

## **FINDING OF NO SIGNIFICANT IMPACT**

### **REHABILITATION OF NORTHSHORE ROAD LAKE MEAD NATIONAL RECREATION AREA**

#### **PURPOSE AND NEED**

The National Park Service would rehabilitate and reconstruct a 9.5-mile segment of Northshore Road and modify an inadequate concrete box culvert carrying intermittent flows of Box Car Wash within Lake Mead NRA, Clark County, Nevada. This Northshore Road segment between mileposts (MP) 20.8 to 30.3 carries visitors from Lakeshore Scenic Drive and Nevada Highways 146 and 147, north to Interstate Highway 15. Access to the Las Vegas Bay, Government Wash, Callville Bay, Echo Bay, and Overton Bay area of Lake Mead is provided along this highway corridor. The project is needed to improve poor pavement conditions and inadequate drainage facilities. The one existing culvert is in fine condition, but repeated actual flood events have shown that only one culvert is not sufficient to carry flood flows without the road being damaged. The project is also intended to reduce accidents between MPs 24.7 and 25.3, on what is considered one of the most dangerous roads in the national park system based on the number of accidents that occur annually.

The concrete box culvert located in Box Car Wash at MP 10.5 on Northshore Road would be reconstructed. The concrete box culvert became clogged during a recent storm event causing an overflow of water and sandy bed materials across Northshore Road. This action is needed for reasons of safety, park operations and economics, and resource management.

#### **ALTERNATIVES**

##### **Preferred Alternative**

The preferred alternative meets the project objectives of improving traffic safety and managing resources on and along Northshore Road.

##### **Rehabilitation**

The Northshore Road would be rehabilitated beginning at MP 20.8 and ending at MP 30.3. The rehabilitation would improve poor pavement conditions, rehabilitate deteriorated and inadequate drainage infrastructure, and provide adjustments to the existing alignment between MPs 24.7 and 25.3. New traffic control and informational signs would be installed. The roadway would be rehabilitated on the existing road bench to an average width of 32 feet, as is currently present. The 32-foot road width would include two 12-foot-wide paved travel lanes, and two 4-foot-wide paved shoulders. Curves would be widened in high-accident locations. Some horizontal and vertical alignment would be adjusted to improve safety.

Rehabilitation would improve the roadway within the existing alignment, and would include recycling a portion of the existing roadway surface and base; lying, leveling, and compacting

this material; and applying a 3- inch asphaltic concrete overlay. Subexcavation of unsuitable subgrade material and backfill with free draining sub- base would be performed in selected locations, as needed. Twelve- inch- wide scored chatter strips would be placed on the road shoulder.

#### Reconstruction

The portion of Northshore Road between MPs 24.7 and 25.3 would be reconstructed. This road segment contains three curves and a parking lot with call box (telephone). The radii of the existing curves are 550 feet and 650 feet. The existing vertical alignment and tight curves create short sight distances and a safety hazard for motorists turning into the parking lot. Reconstruction would be comprised of increasing the curve radii to 700 feet and adding turn lanes into the parking lot. The road width would also be increased to 32 feet.

#### Proposed Turnouts and Parking Lots

There are currently eight turnouts along Northshore Road between MPs 20.8 and 30.3. Some turnouts are located on curves, creating hazards for motorists re- entering the road. All turnouts would be formalized with curb and gutters, and be approximately one- lane- width (12 feet) wide. Under the preferred alternative, one turnout at MP 24.6 would be removed to eliminate safety hazards.

The traffic configuration at Redstone parking area would be changed to improve circulation for buses and improve parking. The new parking lot would be formalized with curb and gutters, and sidewalks would be added. The new construction would occur within the area of previous disturbance.

At the call box parking lot (MP 24.9), a left- turn lane would be added for eastbound traffic, and a right- turn lane would be added for westbound traffic. The sight distances are short in this area, and the turn lanes would improve circulation for vehicles entering the parking lot. The parking lot would remain in its current configuration.

#### Construction Staging Area

Staging areas would be located at an old borrow pit approximately 0.25 mile north of Northshore Road on Bitter Springs Road. Other areas include a turnout near the intersection of Northshore Road and Callville Bay Road at the southern end of the project. Several existing turnouts would serve as temporary storage sites for desert soil. Aggregate and paving materials would be acquired from local sources outside Lake Mead NRA.

#### Culverts

There are currently 18 culverts along Northshore Road between MPs 20.8 and 30.3. Only three of these culverts meet American Association of State Highway and Transportation Officials design guidelines for a 50- year or larger storm event. Fifteen culverts are undersized and would be doubled in size, either by replacing the existing pipe with a larger diameter pipe or by adding an additional pipe. Every culvert would also have riprap placed at the inlet and outlet to control erosion, and would also have head walls installed.

The Box Car Wash concrete box culvert currently consists of one 10- foot concrete box and is designed for a 10- year storm incident. A recent storm event sent water and debris over the top of the roadway. Under the preferred alternative, a second 10- foot concrete box culvert would be added in the wash. Traffic at Box Car Wash concrete box culvert would be detoured into the wash around the site during construction. Excess soil from the curve realignment at MPs 24.7 and 25.3 would be imported to the site to construct the detour lanes.

### **Other Alternatives Considered**

The other alternative considered was the no- action alternative, which would provide no improvements to the Northshore Road between MP 20.8 and 30.3. The no- action alternative does not meet the project objectives of providing a reliable and safe driving experience, improving poor pavement conditions, rehabilitating deteriorated and inadequate drainage facilities, and reducing the potential for accidents.

### **ENVIRONMENTALLY PREFERRED ALTERNATIVE**

An alternative must meet the following criteria to be considered an environmentally preferred alternative:

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

As outlined in the environmental assessment, the environmentally preferred alternative is the action alternative. This alternative was selected based on the following criteria:

- Preventing loss of natural resources (Criteria 1, 3, and 4).
- Protecting public health, safety, and welfare (Criteria 2 and 3).
- Improving operations efficiency and sustainability (Criteria 1, 3, and 6).
- Protecting employee safety and welfare (Criteria 3).

This alternative would provide protection of public and employee health, safety, and welfare; improve day- to- day operations; and provide protection for the threatened desert tortoise (*Gopherus agassizii*).

**MITIGATION**

Mitigation measures have been incorporated into the preferred alternative to reduce impacts. Mitigation measures include surveying project areas for sensitive resources prior to construction; avoiding sensitive resources; clearly defining construction zones; avoiding introduction of non- native species; best management practices to minimize erosion, sedimentation, noise and dust emissions; blending cut areas into natural environment; and minimizing new disturbance.

Through consultation with the U.S. Fish and Wildlife Service for compliance with section 7 of the Endangered Species Act of 1973, as amended, the following mitigation measures would be implemented for protection of the desert tortoise. Mitigation measures for rehabilitation of Northshore Road are included in the matrix below:

**IMPACT/MITIGATION MATRIX**

Impact Topic	Mitigation Measure	Responsibility
Biotic Communities	Revegetation work would require the placement of desert soils conserved during construction along the road corridor.	Contractor
	Reseeding of native species.	Park
	Efforts would be made to avoid the introduction of non-native/noxious plant species. Only native soils would be used. No imported soils would be allowed.	Park/Contractor
	Undesirable plants would be controlled in high priority areas and other undesirable plants would be monitored.	Park
	Monitor disturbed areas for up to three years after construction.	Park
	Limit vehicle parking to existing roadways, parking lots, or the access routes.	Park
Threatened and Endangered Species, Species of Concern	Installation of a temporary desert tortoise fence along both sides of Northshore Road the entire length of the project corridor.	Park
	The construction limits on the edge of the existing road prism would be clearly marked or flagged for construction.	Park
	Qualified biologists would survey project area for desert tortoise immediately prior to the onset of construction in any given area. Survey results would be reported to Nevada Department of Wildlife.	Park
	All new culverts installed would be a minimum of 30-inches in diameter, providing adequately sized passageways for the desert tortoise.	Contractor
	Desert tortoise burrows found within the project area would be avoided and protected with desert tortoise-proof fence that would remain in place until construction in the vicinity is completed.	Park/Contractor
	Desert tortoise burrows found within the project area that could not be avoided during construction would be excavated by hand. All desert tortoises found within the project area, whether above ground or in excavated burrows, would be placed 300 to 1,000 feet outside of the clearing limits.	Park

Impact Topic	Mitigation Measure	Responsibility
	Measures would be taken to protect against intrusion by desert tortoises at sites with potential hazards (auger holes, steep-sided depressions, etc.).	Contractor
	Construction personnel would be trained on the occurrence and status of the desert tortoise and would be advised of the potential impacts to desert tortoises and potential penalties for taking a threatened species.	Park
	A litter control program would be implemented during construction.	Contractor
	Periodic inspection and repair of the desert tortoise drift fence would occur, including inspection of culverts.	Park
	Approximately 0.27 acre of upland desert tortoise habitat, historically disturbed, would be reclaimed to advance recovery of the habitat.	Park
	Primary means of preserving individual rare or sensitive plant species would be through salvage and replacement of desert soils.	Park
Water Quality, Air Quality, and Noise	Waste and excess excavated materials would be located outside the wash to avoid sedimentation.	Contractor
	Prior to construction, silt fences, straw bale barriers, temporary earthen berms, temporary water bars, sediment traps, stone check dams, brush barriers, or other equivalent erosion-control measures would be installed where necessary.	Contractor
	Regular site inspections will be conducted throughout the construction period to ensure that erosion-control measures are properly installed and function effectively.	Park
	Chemicals, fuels, and other toxic materials would be properly stored, used, and disposed.	Contractor
	Construction equipment would be refueled in upland areas only.	Contractor
	Fugitive dust plumes would be reduced to the extent possible by using water sprinkling during earth-disturbing activities.	Contractor
	Concrete and batch plants would be located outside Lake Mead NRA.	Contractor
	State-of-the-art noise reduction technology would be used on construction equipment to the maximum extent practicable.	Contractor
Cultural Resources	Should unknown archaeological resources be uncovered during construction, work would be halted in the discovery area and the site would be secured. Lake Mead NRA staff would consult according to 36 CFR 800.13 and, as appropriate, provisions of the Native American Graves Protection and Repatriation Act of 1990.	Park
	Lake Mead NRA staff would also notify and consult concerned tribal representatives for the proper treatment of human remains, funerary, and sacred objects should these be discovered during the course of the project.	Park
Health and Safety	During construction, Lake Mead NRA visitors would be routed away from construction areas—Northshore Road may be closed temporarily (for periods of no longer than 15 minutes).	Contractor
	Construction would likely not occur during the rainy season (between July and September). If project work is to occur between July and September, a safety plan for working in flash flood prone desert washes would be formulated.	Contractor
Scenic Resources	Northshore Road and Boxcar Wash concrete box culvert improvements will be limited to the minimum corridor necessary for a safe driving	Contractor

Impact Topic	Mitigation Measure	Responsibility
	experience and the designs and colors of construction materials would blend with the surroundings.	

**ENVIRONMENTAL CONSEQUENCES OF THE PREFERRED ALTERNATIVE**

**Biotic Communities**

Construction along the roadway would result in covering approximately 0.77 acre of sparse desert shrub and desert wash habitat. It is also likely that this project would introduce or spread Tournefort’s mustard (*brassica tournefortii*), cheatgrass (*bromus tectorum*), and other weeds.

Short- term impacts to vegetation and wildlife would result from construction and maintenance activities and would be related to human presence, noise, and vibration related to construction machinery, vehicles, and activities; dust generation, etc. Long- term impacts to vegetation would result from covering of habitat by the road template, habitat fragmentation, potential for introduction of non- native plant species via vehicles, wildlife/vehicle collisions, etc.

Overall, the preferred alternative is expected to have localized, short- term and long- term, negligible to minor, adverse impacts on biotic communities and wildlife in Lake Mead NRA. Cumulative adverse impacts would result for vegetation and wildlife relative to other roadway improvement projects within Lake Mead NRA, including future rehabilitation of Callville Bay Road and the remaining segment of Northshore Road; these are expected to be adverse, short term and long term, and negligible.

**Threatened and Endangered Species, Species of Concern**

Approximately 0.5 acre of low- density (bordering moderate density) desert tortoise habitat would be permanently lost adjacent to the existing roadway. The affected habitat includes desert wash and sparse desert shrub. Approximately 0.27 acre of previously disturbed habitat would be revegetated adjacent to the existing roadway, primarily on an obliterated, existing turnout. Road use would continue to result in depressed desert tortoise numbers immediately adjacent to the road due to vehicle collisions. Impacts to the desert tortoise would be mostly eliminated by the mitigation measures proposed, such as temporary desert tortoise fence placement, construction site monitoring, and construction staff education. As a result of this mitigation, the preferred action is not likely to adversely affect the desert tortoise. The temporary desert tortoise fence may also help to protect the banded Gila monster (*Heloderma suspectum cinctum*) and the chuckwalla (*Sauromalus obesus*) to some degree.

Desert tortoise, and to a lesser degree, banded Gila monster individuals on the ground surface or in burrows within the construction limits, could be killed or injured by construction vehicles or harassed by removal to a safer location during road rehabilitation work. These activities would result in short- term, minor to moderate, adverse impacts. Desert tortoise eggs could be destroyed. These impacts would be minimized by clearly marking clearing limits

outside of the existing road prism and by providing temporary desert tortoise fence to prevent individuals from accessing the construction zone.

The Las Vegas bearpoppy (*Arctomecon californica*) occurs within the project corridor, occupying gypsiferous soils near the turnout (approximately 33 feet from the road shoulder and 65 feet from the turnout) at MP 29.8. Direct impacts to the Las Vegas bearpoppy population at this location would be avoided by placing protective temporary fencing along the edge of the construction zone. Indirect impacts related to dust deposition would occur during construction, resulting in a short- term, negligible to minor, adverse impact to Las Vegas bearpoppy individuals of this population and a “may affect, not likely to adversely affect” determination.

All plant species of concern, i.e., the Las Vegas bearpoppy, threecorner milkvetch (*Astragalus geyeri* var. *triquetrus*), sticky buckwheat (*Eriogonum viscidulum*), Gold Butte moss (*Didymodon nevadensis*), seriate crossidium (*Crossidium seriatum*), and Sweet trichostomum (*Trichostomum sweetii*), would be lost to construction if present within the reconstructed road template or on the fill supporting the Boxcar Wash crossing. This loss would result in localized, long- term, negligible to minor, adverse impacts to individuals and habitat for plant species of concern.

### **Floodplains and Water Quality**

The rehabilitated Northshore Road would cross small, narrow washes at several locations. The larger Boxcar Wash would only be crossed at one location, requiring a temporary detour road across the wash, but no additional fill material would be added to the existing template. Corrugated metal pipe culverts would allow water to flow under Northshore Road within the washes during precipitation events resulting in runoff, but the form and flow dynamics of the channel would be somewhat altered by the fill material. Assuming correct installation and sizing of the corrugated metal pipe culverts, there would be no chronic adverse impacts to the floodplain. In the short term, there would be minor, increased, localized erosion (particularly along desert wash margins) and sedimentation—a short- term, minor, adverse impact.

The project corridor would be most vulnerable to sedimentation and erosion during construction due to exposure of cut slopes, topsoil, fill material, and disturbed and compacted surfaces to natural elements. Project construction activities would be conducted during the non- monsoon season, to the extent possible, to avoid flash flood events that would exacerbate erosion and sedimentation impacts.

Using best management practices for controlling nonpoint source pollution during construction would control sedimentation and erosion during small storm events. Should a major precipitation event occur during construction, however, sediments could be carried to Lake Mead and contribute to water turbidity (cloudiness) in the lake. Depending on the extent to which storm events did not occur during road construction, short- term, negligible to minor, adverse impacts on water quality from increased erosion, sedimentation, and turbidity would result.

A small amount of fill that was placed in Boxcar Wash when the road was originally constructed would be removed to allow placement of an additional concrete box culvert. This removal allows freer flows of the wash under Northshore Road, but does not restore the channel bottom structure (the concrete box culvert has a concrete bottom). Fill removed from the wash channel would likely be used to repair the eroded areas along the approaches to this crossing, resulting from the past overtopping flood event. This action would constitute a long-term, negligible, slightly beneficial effect.

### **Air Quality**

The proposed action would temporarily affect local air quality through increased dust and vehicle emissions. Hydrocarbons, nitrous oxide, and sulfur dioxide emissions would be largely dispersed by prevailing winds in the project area. Dust stirred up by construction equipment would increase airborne particulates intermittently, but this phenomenon is not expected to be appreciable. Mitigating measures such as water sprinkling to reduce dust and limit idling of construction equipment would be used, as appropriate, to mitigate effects. Impacts from dust and construction equipment emissions would be localized, short term, minor, and adverse.

### **Soils**

The Northshore Road template within the project area currently covers approximately 40 acres (approximately 16 hectares). The total area disturbed for the rehabilitation project, including previously and newly disturbed land, would be 40.87 acres (16.5 hectares). The total amount of previously undisturbed soil permanently affected by construction would be approximately 0.77 acre (0.3 hectare).

About 0.49 acre (0.2 hectare) of previously disturbed ground surface (former turnout and roadway) would be restored and revegetated. Restoration and revegetation efforts would reduce scarring and loss of soil through erosion. Natural soil processes would be restored only over the long term, as soil structure slowly returns to a more natural condition in this desert environment.

Overall, soil impacts are expected to be long term, negligible, and adverse because they are localized. Cumulative impacts would also be long term, negligible, and adverse.

### **Visitor Use and Experience**

During construction work on Northshore Road, visitors would experience up to 15- minute delays along the roadway, partial closure of parking lots, and a reduced number of turnouts used for staging areas. Mitigation measures specified in the construction contract include no work from one day before the holiday weekend through one day after the weekend, except for work that would not impact visitor ingress/egress to recreation facilities; and no work on the weekends. These measures would reduce impacts during the high- use periods. Short- term impacts would be minor and adverse in nature since construction would take place during low visitation periods. If the project extends into peak season or into weekends, the impacts would be moderate.

The long- term, minor to moderately beneficial effects on visitor use and experience from the preferred alternative, in combination with the effects of current and reasonably foreseeable action, would result in long- term, minor, beneficial effects.

### **Health and Safety**

During the rehabilitation of Northshore Road, speeds would be reduced in construction zones, resulting in fewer and less severe accidents in these segments. This would result in a short- term, slightly beneficial effect to health and safety.

The paving of the shoulders, as well as adding rumble strips, is believed to be the primary cause of lowering the accident rate. The road improvements would have a long- term, moderately beneficial effect to health and safety.

Boxcar Wash would be adequate for a 50- year storm event resulting in a long- term, somewhat beneficial effect on health and safety.

### **PUBLIC INVOLVEMENT AND CONSULTATION**

Staff of Lake Mead NRA and resource professionals of the National Park Service, Denver Service Center, conducted internal scoping. This interdisciplinary process defined the purpose and need, identified potential actions to address the need, determined the likely issues and impact topics, and identified the relationship of the proposed action to other planning efforts at Lake Mead NRA.

A press release initiating scoping and describing the proposed action was issued on November 6, 2002. Comments were solicited during a public scoping period that ended December 7, 2002. No comments were received. An onsite informal consultation with the U.S. Fish and Wildlife Service was held December 18, 2002.

The environmental assessment was made available for public and agency review and comment during a 30- day period ending April 4, 2003. Comments were received from the Nevada Division of Water Resources, Nevada Department of Wildlife, and the Nevada Office of Historic Preservation.

Lake Mead NRA provided copies of the document to area libraries and interested parties on the park mailing list. The document was available for review on the park Web site, or interested parties could contact the park by phone or mail and request copies of the document.

The Nevada Historic Preservation Office had no comments on the project (letter dated April 2, 2003).

The Nevada Division of Water Resources wrote that any water used for the construction project would need to be provided by an established utility or under permits or waivers issued by the state engineer under provisions of the Nevada Revised Statutes (letter dated March 17, 2003). The environmental assessment states that water used to preserve air quality during

construction would be pumped from Lake Mead and hauled by truck to the construction site. No water usage would occur without the proper permits or authorizations. Such permits or authorizations would be the responsibility of the contractor for the project. The scope of work for the project contractor would include a discussion of the mitigation requirements for the contractor and a requirement that the contractor obtain the appropriate authorizations or permits prior to initiating work on the project.

The Nevada Department of Wildlife concurred that highway and animal safety should be improved by the project. The Nevada Department of Wildlife indicated that the environmental assessment acknowledged higher tortoise densities along Northshore Road and questioned the use of temporary fencing for the duration of the project instead of permanent fencing. The comments indicate that if cost is an issue, then there may be alternative ways to fund permanent fencing. Both the environmental assessment and the biological assessment state that the segment of Northshore Road proposed for rehabilitation and reconstruction is considered low-density desert tortoise habitat with the areas closest to the road having only marginal habitat. Surveys of the area in 2002 found no live desert tortoise and few signs of their presence. The road improvements are not expected to change the impacts to the desert tortoise from the present conditions and temporary measures are deemed adequate for protection during construction.

The Nevada Department of Wildlife requested that sightings of desert tortoise and Gila monsters, and crossings of the highway by bighorn sheep be recorded and reported to them (letter dated March 17, 2003). Lake Mead NRA will conduct a survey for desert tortoise prior to initiating construction, but has no plans for ongoing surveys for desert tortoise, Gila monsters, or Desert bighorn sheep (*Ovis canadensis nelsoni*) in this area.

Letters from these agencies have been reproduced and are provided as Attachment A of this Finding of No Significant Impact.

Compliance with section 7(c) of the Endangered Species Act of 1973, as amended, was completed through the preparation of a biological assessment for the listed threatened desert tortoise and listed vegetative species of concern, the Las Vegas bearpoppy and sticky ringstem (*Anulocaulis leisolenus*). The biological assessment concluded that the proposed action would have an effect on the desert tortoise habitat, but there would be no new effects to the Las Vegas bearpoppy and sticky ringstem. The biological assessment and environmental assessment were submitted to the U.S. Fish and Wildlife Service for review. The U.S. Fish and Wildlife Service submitted a biological opinion concerning the desert tortoise to Lake Mead NRA superintendent on July 23, 2003, concluding that the effects of the rehabilitation and reconstruction of a segment of Northshore Road from MP 20.8 to MP 30.3, and the cumulative effects, is not likely to jeopardize the continued existence of the desert tortoise. This action does not affect critical habitat for the desert tortoise and no destruction or adverse modification of critical habitat is anticipated.

## IMPAIRMENT OF PARK RESOURCES OR VALUES

The effects of the preferred alternative will not impair park resources or values necessary to fulfill specific purposes identified in the park's enabling legislation. Impacts documented in the environmental assessment and summarized above will not affect resources or values key to the natural and cultural integrity of the park or alter opportunities for the enjoyment of the park. The preferred alternative will not impair park resources and will not violate the National Park Service Organic Act. This conclusion is based on a thorough analysis of the impacts described in the environmental assessment, the agency and public comments received, and the professional judgment of the decision-maker in accordance with *National Park Service Management Policies, 2001*.

## CONCLUSION AND BASIS FOR DETERMINATION

Based on the analysis completed in the environmental assessment, the capability of the mitigation measures to reduce, avoid, or eliminate impacts, and with due consideration of public response, the National Park Service determined that an environmental impact statement is not required; therefore, the selected action may be implemented as soon as practical. The U.S. Fish and Wildlife Service and Nevada State Historic Preservation Office concur on these determinations. The selected alternative would provide for improved visitor services and improved safety, while providing some beneficial impacts to park resources and would not have a significant effect on the human environment. There are no significant impacts on public health, public safety, threatened or endangered species, historic properties, either listed in or eligible for listing in the National Register of Historic Places, or other unique characteristics of the region. No highly uncertain or controversial impacts, unique or unknown risks, significant cumulative effects, or elements of precedence were identified. Implementation of the action would not violate any federal, state, or local environmental protection law. The selected alternative complies with the Endangered Species Act.

I find that the selected alternative does not constitute a major federal action significantly affecting the quality of the human environment. Therefore, in accordance with the National Environmental Policy Act of 1969, and regulations of the Council on Environmental Quality (40 CFR 1508.9), an environmental impact statement will not be prepared for this project.

Recommended:

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William K. Dickinson  
Superintendent, Lake Mead National Recreation Area

Date

Approved:

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**Jonathan B. Jarvis**  
**Regional Director**  
**Pacific West Region, National Park Service**

**Date**

