

Bog Creek Road Project

Draft Environmental Impact Statement



U.S. Customs and
Border Protection

Welcome

**to the Bog Creek Road
Draft EIS open house**

Please sign in here

OPEN HOUSE SCHEDULE
5:30 p.m. - 7:30 p.m.

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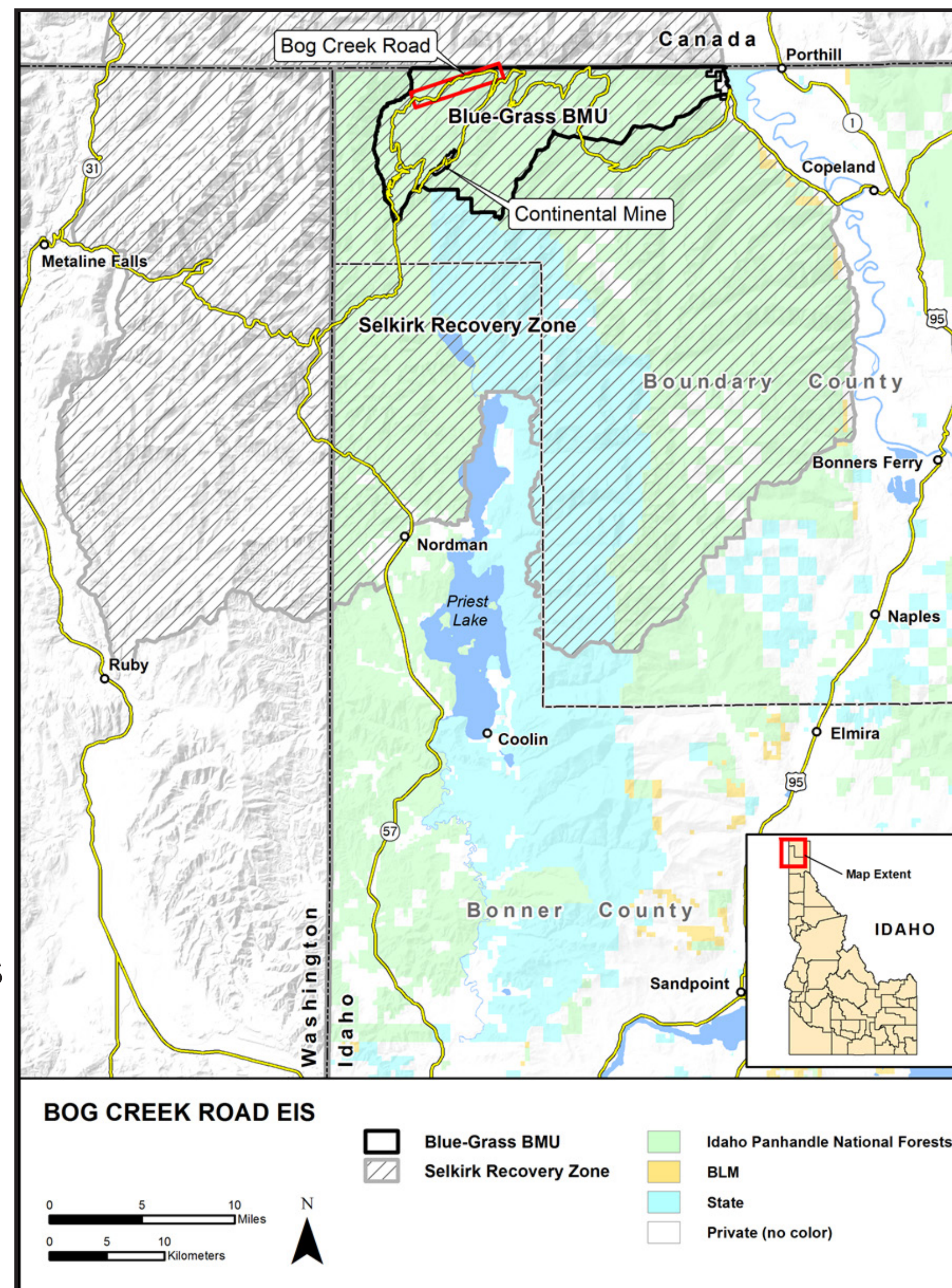


U.S. Customs and Border Protection

BACKGROUND

Bog Creek Road

Bog Creek Road is located within the Idaho Panhandle National Forests (IPNF) in northern Idaho. The road was gated for grizzly bear habitat in the late 1980s with limited maintenance since that time. U.S. Customs and Border Protection (CBP) has identified motorized access to the road as important for the agency to perform its statutory mission to protect the U.S. northern border. Border Patrol Agents from both the Metaline Falls station and the Bonners Ferry station access the road from both the west and east.



Grizzly Bear Motorized Access Amendment

Bog Creek Road is within in the Blue-Grass Bear Management Unit (BMU) that is within the grizzly bear Selkirk Recovery Zone. In 2011, the IPNF issued a Record of Decision for the *Forest Plan Amendments for Motorized Access Management within the Selkirk and Cabinet-Yaak Grizzly Bear Recovery Zones (Access Amendment)* that set motorized vehicle access and core area habitat standards to meet the agency's responsibilities under the Endangered Species Act to conserve and contribute to the recovery of grizzly bears. The Forest Service is required to bring the Blue-Grass BMU into compliance with the Access Amendment.

Specifically, the Access Amendment adopted the following standards for controlling motorized vehicle use within the Blue-Grass BMU:

- Open motorized route density (OMRD) of greater than 1 mile per square mile on no more than 33 percent of the BMU;
- Total motorized route density (TMRD) of greater than 2 miles per square mile on no more than 26 percent of the BMU; and
- Grizzly bear core area habitat comprising at least 55 percent of the BMU.

The Forest Service had identified the closure of Bog Creek Road as an option that would create core habitat in the Blue-Grass BMU. With CBP continuing to express its need for motorized use on the Bog Creek Road, the ensuing discussions highlighted that coordination is essential when closing roads in BMUs near the border. Because the options of which roads to close to motorized use to meet the Access Amendment standards are limited, it was imperative for CBP and the Forest Service (collectively the agencies to work together to determine alternatives that would meet CBP's requirements for access as well as the Forest Service's requirements to comply with the Endangered Species Act.

Purpose and Need

The purpose of and need for the Proposed Action is twofold:

- provide improved east-west access across the Selkirk Mountains on National Forest System (NFS) lands to enable CBP to execute its statutory mission to protect the U.S. northern border and for the safety of CBP and other law enforcement officers while carrying out their duties;
- and meet legally required IPNF Forest Plan standards for motorized access in grizzly bear habitat in the Blue-Grass BMU.

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PROPOSED ACTION (ALTERNATIVE 2)

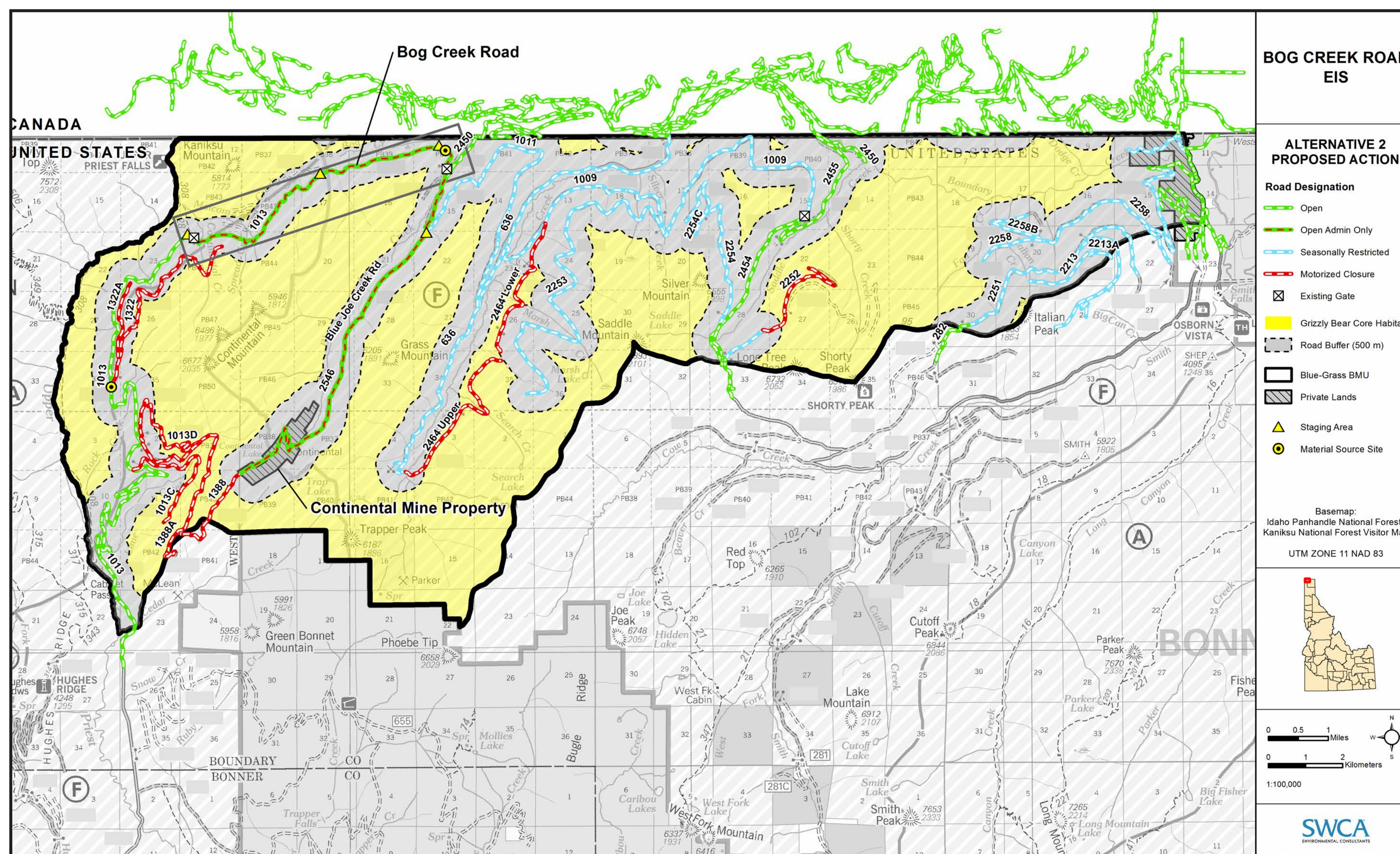
- Road repair and maintenance of an approximately 5.6-mile section of the existing Bog Creek Road between the existing gate on Forest Service Road (FSR) 1013 and FSR 2546 within the Blue-Grass BMU. Bog Creek Road is currently designated as a seasonally restricted road; after road repair activities, the road would change from the current seasonally restricted designation (limited motorized access) to an administrative open designation (as-needed administrative motorized access). Under the administrative open road designation, Bog Creek Road would be open to as-needed administrative motorized access but not open to the public for motorized travel.
- Approximately 7.4 miles of Blue Joe Creek Road (FSR 2546), currently designated as a seasonally restricted road (limited motorized access), would change from this designation to an administrative open designation (as-needed administrative motorized access).
- Motorized road closure of approximately 26 miles of seasonally restricted Forest Service roads to establish grizzly bear core area habitat and meet Access Amendment standards in the Blue-Grass BMU. All roads proposed for motorized closure are classified as seasonally restricted roads.

Proposed Action, Access Amendment Conditions

BMU	BMU Priorities (1, 2, or 3)	OMRD > 1 mile per square mile (%)		TMRD > 2 miles per square mile (%)		Core Area Habitat (%)		% NFS Land
		Alternative 2 Proposed Action	Selected Standard (maximum)	Alternative 2 Proposed Action	Selected Standard (maximum)	Alternative 2 Proposed Action	Selected Standard (minimum)	
Blue-Grass	1	23.26%	33%	19.64%	26%	55.17%	55%	96%

Proposed Action Roads Proposed for Motorized Closure and Associated Grizzly Bear Core Area Habitat in Blue-Grass BMU

FSR	Location Description	Motorized Road Closure Length (miles)	Associated Core Area Habitat Increase (%)	Included in Alternative 3
2464 (Lower)	Seasonally restricted (no public motorized access April 1 through November 15)	2.9	0.52%	Yes
2464 (Upper)	Seasonally restricted (no public motorized access April 1 through November 15)	3.5	1.51%	Yes
1322	Seasonally restricted (no public motorized access April 1 through November 15)	4.2	0.90%	Yes
1322A	Seasonally restricted (no public motorized access April 1 through November 15)	1.4	0%	Yes
1013D	Seasonally restricted (no public motorized access April 1 through November 15)	2.8	0.29%	Yes
1013C	Seasonally restricted (no public motorized access April 1 through November 15)	2.7	0.27%	Yes
1388A	Seasonally restricted (no public motorized access April 1 through November 15)	0.8	0.17%	Yes
1388	Seasonally restricted (no public motorized access April 1 through November 15)	5.7	1.98%	No
2252 (End)	Seasonally restricted (no public motorized access April 1 through November 15)	2.5	1.28%	No
Total		26.5 miles	6.92%	
Blue-Grass BMU Existing Core Area Habitat (%)			48.25%	
Blue-Grass BMU Proposed Action (Alternative 2) Core Area Habitat (%)			55.17%	



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MODIFIED PROPOSED ACTION (ALTERNATIVE 3)

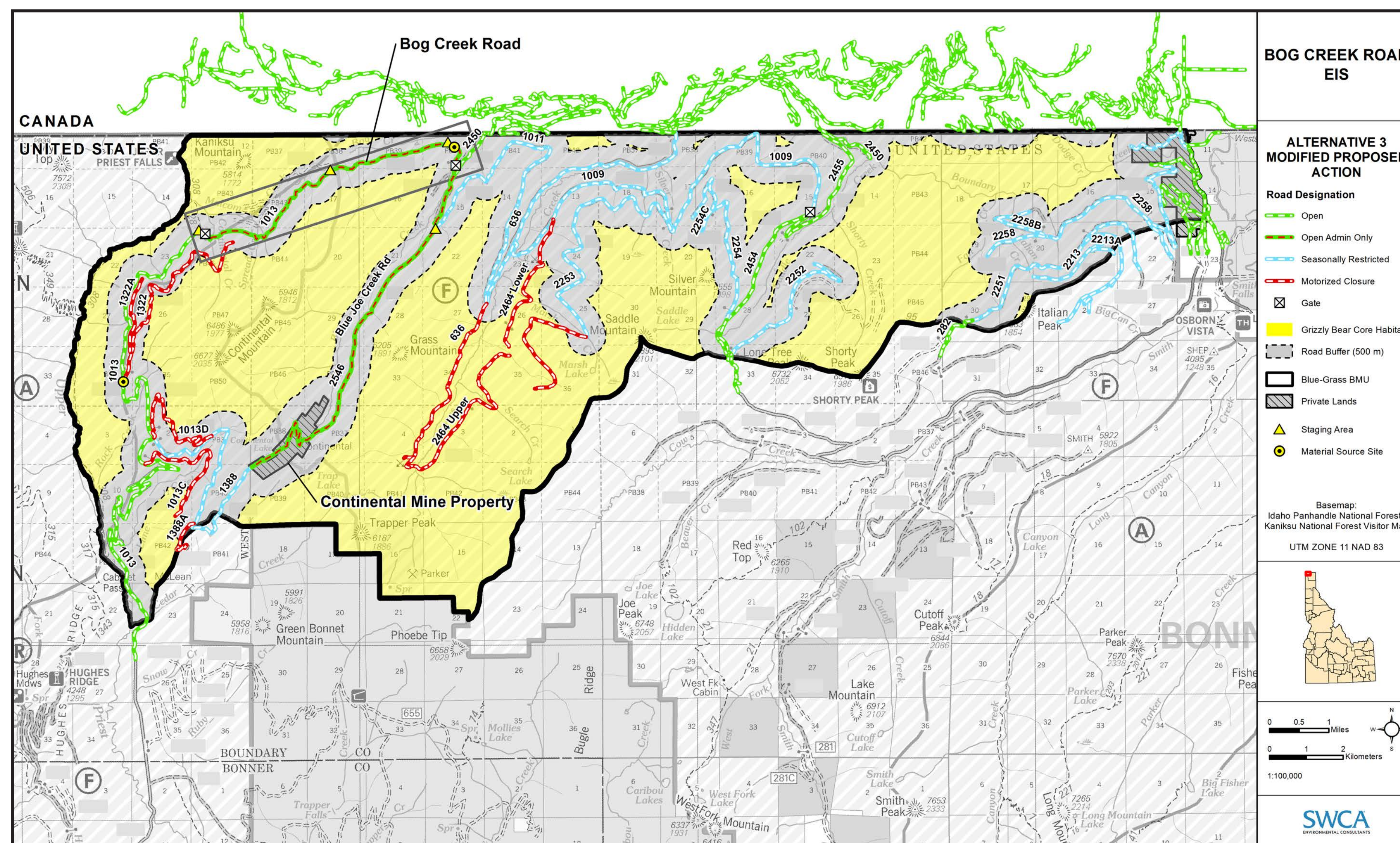
- The repair and maintenance activities proposed for Bog Creek Road and the administrative open designation for Bog Creek Road and Blue Joe Creek Road are the same as described under the Proposed Action.
- Modified version of the Proposed Action that would close a different set of seasonally restricted Forest Service roads to motorized access. Close approximately 25 miles of Forest Service roads; two of the nine roads proposed for motorized road closure under Alternative 3 would be different from the roads proposed for closure under the Proposed Action.
- The motorized closure roads were selected to be included in this alternative because closing these roads would create more core grizzly bear habitat in upper Grass Creek, a place that has been heavily and continuously used by grizzly bears since at least the 1980s.

Modified Proposed Action, Access Amendment Conditions

BMU	BMU Priorities (1, 2, or 3)	OMRD > 1 mile per square mile (%)		TMRD > 2 miles per square mile (%)		Core Area Habitat (%)		% NFS Land
		Alternative 3	Selected Standard (maximum)	Alternative 3	Selected Standard (maximum)	Alternative 3	Selected Standard (minimum)	
Blue-Grass	1	23.26%	33%	20.87%	26%	55.71%	55%	96%

Modified Proposed Action Roads Proposed for Motorized Road Closure and Associated Grizzly Bear Core Area Habitat in Blue-Grass BMU

FSR	Location Description	Motorized Road Closure Length (miles)	Associated Core Area Habitat Increase (%)	Included in the Proposed Action (Alternative 2)
2464 (Lower)	Same as the Proposed Action (Alternative 2)	2.9	0.52%	Yes
2464 (Upper)	Same as the Proposed Action	3.5	1.51%	Yes
1322	Same as the Proposed Action	4.2	0.90%	Yes
1322A	Same as the Proposed Action	1.4	0%	Yes
1013D	Same as the Proposed Action	2.8	0.29%	Yes
1013C	Same as the Proposed Action	2.7	0.27%	Yes
1388A	Same as the Proposed Action	0.8	0.17%	Yes
2253	Seasonally restricted (no public motorized access April 1 through November 15)	2.7	1.36%	No
636	Seasonally restricted (no public motorized access April 1 through November 15)	3.7	2.44%	No
Total		24.7 miles	7.46%	
Blue-Grass BMU Existing Core Area Habitat Percent (%)			48.25%	
Blue-Grass BMU Alternative 3 Core Area Habitat (%)			55.71%	



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BLUE GRASS BMU WEST-EAST OPEN ACCESS (ALTERNATIVE 4)

- The repair and maintenance activities proposed for Bog Creek Road and the administrative open designation for Blue Joe Creek Road are the same as described under the Proposed Action.
- The motorized closure of approximately 26 miles of roads is the same as described under the Proposed Action.
- Under Alternative 4, Bog Creek Road and roads along the eastern approach to Bog Creek Road would be open to unlimited public motorized access. However, winter motorized snowmobile use by the public is not allowed on Bog Creek Road as a result of the court orders of November 7, 2006, and February 27, 2007, relating to recovery of woodland caribou and the potential impacts of snowmobile use within the recovery area.
- Additionally, the designation of roads along the eastern approach to Bog Creek Road (FSRs 2546, 1011, 636, and 1009) would also change from the current seasonally restricted designation (limited motorized access) to an open road designation (unlimited motorized access) to allow for continuous unrestricted public motorized travel around Continental Mountain.

Blue Grass BMU West-East Open Access, Access Amendment Conditions

BMU	BMU Priorities (1, 2, or 3)	OMRD > 1 mile per square mile (%)		TMRD > 2 miles per square mile (%)		Core Area Habitat (%)		% NFS Land
		Alternative 4	Selected Standard (maximum)	Alternative 4	Selected Standard (maximum)	Alternative 4	Selected Standard (minimum)	
Blue-Grass	1	31.28%	33%	19.64%	26%	55.17%	55%	96%

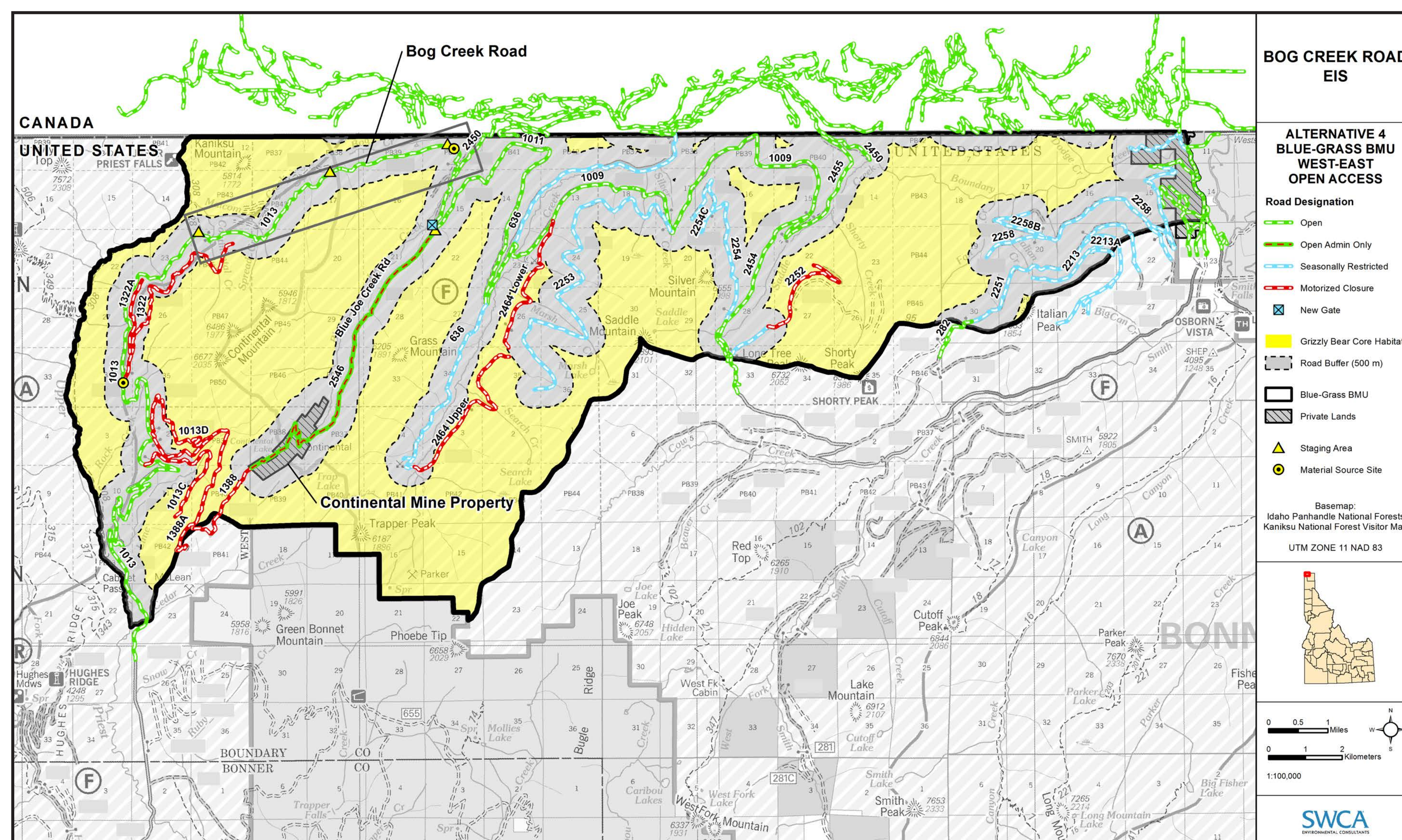
NO ACTION ALTERNATIVE (ALT 1)

The No-Action Alternative represents the effects of not implementing the proposed repair and maintenance of Bog Creek Road and motorized closure of seasonally restricted Forest Service roads, while taking into account the effects of other past, ongoing, and reasonably foreseeable activities occurring in the area. This alternative proposes that no repair and maintenance activities would occur on the mostly impassable 5.6-mile section of Bog Creek Road and that the 26 miles of seasonally restricted Forest Service roads would continue to be available for motorized use in accordance with seasonal access restrictions. There would be no change in Forest Service management of the roads and CBP activities in the Blue-Grass BMU.

Under the No-Action Alternative, the Forest Service would continue to work toward meeting the Access Amendment standards. However, it is unknown exactly which roads would be closed to motorized use to meet the standards. Therefore, future motorized closure actions are not analyzed as part of the No-Action Alternative.

Comparison of the Access Amendment Standards relative to the No Action Alternative Calculations

BMU	BMU Priorities (1, 2, or 3)	OMRD > 1 mile per square mile (%)		TMRD > 2 miles per square mile (%)		Core Area Habitat (%)		% NFS Land
		Alternative 1 No Action	Selected Standard (maximum)	Alternative 1 No Action	Selected Standard (maximum)	Alternative 1 No Action	Selected Standard (minimum)	
Blue-Grass	1	14.87%	33%	28.95%	26%	48.25%	55%	96%



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DRAFT EIS IMPACT ANALYSIS

CBP and the Forest Service developed a list of issues to address using comments from the public, local, state, and Federal agencies, Tribes, and the internal interdisciplinary team. Issues were separated into major issues and analysis issues. Issues that were included in the analysis were identified as those resource aspects that would be directly or indirectly affected by implementing the action alternatives.

Major Issue	Analysis Measure	DEIS Section Containing Analysis
Grizzly bear impacts	<ul style="list-style-type: none"> The potential for human presence (noise and activity) to cause disturbance and avoidance The potential for illegal kills (poaching or malicious kills), mistaken identity kills, or kills in defense of human life Impacts to linkage corridors Change in acres of secure grizzly bear habitat Changes in open and total motorized route densities 	Section 3.2 – Threatened, Endangered, and Proposed Species
Motorized access to the national forest (public and administrative)	<ul style="list-style-type: none"> Changes in total miles of the existing route system available for recreational public use in the Blue-Grass BMU Changes in access to private land in the Blue-Grass BMU 	Section 3.8 – Recreation and Access

Analysis Issue	Analysis Measure	DEIS Section Containing Analysis
Bull trout impact	<ul style="list-style-type: none"> Change in bull trout distribution The potential for in-stream work to cause sedimentation of streams occupied by bull trout or bull trout designated critical habitat The potential for pollutants, including herbicides, to enter streams occupied by bull trout or bull trout designated critical habitat See also water resources 	Section 3.2 – Threatened, Endangered, and Proposed Species Section 3.6 – Water Resources
Canada lynx impact	<ul style="list-style-type: none"> The potential for human presence (noise and activity) to cause disturbance and avoidance The potential for illegal kills (poaching or malicious kills), incidental trapping mortality, and changes in competition Impacts to linkage corridors Change in acres of Canada lynx habitat 	Section 3.2 – Threatened, Endangered, and Proposed Species
Fish	<ul style="list-style-type: none"> Qualitative change in sediment delivery affecting fish habitat Qualitative discussion of potential effects from proposed activities occurring in stream buffer areas (riparian habitat conservation areas [RHCA]) Qualitative discussion of the potential for decreased survival/recruitment of fish populations Qualitative change in up- and downstream passage at road-stream crossings affecting fish population connectivity See also water resources 	Section 3.4 – Fish Section 3.6 – Water Resources
Heritage	<ul style="list-style-type: none"> Types of resources, if available, that may be impacted Historic properties directly and indirectly impacted, resulting in a change in the characteristics that make them eligible for the National Register of Historic Places Auditory and visual impacts during and post-construction 	Section 3.9 – Heritage Resources
North American wolverine impact	<ul style="list-style-type: none"> The potential for human presence (noise and activity) to cause disturbance and avoidance The potential for illegal kills (poaching) and incidental trapping mortality Impacts to linkage corridors Change in acres of wolverine habitat 	Section 3.2 – Threatened, Endangered, and Proposed Species

Analysis Issue	Analysis Measure	DEIS Section Containing Analysis
Recreation	<ul style="list-style-type: none"> Miles of routes closed to motorized recreational use per Recreation Opportunity Spectrum classification Changes in access to designated recreation sites and trails Changes to the recreation setting and opportunities (e.g., snow sports, hunting, fishing, cycling, vehicle exploring, sightseeing, and trapping) 	Section 3.8 – Recreation and Access
Soils	<ul style="list-style-type: none"> Acres of high-potential mass failure, sediment delivery, and erosion areas disturbed Estimate of total detrimental soil disturbance Qualitative assessment of changes to compaction, rutting, and displacement, or removal of organic matter and surface cover 	Section 3.7 – Soil Resources
Special Status Plants (including sensitive plants)	<ul style="list-style-type: none"> Changes to populations of special status plants and their associated plant habitat guilds from the existing condition (e.g., fen peatland) Risk of damage to associated sensitive plant habitat guilds (e.g., cold forest, peatland, etc.) or special status plant populations from slope destabilization or movement of material beyond road prism. 	Section 3.5 – Special Status Plants
Water resources (including wetlands)	<ul style="list-style-type: none"> Qualitative change in sediment delivery Qualitative assessment of the potential for accidental or intentional release of contaminants to water resources Qualitative assessment of the effects on specially designated waters (impaired or State protected), including discharge of stormwater Change in hydrologic connectivity Number of springs that occur within the project footprint Acres, number, and type of disturbance in wetlands and other waters of the U.S. See also soil resources 	Section 3.6 – Water Resources Section 3.7 – Soil Resources
Wildlife	<ul style="list-style-type: none"> Boreal toad: Acres of suitable breeding habitat (wetlands) disturbed; miles of permanent road improved and closed to motorized use Harlequin duck: Acres of suitable habitat disturbed (RHCA); miles of permanent road improved and closed to motorized use; qualitative analysis of fragmentation/human disturbance Northern bog lemming: Acres of suitable habitat (wetlands) disturbed Gray wolf: Acres of suitable habitat disturbed; miles of permanent road improved and closed to motorized use; qualitative analysis of fragmentation/human disturbance; qualitative analysis of mortality risk Fisher: Acres of modeled suitable habitat disturbed; miles of permanent road improved and closed to motorized use; qualitative analysis of fragmentation/human disturbance; qualitative analysis of mortality risk Migratory birds: Acres of suitable habitat disturbed; qualitative analysis of fragmentation/human disturbance 	Section 3.3 – Wildlife
Selkirk Mountain Woodland Caribou	<ul style="list-style-type: none"> The potential for human presence (noise and activity) to cause disturbance and avoidance Changes in predator access Impacts to linkage corridors Change in acres of woodland caribou habitat 	Section 3.2 – Threatened, Endangered, and Proposed Species

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Grizzly Bear Impact Analysis Summary by Alternative

No-Action (Alternative 1)	Proposed Action (Alternative 2)	Modified Proposed Action (Alternative 3)	Blue-Grass BMU West-East Open Access (Alternative 4)
<p><u>Short- Term Road Repair and Motorized Closure Actions</u></p> <p>No effects beyond existing conditions other than those which are summarized below:</p> <p>Human Noise and Activity</p> <ul style="list-style-type: none"> Current noise and traffic levels would continue and could result in occasional disturbance or displacement of Threatened and Endangered (T&E) wildlife species. Although not mapped as core area habitat, the area surrounding Bog Creek Road currently functions as core habitat because of its undrivable condition and would continue to function as core habitat. Existing levels of T&E habitat fragmentation would remain the same. <p>Fragmentation and Linkages</p> <ul style="list-style-type: none"> Weed management would continue as prescribed in the Priest Lake Noxious Weed Control Project Final EIS (Forest Service 1997) and the Bonners Ferry Ranger District Noxious Weeds EIS (Forest Service 1995c). Therefore, it is unlikely that weeds would reduce current habitat health. 	<p><u>Short- Term Road Repair and Motorized Closure Actions</u></p> <p>There would be direct and indirect detrimental impacts to grizzly bear from road repair and motorized closure actions under the Proposed Action. This is because grizzly bears are likely to avoid the work areas during these activities, losing access to available resources from these areas during the short term. Over the long term, Bog Creek Road repair would fragment an area that has been undrivable and functioning as core habitat.</p> <p>Fragmentation and Linkages</p> <ul style="list-style-type: none"> The proposed increase in grizzly bear core area habitat (6.92 percentage point increase) would benefit grizzly bear through reduced habitat fragmentation. <p>Habitat Removal, Road Avoidance, and Core Area Habitat</p> <ul style="list-style-type: none"> A total of 84.7 acres of grizzly bear habitat would be removed during repair and motorized road closure; 22.3 acres would be permanently removed along Bog Creek Road; a total of 11.7 of these acres would be permanently removed denning habitat. Up to 62.4 acres of habitat would be temporarily affected by motorized road closure activities; a total of 33.7 of these acres is considered denning habitat. Upon completion of the active road closure, this habitat would again be available to grizzly bears. These acreages account for less than 1% of existing overall and denning habitat in the Blue-Grass BMU. 	<p><u>Short- Term Road Repair and Motorized Closure Actions</u></p> <p>The effects would be the same as those described under the Proposed Action, with this exception:</p> <p>Fragmentation and Linkages</p> <ul style="list-style-type: none"> The proposed increase in grizzly bear core area habitat (by 7.46 percentage points) would benefit grizzly bear through reduced habitat fragmentation; this alternative would increase core area habitat by 0.54 percentage points more than the Proposed Action. The road segments were chosen under this alternative to increase the amount of contiguous core area and to create a large core area in the central portion of the Blue-Grass BMU. Alternative 3 would be more beneficial for grizzly bear than the Proposed Action. <p>Habitat Removal, Road Avoidance, and Core Area Habitat</p> <ul style="list-style-type: none"> Up to 59.3 acres of habitat would be temporarily affected by motorized road closure activities; 27.7 of these acres provide denning habitat. Compared with the Proposed Action, this is 3.1 fewer acres of overall habitat and 6.0 fewer acres of denning habitat temporarily affected. These acreages constitute less than 1% of existing overall and denning habitat in the Blue-Grass BMU. Over the long term, those acres of habitat would be again available to grizzly bears following the active work period. The proposed motorized road closures under Alternative 3 would reduce motorized access within 500 meters of 16 acres of the important spring foraging wet meadow/peatland habitat; this is 15 acres more than under the Proposed Action. 	<p><u>Short- Term Road Repair and Motorized Closure Actions</u></p> <p>The effects would be the same as those described under the Proposed Action.</p>
<p><u>Long-Term Maintenance and Use Actions</u></p> <p>No effects beyond existing conditions other than those which are summarized below:</p> <ul style="list-style-type: none"> Grizzly bears would continue to avoid existing roads, especially roads open to motorized use. Under the No-Action Alternative, open motorized roads occur within 500 meters of these high-quality grizzly bear habitats in the Blue-Grass BMU: 8% of the denning habitat and 7% of the wet meadow habitat. With the No-Action Alternative OMRD modeled at 14.87%, over 18 percentage points below the Access Amendment standard of 33, the Agencies would have administrative motorized access flexibility throughout the BMU to accommodate motorized use for these activities: routine law enforcement, scheduled land management, and research. Over time, the vegetation overgrowth on FSR 636, Upper 2464, and 1388 would reduce, and ultimately eliminate, the habitat fragmentation effects. The Forest Service would continue to work toward meeting the Access Amendment standards. It is unknown exactly which roads would be closed to motorized use to meet the Access Amendment standards, and that analysis is not presented in this EIS. Motorized and non-motorized use within the BMU would likely remain the same as the existing condition. Mortality from vehicle strikes along Bog Creek Road would be unlikely. 	<p><u>Long-Term Maintenance and Use Actions</u></p> <p>There would be direct and indirect detrimental and beneficial impacts to grizzly bear from long-term maintenance and use actions under the Proposed Action.</p> <p>Improved Human Access</p> <ul style="list-style-type: none"> Overall, the motorized road closure that would occur would reduce human access into those parts of the BMU, but human access along Bog Creek Road would be improved. The Agencies would have motorized access flexibility elsewhere in the BMU because OMRD would continue to be 9.74 percentage points below the Access Amendment standard. Some of the gated road segments in the Blue-Grass BMU could accommodate motorized use for these administrative activities: routine law enforcement, scheduled land management, and research <p>Fragmentation and Linkages</p> <ul style="list-style-type: none"> The Blue-Grass BMU is a linkage area for grizzly bears between the southern Selkirks and Canada. The moderate motorized use of Bog Creek Road and Blue Joe Creek Road would increase motorized use in the BMU through which bears pass to move in a north-south direction. This would reduce the permeability of the movement corridor as a whole. However, motorized use on the seasonally restricted roads in the central portion of the BMU (an area important to grizzly bears) would remain low. When combined with other activities within the SRZ, the moderate motorized use could cumulatively decrease genetic flow between the U.S. and Canadian bear populations, a detrimental impact for the SRZ bear population which already has low genetic diversity. <p>Disturbance from Habitat, Road Avoidance, and Core Area Habitat</p> <ul style="list-style-type: none"> Moderate motorized use of Bog Creek Road and Blue Joe Creek Road would be a localized, long-term detrimental impact because it would fragment habitat that is effectively functioning as core habitat. This core habitat would be shifted to other parts of the Blue-Grass BMU, and bears currently using the habitat surrounding Bog Creek Road would have to change daily and seasonal habitat use patterns to avoid the motorized disturbances on Bog Creek Road. Because Blue Joe Creek Road would increase from low to moderate motorized use, bears would also be disturbed from the habitat surrounding this road. Although there would be motorized road closures under the Proposed Action and the Access Amendment conditions would be within the standards, there would be greater disturbance impacts to grizzly bears using these high value habitats under this alternative, than under the No Action. 	<p><u>Long-Term Maintenance and Use Actions</u></p> <p>The effects would be the same as those described under the Proposed Action.</p>	<p><u>Long-Term Maintenance and Use Actions</u></p> <p>The Effects would be similar to those described under the Proposed Action, with these detrimental impact exceptions:</p> <p>Improved Human Access</p> <ul style="list-style-type: none"> Increased public access along the Alternative 4 open west to east access roads could lead to the increased potential for mortality from recreationists, hunters, poachers, or those seeking to maliciously kill grizzly bears. Use of the roads by black-bear hunters would increase the potential for grizzly bear mistaken identity kills. Increased human presence could also increase the potential for bear mortality in defense of human life. The OMRD would be 8.02 percentage points higher than under the Proposed Action and 1.72 percentage points less than the Access Amendment standard of 33%. The Agencies would be limited in their motorized access flexibility in other areas of the Blue-Grass BMU. <p>Fragmentation and Linkages</p> <ul style="list-style-type: none"> Unlimited motorized public access across the center of this important linkage area would detrimentally cumulatively impact the grizzly bear population connectivity in the SRZ because of grizzly bears' documented avoidance of roads, especially motorized roads. This effect would be greatest under Alternative 4. <p>Disturbance from Habitat, Road Avoidance, and Core Area Habitat</p> <ul style="list-style-type: none"> Although there would be motorized road closures under Alternative 4 and the Access Amendment conditions would be within the standards, there would be greater disturbance impacts to grizzly bears using these high-value habitats under this alternative than under any other alternative.

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Motorized Access Impact Analysis Summary by Alternative

No-Action (Alternative 1)	Proposed Action (Alternative 2)	Modified Proposed Action (Alternative 3)	Blue-Grass BMU West-East Open Access (Alternative 4)
<p><u>Short-Term Road Repair and Motorized Closure Actions</u> No change to the management of the existing route system:</p> <ul style="list-style-type: none"> Approximately 34 miles of routes would continue to be classified as “open,” and approximately 97 miles of routes would continue to be seasonally restricted for public motorized use. <p>Private Land Access</p> <ul style="list-style-type: none"> Special use authorization required for approximately 20.55 miles of Forest Service roads, conditioned to meet limitations (i.e., negotiated administrative motorized trip numbers, seasonal restrictions, etc.). 	<p><u>Short-Term Road Repair and Motorized Closure Actions</u> Changes to the existing route system:</p> <ul style="list-style-type: none"> 5.6 miles of Bog Creek Road and 7.4 miles of Blue Joe Creek Road would be designated <i>administrative open</i> (as-needed administrative motorized access) and closed to all public motorized travel. This represents no change from the No-Action Alternative; therefore, there would be no impact to public motorized use of these roads. A total of 26.5 miles of seasonally restricted Forest Service roads would be closed to all motorized use. A total of 5.3 miles of designated snowmobile route would be detrimentally impacted by the closure of FSR 1388. <p>Private Land Access</p> <ul style="list-style-type: none"> Special use authorization required for approximately 10.9 miles of Forest Service roads. The holder would not be required to negotiate the number of administrative motorized trips. 	<p><u>Short-Term Road Repair and Motorized Closure Actions</u> Changes to the existing route system:</p> <ul style="list-style-type: none"> 5.6 miles of Bog Creek Road and 7.4 miles of Blue Joe Creek Road would be designated <i>administrative open</i> (as-needed administrative motorized access) and closed to all public motorized travel. This represents no change from the No-Action Alternative; therefore, there would be no impact to public motorized use of these roads. A total of 24.7 miles of seasonally restricted Forest Service roads would be closed to all motorized use. Under Alternative 3, no impacts to designated snowmobile routes would occur (FSR 1388 would remain open as a designated snowmobile route). <p>Private Land Access</p> <ul style="list-style-type: none"> The effects would be the same as those described under the Proposed Action. 	<p><u>Short-Term Road Repair and Motorized Closure Actions</u> Changes to the existing route system:</p> <ul style="list-style-type: none"> A total of 5.6 miles of Bog Creek Road and 17.4 miles of the west–east access roads (portions of FSRs 2546, 1011, 636, and 1009) would change from seasonally restricted to open to motorized and non-motorized use year-round (with the exception of winter motorized snowmobile use due to the caribou recovery court orders). A total of 1.0 mile of Blue Joe Creek Road would change designation from seasonally restricted to open to public motorized use and 7.4 miles would change to administrative open. A total of 5.3 miles of designated snowmobile route would be detrimentally impacted by the closure of FSR 1388. <p>Private Land Access</p> <ul style="list-style-type: none"> Special use authorization required for approximately 5.5 miles of Forest Service roads. The holder would not be required to negotiate the number of administrative motorized trips.
<p><u>Long-Term Maintenance and Use Actions</u> Long-term maintenance and use of the existing road network and all existing recreational activities would continue to occur.</p>	<p><u>Long-Term Maintenance and Use Actions</u> Long-term recreational use of Bog Creek Road and Blue Joe Creek Road would be the same as described above under Road Repair and Motorized Closure Actions.</p>	<p><u>Long-Term Maintenance and Use Actions</u> The effects would be the same as described under the Proposed Action.</p>	<p><u>Long-Term Maintenance and Use Actions</u> Long-term recreational use of Bog Creek Road and Blue Joe Creek Road would be the same as described above under Road Repair and Motorized Closure Actions. More roads in the BMU would be open to the public for motorized travel under Alternative 4.</p>

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U.S. Customs and Border Protection

PUBLIC COMMENT / EIS PROCESS

Public comments on the Draft EIS are being accepted throughout the 45-day comment period. Your involvement is critical as the Forest Service and CBP move toward a decision on the proposed project.

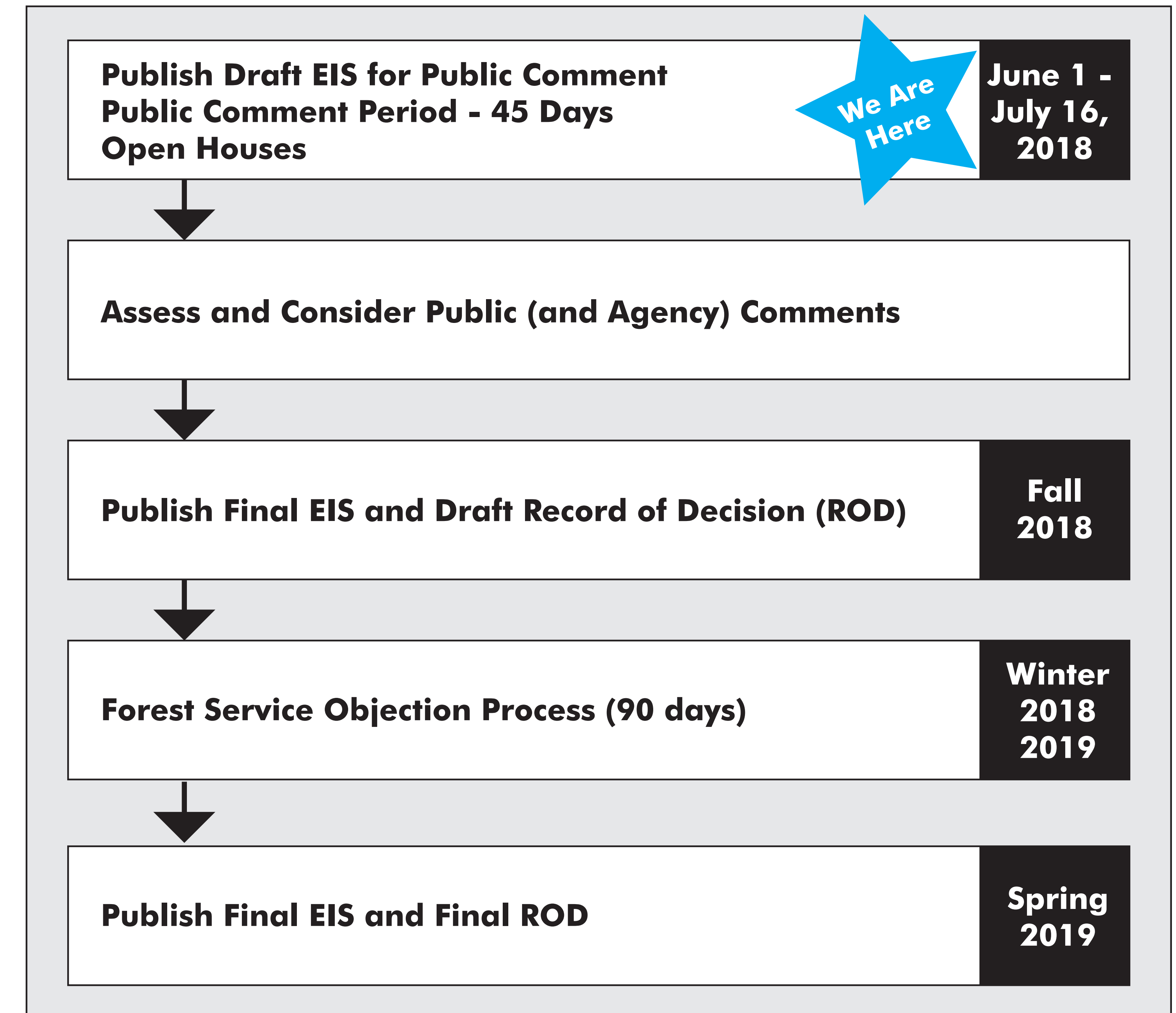
There are several ways to submit comments on the Draft EIS

- **Open house:** In-person at an Open House
- **Mail:** Bog Creek Road EIS, P.O. Box 643, Flagstaff, Arizona, 86002-0643;
- **E-mail:** SPWBogCreekEIS@cbp.dhs.gov;
- **Hand Deliver:** IPNF Supervisors Office, 3815 Schreiber Way, Coeur d'Alene, ID; or
- **FAX:** 208-765-7426

The public comment period closes on July 16, 2018

If you have any questions please contact Paul Enriquez, CBP, Border Patrol and Air and Marine Program Management Office, by telephone at 949-643-6365, or email at Paul.Enriquez@cbp.dhs.gov.

Environmental Impact Statement (EIS) Process and Schedule



Forest Service Objection Process

This project is subject to 36 CFR part 218, subparts A and B of the Forest Service's Project-level Pre-decisional Administrative Review Process. Pursuant to 36 CFR part 218, only those who provide timely and specific written comments regarding the proposed project during a comment period are eligible to file an objection with the Forest Service. Comments received regarding this Draft EIS are considered part of the administrative record for the NEPA review. Within this context, a commenter's personally identifiable information, such as name and contact information, may be released to a third-party upon request under the Freedom of Information Act. Comments submitted anonymously, without a name and contact information, will be accepted and considered; however, anonymous comments will not provide the commenter with standing to participate in the Forest Service objection process.