
 Lori Veinberg  
 Martha Velesquez  
 Tony Velz  
 R.F. & Lois Veo  
 David Vergamini  
 Brian Versluis  
 Leonti Vintskevich  
 Jim Voss  
 Lynn Vraney  
 Ted Waddle  
 Lance Wade

Troy Wade  
Trudy Wagner  
George C. Waid  
Mitch Walker  
Steve Walker  
Greg & Karry Wall  
Wes Wall  
David Wallace  
John & Kimberly Wallace  
Laurie Walters  
Darrel Walton  
Ron Walton  
Dennis Wangenheim  
Patrick Ward  
Ray Ward  
Steve Ward  
Tom Warden  
Lance Waring  
Jean Warnica  
Robin Warren  
Travis Warren  
Sheryl Watcher  
O.J. Waters  
Brian Watts  
Dale Waugh  
Duane Way  
Rufus Webb  
Don Weber  
Robyn Weber  
John Webster  
Terry Webster  
Jimmy Weeks  
Francis J. & Ire Weems

Seth Weiner  
Leon Weiss  
Adam Weller  
Steve Wells  
Tom & Becky Wells  
Jeanne Wenger  
Mark Werkmeister  
Karl & Thea Wertz  
Cecil & Marion Westfall  
Fred Wetlaufer  
Sylvan L. Whalen  
Barbara Wheeler  
Bryan Wheeler  
Harold Whettington  
Helen Whinnery  
Stan Whinnery  
Bennett Whisnant  
Daniel White  
Henry White  
John White  
Karin White  
Richard White  
Laurel & James Whiting  
Mike Whiting  
Syril & Gary Whitlock  
Mike Widger  
Steve Widner  
Paul Wigton  
Adam Wilkerson  
Patrick Wilkerson  
Debra Wilkes  
Teri & Jeff Wilkes  
Thomas Williams

Michael Willis  
Art & Linda Wilson  
David Wilson  
Joseph Wilson  
Patricia Wilson  
Ronald & Patricia Wilson  
Steve Wingard  
Alex Winstead  
Frank Winter  
Earle Wise  
Dan Witkowski  
Stephen Witsken  
Kevin Witt  
Diane Wolfson  
Kenneth Wolter  
John & Suzanne Wontrobski  
Don Workman  
Edwin & Marion Wright  
John Wright  
Frank Wyatt  
Nathan Wyeth  
Beth Wyman  
Edward Yopp  
Brett Young  
Mike Young  
Patsy Young  
William Young  
Dan Zaicek  
Mike Zawacki  
James Zeigler  
Cecilia Zimmerman  
Ellen Zueibel  
Ted Zukoski

APPENDIX A

SUMMARY OF FOREST AND MANAGEMENT AREA DIRECTION  
RELATING TO HABITAT CAPABILITY AND HABITAT EFFECTIVENESS

## APPENDIX B

### ANALYSIS RESULTS – CALCULATED HABITAT EFFECTIVENESS OBJECTIVES AND RESULTS FOR BENCHMARKS AND ALTERNATIVES

## APPENDIX C

### HABCAP Documentation and Users Guide

NOT AVAILABLE ELECTRONICALLY