



**FINAL SCOPING REPORT**  
**Yellowstone and Grand Teton National Parks and the John D. Rockefeller, Jr., Memorial Parkway**  
**NATIONAL PARK SERVICE**

This report presents the results of the public scoping period for the National Park Service (NPS) Winter Use Plans Environmental Impact Statement, to plan winter visitation and recreation management in Yellowstone National Park and Grand Teton National Park (GTNP) and the John D. Rockefeller, Jr., Memorial Parkway. This long-term plan is expected to guide the management of winter use, including snowmobiles and snowcoaches, in the parks. It is intended to ensure that park visitors have a range of appropriate winter recreational opportunities, while ensuring that these recreational activities are in an appropriate setting and do not impair or irreparably harm park resources or values.

**BACKGROUND**

Winter use management of Yellowstone and Grand Teton National Parks and the John D. Rockefeller, Jr., Memorial Parkway has been the subject of intensive study and public involvement for over a decade, comprising planning efforts, litigation, and National Environment Policy Act (NEPA) documentation. The following summarizes events that have occurred to date:

- 1990 – The NPS completed an Environmental Assessment and Winter Use Plan for the parks. The Greater Yellowstone Coordinating Committee (including the NPS and U.S. Forest Service) subsequently began work on an interagency assessment of winter use issues (published in 1999).
- 1997 – The Fund for Animals filed suit against the NPS, resulting in a settlement that required the NPS to produce a Final Environmental Impact Statement (FEIS) and make a new decision on winter use.
- 1999 – The NPS issued a final report, *Winter Visitor Use Management: a Multi-agency Assessment*.
- November 22, 2000 – The NPS signed a Record of Decision on the FEIS. The decision eliminated recreational snowmobile and snowplane use from the parks by the winter of 2003-2004.
- December 6, 2000 – The International Snowmobile Manufacturers Association sued the NPS asking that the decision eliminating snowmobile and snowmobile use be set aside based on NEPA process infractions.
- June 29, 2001 – A procedural settlement negotiated by the Office of the Secretary of Interior became final. As provided in that settlement agreement, the NPS acted as lead agency to prepare a Supplemental Environmental Impact Statement (SEIS), with the State of Wyoming and nine others acting as cooperating agencies.
- March 2002 – The NPS published the draft SEIS, and a 60-day public comment period followed during which the NPS received over 300,000 comment documents.
- March 25, 2003 – The NPS issued a Record of Decision for the SEIS.
- August 27, 2003 – The Proposed Rule based on the March 2003 Record of Decision was published in the Federal Register; the public comment period closed on October 14, 2003.
- December 2003 – The NPS published the new regulation based on the Record of Decision, but these actions were subsequently vacated and remanded to the NPS by the Washington, DC, District Court.
- February 2004 – A federal court in Wyoming issued a preliminary injunction preventing the NPS from implementing the January 2001 regulation phasing out snowmobile use in the three parks. As a result, the parks issued emergency orders to comply with the court's order.

- June 2004 – The NPS begins work on an Environmental Assessment (EA) for a Temporary Winter Use Plan for the parks, to guide management of winter use for the interim period (2004-2005, 2005-2006, and 2006-2007).
- June 14 through July 13, 2004 – Stakeholders submitted a total of 15,082 comments on the scope of the EA.
- August 20, 2004 – The NPS issued the EA for a 30-day public review and comment and received 95,006 comment documents.
- September 7, 2004 – The NPS published a Proposed Rule in conjunction with the EA, followed by a 30-day comment period that ended on October 7, 2004.
- November 10, 2004 – Implementing regulations were published in the *Federal Register*.
- June 24, 2005 – NPS published a Notice of Intent to prepare the Winter Use Plans Environmental Impact Statement and began a 60-day public scoping period beginning on July 24, 2005.
- September 1, 2005 – The scoping comment period ended, with stakeholders submitting a total of 33,365 comment documents.

### **CONTRACTOR ACTIVITIES and RESULTS**

The NPS contracted with North Wind, Inc. (North Wind) to analyze the public scoping comments. The comment management system was the PEPC World Wide Web-based interface through which public comments could be collected electronically. Stakeholders could also send paper comment letters directly to the NPS, and these were forwarded to North Wind for hand processing (either scanning or data entry into the system).

North Wind received 33,365 scoping documents and considered them all, analyzing each document and associating the content with one or more codes – text statements that, taken together, summarize the content of all comments received. The result is a profile for each comment document that reflects its content.

Some organizations/interest groups contacted NPS to verify that documents entered into PEPC by their members had been received successfully. At the request of NPS, North Wind staff did a quality check of lists provided by these groups and found that their scoping comments were accurately represented in the PEPC system codes.

### **SUMMARY TABLES**

The following queries based on data from PEPC summarize the scoping results:

- Number of Documents from Each State/Province
- Number of Comments per Code
- Number of Documents from Gateway Communities
- Number of Form Letter and Non-form Letter Commentors
- Number of Commentors for Each Form Letter
- Number of Commentors Responding via the Web or US Mail, for Form Letters
- Commentors Making a Public Request through PEPC

Also included is an appendix (Correspondence Text from Scoping Form Letters) of form letters received during scoping.

**Number of Letters from Each State/Province \***

AE	3
AK	88
AL	135
AR	106
AZ	707
Asia	1
BC	2
Bavaria	1
CA	6,624
CO	1,318
CT	420
DC	63
DE	83
FL	1,559
GA	474
GU	1
HI	195
IA	266
ID	330
IL	1,402
IN	427
KS	174
KY	209
LA	146
MA	1,052
MD	531
ME	248
MI	875
MN	835
MO	394
MS	52
MT	725

Macedonia	1
NC	650
ND	31
NE	84
NH	226
NJ	788
NM	382
NV	193
NY	2,303
OH	904
OK	150
ON	10
OR	993
PA	1,148
PR	4
RI	112
SC	159
SD	298
Surrey	1
Sweden	1
TN	384
TX	1,258
UT	255
VA	725
VI	1
VT	156
WA	1,582
WI	811
WV	70
WY	214
Other	25
<b>Total</b>	<b>33,365</b>

\* Data extracted directly from NPS PEPC system. Commentors enter their own information, so breakout is not restricted to 50 US states. Non-US abbreviations include the following: AE (United Arab Emirates), BC (British Columbia), GU (Guam), ON (Ontario), PR (Puerto Rico), VI (Virgin Islands). Documents with no designator are included in Other.

### Comment Totals per Code

Code ID	Description	Total Comments
AL3000	Alternatives: Envir. Preferred Alt./NEPA §101&102	1
AL3010	Select the environmentally preferred alternative.	63
AL4000	Alternatives: new alternatives or elements.	5
AL4010	Snowmobile management alternatives to consider.	1
AL4010.10	Consider alternatives that restrict snowmobile speed limits (support speed limits).	8
AL4010.1A	Consider alternatives that limit the daily number of snowmobiles allowed in the park (support limits).	141
AL4010.1B	Consider alternatives that do not limit the daily number of snowmobiles allowed in the park (oppose limits).	11
AL4010.1C	Consider alternatives with no limits or higher upper limits: varying amounts such as 950/1000/1100 Yellowstone, 200 GTNP, 100 Grassy Lake Rd.	1633
AL4010.1D	Consider alternatives that do not limit snowmobile access to Jackson Lake.	1527
AL4010.1E	Consider impacts of entrance allocations on all alternatives; some commentors add that the EIS Should consider alternatives that allocate: * Based on historic data * More entries at south and west YNP entrances.	1546
AL4010.1F	EIS should consider reviewing and adjusting entry limits periodically based on park and gate community recommendations.	2
AL4010.1G	Consider impacts on infrastructure and continued access from Wyoming of alternatives that reduce entries at the south and east entrances.	3
AL4010.1H	Consider a true No Action Alternative that would restore entry limits to pre-litigation levels.	1
AL4010.2A	Consider alternatives that require snowmobile guides (support guide requirements).	2646
AL4010.2B	Consider alternatives that do not require guided snowmobiles (oppose guides).	38
AL4010.2C	Oppose guide requirements for various reasons: unfair expense, unneeded if visitors have training, restricts freedom (especially on routes such as Grassy Lake Rd), unjustified by science, causes traffic congestion, reduces visitation.	1580
AL4010.2D	Consider alternative(s) that allow a limited percentage of unguided trips.	1628
AL4010.2E	Consider requiring an annual performance review for guides as a basis for permit renewal.	3
AL4010.2F	Consider alternatives that allow a limited percentage of guided trips.	5
AL4010.2G	EIS should not consider alternatives that include unguided or non-commercially guided snowmobile use; existing evidence is sufficient.	2
AL4010.3A	Support snowmobile road grooming restrictions; EIS must evaluate alternatives that would terminate all or road packing/grooming, and/or all road packing in YNP except for South Entrance to Old Faithful.	5
AL4010.3B	Oppose alternatives that restrict snowmobile road grooming.	2

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Winter Use Plans, Environmental Impact Statement

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Code ID	Description	Total Comments
AL4010.3C	Consider alternatives that prohibit cross-country skiing on groomed roads and that add separate groomed trails for skiers (oppose skiing on groomed roads).	1517
AL4010.3D	EIS should consider alternatives that increase the knowledge base of bison movement (support research while continuing oversnow access).	1
AL4010.3E	Consider plowing selected roads in Yellowstone and Grand Teton National Parks and eliminating oversnow travel.	2
AL4010.4A	Consider alternatives that require Best Available Technology (BAT) and/or use of privately owned BAT machines (support BAT); some commentors add that emission and sound models need to be updated.	1707
AL4010.4B	Consider alternatives that would eliminate BAT requirements (Oppose BAT)	10
AL4010.4C	Consider alternatives that would eliminate BAT on certain routes (Grand Teton, JDR Parkway, CDST, Grassy Lake Road, and Jackson Lake).	1552
AL4010.4D	EIS should consider whether Best Availability Technology eliminates need for other snowmobile restrictions.	10
AL4010.4E	Consider alternatives that allow a certain percentage of non-BAT snowmobiles, but require all guided entries to use BAT.	1
AL4010.4F	EIS should specify the number of seasons that snowmobiles may be used once placed on the BAT list.	1
AL4010.5A	Consider an alternative that restricts access to Jackson Lake (except for ice-fishing).	22
AL4010.5B	Consider an alternative that eliminates route restrictions (oppose restrictions)	12
AL4010.5C	Oppose restrictions on historic groomed roads and side trails: EIS should study impacts to all historic routes.	1557
AL4010.5D	Consider an alternative that allows snowmobile access to CDST and Grassy Lake Rd.	1625
AL4010.5E	Consider an alternative that would allow 50% commercial traffic on CDST & Grassy Lake Rd.	1537
AL4010.5F	Support route restrictions: eliminate Sylvan Pass as an alternative/restrict snowmobiles due to safety/cost concerns; use CFR authority to do so; costly avalanche control there serves only discretionary recreation demands for maximum of 40 snowmobile visitors and 12 snowcoach passengers per day.	3
AL4010.5G	The EIS should consider the impacts of opening the road over Cooke Pass and maintaining it as a transportation corridor from Cody to Gardiner.	1
AL4010.6	Consider using strict rule enforcement as a snowmobile management strategy rather than limiting access.	21
AL4010.6B	EIS should not consider strict rule enforcement as a snowmobile management strategy, for various reasons: resource intensive, not effective.	2
AL4010.7	Consider allowing pre-sale of admission tickets or use of barcoding to reduce entrance crowding.	11
AL4010.8	Consider an alternative that allows snowmobile access to the park interior for cross-country skiing.	1
AL4010.9	Consider allocating an area (inside or outside the park) for free off-trail or extreme snowmobiling.	19

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Code ID	Description	Total Comments
AL4011	Consider an alternative that restages entrances to avoid enclosures that would trap exhausts.	1
AL4012	Consider using hydrogen fuel cell powered snowmobiles.	1
AL4020.1A	Consider an alternative that limits the number of snowcoaches that enter the park daily (support limits).	4
AL4020.4A	Consider alternatives that require snowcoach best available technology (support BAT).	125
AL4020.5	Consider an alternative that improves regional transportation; some commentors recommend an alternative with updated, multi-season buses/snowcoaches as part of a YNP/GTNP/Parkway regional plan, with the EIS providing plans for phasing in such a system.	2
AL4020.6	Consider impacts of an expedited snowcoach-only alternative that uses BAT features such as: 4-wheel-drive, 6 to 24 passengers, rubber 4-track with fully operational safety features (brakes, steering, emission systems), safety release from an approved government test facility, emissions that meet EPA Standards, and eventually electric vehicles.	3
AL4030	EIS should consider use of snowplanes on Jackson Lake for fishing.	1539
AL4035	EIS should not consider use of snowplanes and/or motorized activities on Teton Park Road.	1
AL4040	Support snowcoach-only alternative (oppose continued snowmobile access - use only for official emergency situations); some commentors add that it best protects park resources.	30147
AL4040.1A	Consider all impacts (including socioeconomic and environmental) of the snowcoach only alternative as well as all impacts of expediting/expanding snowcoach only access.	81
AL4040.1B	EIS should analyze only alternatives that fully comply with the Clean Air Act, Organic Act, executive orders, OSHA, NPS management policies, and federal laws/rules, and that meet the EIS purpose and need.	2
AL4040.1C	All EIS Alternatives should comply with protective thresholds and/or ensure that EPA air quality concerns are addressed.	3
AL4041	Oppose snowmobile access to the parks; snowmobile on other public lands.	722
AL4045	Oppose Snowcoach-Only Alternative (support continued snowmobile access)	115
AL4045.1A	Consider closing the parks to snowmobiles if snowmobiling cannot be accommodated through existing tax revenues.	4
AL4050	Consider alternatives that eliminate all motorized use (no snowmobiles/ snowcoaches) and support more nonmotorized uses: * Analyze impacts of motorized use on nonmotorized recreation * Analyze current and expected growth/ decline of nonmotorized winter recreation for each alternative based on management decision.	60
AL5001	Base EIS and/or management preferred alternative on current laws, regulations, NPS management policies, Administrative Procedures Act, and human and resource safety requirements.	6
AL5002	EIS should consider a least-cost winter alternative (shuttle buses on plowed roads) for average- income visitors.	2
AL5003	Consider an alternative that would add gas and food services in the Canyon area.	1

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Code ID	Description	Total Comments
AL6000	EIS should consider alternatives that allow a flexible approach to winter use planning and take advantage of new, more protective technologies.	6
AQ4010	Snowmobile air quality impacts.	2
AQ4010.1A	Snowmobiles: negative impacts on air quality.	30122
AQ4010.1B	Snowmobiles: no negative impacts on air quality.	13
AQ4020.1A	Snowcoaches: negative impacts on air quality.	31
AQ4020.1B	Snowcoaches: no negative impacts on air quality.	6
AQ4030	Presence of non-BAT snowmobiles and snowcoaches in the park taints data on air quality and noise; eliminate non-BAT machines so scientific data will be accurate.	3
AQ6010	State of Wyoming requests participation in establishing air quality assessment protocol with review and comment by other cooperating agencies.	1
CC1001	NPS should work with the State of Wyoming on air quality issues because the state has primacy under the Clean Air Act.	1
GA1001	Impact analysis: ensure historic and recent winter use data is included in impact analyses (including air quality, number of vehicles, point of entry).	5
GA3010	Complete a carrying capacity study upon which to base snowmobile entry levels.	1
GA3020	Soundscape analysis should use a new methodology to evaluate soundscape impacts: SAE J-1161 instead of SAE J-192, citing various reasons.	1
GA3030	EIS impact analysis of road grooming/ packing must be complete, addressing direct, indirect, and cumulative impacts on wildlife, ecology, and all other values. Previous NEPA Analyses were inadequate.	2
GA3031	EIS impact analysis of road grooming/ packing must consider: all relevant scientific information, legal obligations and principles, data obtained from actual experimental closures on multiple roads concurrently.	3
GA3040	EIS should consider the budget impacts of maintaining expensive winter use infrastructure (grooming, monitoring, etc.) to support snowmobiling on other park programs that serve a greater number of visitors.	2
GA4001	Impact analyses should not be influenced by political agendas.	2608
GA4002	Impact analysis must be based on updated scientific data and presented in full to promote clarity, rather than tiering from older documents.	3
GA4010	More analysis needed (guides, limits, BAT, etc.) to determine snowmobile impacts to Jackson Lake area.	1
GI1000	Park resources and values: impact of proposal and alternatives.	1
GI1001	EIS should consider the cumulative impacts of all alternatives on all impact topics and resources on adjacent lands.	1
GI1010	Snowmobiles: no/low negative impacts on park environmental resources and values.	39
GI1015	Snowmobiles: negative impacts on park environmental resources and values; NPS studies show negative impacts.	27085
GI1015.1A	Snowmobiles: negative impacts on park staff and visitors, including health and safety.	10301
GI1020	Snowmobiles waste petroleum resources.	19

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Code ID	Description	Total Comments
GI1025	Recent winters with low snowmobile numbers have improved park conditions.	869
GI2030	Park resources and values more impacted by factors other than snowmobile use (global warming, development).	2
GI2035	YNP/GTNP/Parkway resources and visitor experiences will be more at risk as the number of residents, seasonal guests and tourists increase.	1
NC0000	No comments identified.	59
ON1000	Other NEPA issues: general comments.	1
ON1001	Prepare the EIS without input from cooperating agencies; NEPA does not require cooperation because agencies do not have jurisdiction over park planning.	2
ON1010.1A	Listen to public comment; some feel special interest groups override public opinion.	2759
ON1010.1B	Listen to public comment, not political pressure from the White House, Congress, or Interior Department political appointees.	215
ON1010.1C	Listen to public comment: park authority should not supersede public consensus.	40
ON1010.1D	Public supports nonmotorized uses of the park and/or more diversity of uses; some commentors add that nonmotorized use is increasing and/or is consistent with administration's support for personal fitness.	2
ON1010.1E	Public supports snowmobile access to the park.	3
ON1010.1F	Listen to public comment, but weigh form letters differently from unique, non-form letters.	1
ON1020	The PEPC system is too hard to use; there should be an easier way for the public to participate in planning.	1
OS0000	Off scope (including impacts from summer activities).	46
PN10001	Commentors, citing various legal precedents, state that previous NEPA analyses of snowplane use (Nov. 2000 FEIS and Nov. 2004 Temporary Use Plan EA) were inadequate, public involvement was inadequate, elimination of snowplanes was arbitrary and capricious, reasonable alternatives were not evaluated.	1
PN1001	EIS should include a clear purpose and need statement.	1
PN2010	NPS mandate to preserve and protect resources for future generations.	26594
PN2015	Park preservation and protection should come before local economic benefits.	63
PN2020	NPS mandate to provide visitor access.	72
PN2025	Recent winter use policies unduly restrict or discriminate against snowmobilers.	17
PN2030	NPS winter use policies favor the wealthy and restrict access to local visitors.	5
PN3010	Analyze ways to speed up transition to snowcoaches.	2594
PN3020	Do not analyze impacts of varying daily limits (no safe limits) or limit levels that NPS knows would violate protective thresholds.	2645
PN3030	Broaden EIS scope to include late fall and early spring use; shoulder seasons pose an economic challenge to gateway communities.	1
PN7010	Previous NEPA analyses support snowcoach-only alternative and/or eliminating snowmobiles.	442



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Code ID	Description	Total Comments
PN8010	EIS objective: an attempt to circumvent court orders.	3
PN8020	EIS objective is to justify continued snowmobile use in spite of scientific evidence and/or previous analyses.	12205
PN8021	Purpose of the EIS should not be to promote the economic well-being of gateway communities.	2
PN8030	Supports existing Temporary Rule, or supports certain elements of it.	14
PN8035	EIS/more study unneeded/wastes resources; some add that funding could be used for more pressing park needs.	13545
PN8040	EIS needs to clarify: * Need to protect resources * Why summer impacts are not in scope, when they are worse than winter impacts.	7
PO1001	Madison to Shoshone Overlook Is a federal highway, so cross country skiing and snowcoach rules must follow FHWA policy on this route; snowmobiles have priority and cannot be banned there.	3
PO1002	BAT requirements result in restrictions on interstate commerce.	3
PO1003	2001 management policies require NPS to avoid adverse impacts to park resources and values; when in doubt, NPS must decide in favor of protecting resources.	1
PO1004	Snowcoach only alternative is the only alternative that does not conflict with all laws, executive orders, NPS mandates and direction.	1
PO1010	Park operations: allow snowmobiles to enable compliance with the Americans with Disability Act and accommodate older visitors.	10
PO4010	Snowmobiles increase operations/taxpayer costs (monitoring/enforcement/road maintenance).	26155
SE2010	Failure of previous analyses to address conservation-based businesses.	1
SE4010.1A	Positive socioeconomic impacts of snowmobile restrictions (less pollution will attract more visitors).	166
SE4010.1B	Negative socioeconomic impacts of snowmobile restrictions; EIS must examine impacts on region/gateway communities.	34
SE4010.1C	Gateway Communities can manage without snowmobile trade as in the past	13
SE4010.1D	Recent decreases in winter visitors have had negative impacts on entrance fee revenues; EIS should disclose these costs and do a cost/benefit analysis that covers these losses.	3
SE4020	Gateway communities benefit from snowcoach operations and/or diversifying winter use.	24
SE4030	Delay implementing snowcoach only alternative makes it hard for concessionaires to plan investments in equipment.	1
SE4040	Past socioeconomic analysis was too limited; this EIS should improve analyses by methods such as: * Reviewing studies from Gallatin National Forest & Montana Tourism showing recreation trends * Analyzing additional markets for snowcoach access * Using tax data from gateway communities to calculate impacts * Studying factors contributing to recent decline in park winter visitors.	2

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Code ID	Description	Total Comments
SE4045	NPS should survey the public to identify factors that lead them to visit the parks; some commentors add that the EIS should contain such a survey.	2
SS4010	Snowmobile soundscape impacts.	4
SS4010.1A	Snowmobiles: negative impacts on soundscapes.	13271
SS4010.1B	Snowmobiles: no negative impacts on soundscapes.	6
SS4020	Snowcoach soundscape impacts.	1
SS4020.1A	Snowcoaches: negative impacts on soundscapes.	18
TE6000	Threatened and Endangered species: impairment analyses.	1
TE6001	Threatened and Endangered Species Assessment should be complete. Some commentors add that: * The parks should comply with results * Analysis should include grizzly bears, bald eagles, lynx, and wolves * Analysis should address impacts from road packing/grooming.	2
VC12010	Include a winter creel survey at Jackson Lake in EIS analysis.	1
VE4010	Snowmobiles: visitor experience impacts.	3
VE4010.1A	Snowmobiles: negative impacts on visitor experience.	29044
VE4010.1B	Snowmobiles: no negative (i.e., positive) impacts on visitor experience; some add that they help promote family values.	38
VE4010.1C	Snowmobiles: negative impacts on peace and solitude.	9701
VE4020.1A	Snowcoaches: negative impacts on visitor experience.	13
VE4020.1B	Snowcoaches: no negative impacts on visitor experience.	24
VR4010.1A	Snowmobiles: negative impacts on vegetation and riparian areas.	42
VS4010	Snowmobile visitor conflicts and safety impacts.	2
VS4010.1A	Snowmobiles: negative impacts on visitor conflicts and safety.	12565
VS4030	Analyze the safety impacts of cross country ski trail location (on groomed snowmobile tracks vs. separate adjacent tracks).	4
VU1010	Snowmobiles are not a valid use of park resources.	32
VU4010	Snowmobiling/snowcoach trips are too expensive; winter visits should be more affordable for average income families.	6
VU4015	Work with concessionaires to lower rental/guide/snowcoach prices.	1
WH4000	Wildlife and wildlife habitat: impact of proposal and alternatives.	1
WH4010	General impacts on wildlife.	11
WH4010.1A	Negative impacts on wildlife and wildlife habitat.	27552
WH4010.1B	No negative impacts on wildlife/wildlife habitat from snowmobiles; some commentors add that other things have greater impacts on wildlife such as wolves, cross-country skiers, foot traffic.	42
WH4020	Impacts on bison.	3

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Code ID	Description	Total Comments
WH4020.1A	Negative impacts from road grooming/bison migration.	13
WH4020.1B	Positive (or no negative) impacts from road grooming/bison migration.	7
WH6001	NPS must consider differences between mild and severe winters when analyzing impacts to wildlife.	1
WQ5010	Snowmobile water quality impacts.	1
WQ5010.1A	Snowmobiles: negative impacts on water quality.	803
YO10010	Base planning decisions on best available information, sound science, and unbiased decisionmaking. some commentors add that previous decisions (SEIS) could not be justified by data in the document.	12
YO10011	Winter use planning should balance socioeconomic and environmental concerns	1
YO10012	Use the EIS to finalize existing NPS snowcoach transition plan and implement it through a public education plan, comprehensive snowcoach/regional transportation plan, expanded fleet, accessible reservation system, and transition task force.	1
YO10013	Integrate park policies and programs with those outside the parks; park planning/EIS should reflect an understanding of resources and programs of private sector and other agencies in the region.	1

### Number of Documents from Gateway Communities

Driggs	ID	7
Island Park	ID	7
Tetonia	ID	5
Victor	ID	4
Absarokee	MT	1
Big Sky	MT	5
Cooke City	MT	8
Gardiner	MT	7
Gateway	MT	1
West Yellowstone	MT	13
Alpine	WY	2
Alta	WY	2
Cody	WY	12
Jackson	WY	65
Moran	WY	2
Teton Village	WY	3
Thayne	WY	1
Wapiti	WY	1
Wilson	WY	10
Yellowstone NP	WY	8

### Number of Form Letter and Non-Form Letter Commentors

<b>Letter Type</b>	<b>Number of Commentors</b>
Form Letters	30657
Non-form Letters	2552
Master Form Letters	35
<b>Totals</b>	<b>33244</b>

Note:

- \* Some commentors sent more than one kind of form letter as well as one or more non-form letters; count may not match count of letters by state.

### Number of Commentors for Each Form Letter

Form Letter ID	Number of Commentors
28372	2575
60642	1508
66257	4579
70976	1945
106095	610
106839	1086
110038	10879
119311	170
121346	742
124091	1559
124659	29
124738	290
125042	389
125413	86
125464	67
125946	115
125947	112
126155	51
126230	3240
126361	10
126597	87
127135	60
127137	105
128615	87
128631	42
128783	52
128796	53
128979	20
129090	6

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<b>Form Letter ID</b>	<b>Number of Commentors</b>
129154	7
129159	4
129502	77
131585	50
132371	28
132655	5

Note:

- \* Some commentors sent more than one kind of form letter as well as one or more non-form letters, so count will not match count of letters by state. Also, several form letters are similar or identical in content, with differences only in the inside address or date.

**Number of Commentors Responding via the Web or US Mail, for Form Letters**

<b>Form Letter ID</b>	<b>Type</b>	<b>Number</b>
28372	Letter	2
28372	Web Form	2573
60642	NA	2
60642	Letter	1493
60642	Web Form	12
66257	Letter	6
66257	Web Form	4573
70976	Letter	1
70976	Web Form	1944
106095	Web Form	610
106839	Web Form	1086
110038	Web Form	10879
119311	Letter	5
119311	Web Form	165
121346	Web Form	742
124091	Web Form	1559
124659	Letter	1
124659	Web Form	28
124738	Web Form	290
125042	Letter	9
125042	Web Form	380
125413	Web Form	86
125464	Web Form	67
125946	Letter	1
125946	Web Form	114
125947	Web Form	112
126155	Letter	1
126155	Web Form	50
126230	Letter	1
126230	Web Form	3239
126361	Web Form	10



PUBLIC SCOPING COMMENTS  
Winter Use Plans, Environmental Impact Statement

December 6, 2005

North Wind, Inc.

<b>Form Letter ID</b>	<b>Type</b>	<b>Number</b>
126597	Web Form	87
127135	Web Form	60
127137	Web Form	105
128615	Web Form	87
128631	Web Form	42
128783	Web Form	52
128796	Web Form	53
128979	Web Form	20
129090	Web Form	6
129154	Web Form	7
129159	Web Form	4
129502	Letter	77
131585	Letter	50
132371	Letter	28
132655	Letter	5

Note:

- \* Some commentors sent in a hardcopy letter and submitted a web letter. Therefore, they would get counted twice in this report.
- \* Some commentors sent more than one kind of form letter as well as one or more non-form letters; count will not match count of letters by state.

### Commentors Making a Public Request through PEPC

PEPC Request ID	Type
11225	Mailing List
11189	Other
11036	Mailing List
10927	Other
10626	Document
10334	Immediate Attention
10332	Document
10330	Information
10327	Information
10326	Mailing List
10325	Other
10324	Mailing List
10321	Mailing List
10320	Mailing List
10319	Mailing List
10318	Mailing List
10317	Information
10316	Information
10315	Mailing List
10314	Mailing List
10313	Mailing List
10312	Mailing List
10311	Mailing List
10310	Information
10309	Mailing List
10308	Mailing List
10307	Document
10306	Mailing List

PUBLIC SCOPING COMMENTS  
Winter Use Plans, Environmental Impact Statement

December 6, 2005

North Wind, Inc.

<b>PEPC Request ID</b>	<b>Type</b>
10305	Mailing List
10304	Mailing List
10303	Document
10302	Information
10301	Other
10300	Mailing List
10299	Mailing List
10297	Information
10295	Other
10262	Mailing List
10261	Mailing List
10255	Document

**APPENDIX**

**CORRESPONDENCE TEXT FROM SCOPING FORM LETTERS**

## Correspondence Text from Scoping Form Letters

### 1. Form Letter (28372)

#### Correspondence Text

Asking Americans to participate in a fourth "study" of snowmobile use in Yellowstone when three National Park Service studies in five years have reached the same conclusion places considerable strain on public trust. Over time, this trust is crucial to maintaining public support which can greatly help the National Park Service fulfill its mission. As decisions over snowmobile use in Yellowstone have skewed away from ever-clearer scientific conclusions, the public's trust has been eroded. It is crucial that a fourth study not add to this growing breach in confidence.

Hopefully, the Park Service would prefer not to conduct this fourth study and with it spend millions of additional tax dollars seeking, not truth about snowmobile impacts which they have already verified, but rather a justification for continued snowmobile use that has eluded the Administration and the snowmobile industry because it simply isn't supported by science.

Please, do not to allow political pressure to rewrite scientific conclusions and redirect Yellowstone's future. Instead, illuminate what you know is true and best for Yellowstone. Our nation cannot hope to keep its national parks unimpaired if the men and women who know the parks best remain silent or if they facilitate efforts, however reluctantly, which they know are not in the parks' best interests.

Your scoping notice asks citizens to comment upon "potential environmental impacts." These impacts are well known to you already. For example, noise produced by fewer than 300 four-stroke snowmobiles per day has exceeded newly-established thresholds designed to protect visitor enjoyment of natural quiet and natural sound. Park Service monitoring has revealed that the impact upon visitors, many of whom will visit Yellowstone in winter just once in their lifetime, is a loss of opportunity. They are deprived of experiencing natural quiet and natural sounds integral to Yellowstone's beauty.

More broadly, your studies have already concluded that replacing all snowmobile use with snowcoach access "would provide the lowest levels of impacts to air quality, water quality, natural soundscapes and wildlife," and the "widest range of beneficial uses of the environment without degradation and risk of health and safety."

If you must conduct another study, please look at ways to speed up a transition to the best available protection provided by snowcoach access which has been delayed for too long. Do not examine snowmobile use at levels which you have ample reason to believe will violate protective thresholds. And do not give any consideration to backtracking on the commercial guiding requirement or other "strict limitations" that you and top Administration officials have asserted repeatedly are fundamental to protecting the parks.

For two winters, Yellowstone and Grand Teton National Parks have seen benefits accruing from a sharp decline in the numbers of snowmobiles -- fresher air, more natural sounds, less conflict with wildlife. These improvements, together with the ongoing problems stemming from the presence of fewer than 300 snowmobiles, reflect your consistent conclusion that replacing snowmobiles with snowcoaches offers Yellowstone and its visitors the best available protection. Please do the right thing by America's flagship national park. Implement what you have already verified is best.

### 2. Form Letter (60642)

#### Correspondence Text

Dear Planners:

I am submitting the following scoping comments in regard to the Winter Use Plan EIS you are preparing for Yellowstone and Grand Teton National Parks and the Rockefeller Parkway. As you develop alternatives for this EIS, I ask that you consider the following:

- Please consider allowing at least 30% of the daily snowmobile entries to be lead by non-commercial guides/individuals who have taken a short training or certification course to be able to lead their private group. The past requirement that made everyone hire a commercial guide was unreasonable, burdensome and caused a significant and unnecessary reduction in visitation to the parks.
- Please consider allowing up to 1,100 snowmobile entries per day into Yellowstone that are fairly distributed between

the west, south, east and north entrances. Emphasis should be given to allocations for the west and south entrances to ensure daily entrance limits are maximized where the majority of visitors want to enter from.

- Please consider allowing up to 200 snowmobile entries per day into Grand Teton and the Parkway and up to 100 snowmobile entries per day on the Grassy Lake Road.
- Please continue to emphasize the use of Best Available Technology (BAT) snowmobiles within Yellowstone. Also require that all snowcoaches operating in Yellowstone meet BAT requirements.
- Grooming a track for cross-country skiers on the same groomed road used by snowmobiles and snowcoaches creates an unnecessary safety hazard. Please consider alternatives that prohibit cross-country skiing on groomed snow roads.
- Please consider allowing non-BAT snowmobiles in Grand Teton and the Parkway since the snowmobile trail is immediately adjacent to the plowed highway where there are more substantive impacts from buses and automobiles, as well as on the Grassy Lake Road that connects to national forest trails where BAT snowmobiles are not required.
- Please consider alternatives that allow snowmobile access to all historic groomed roads in Yellowstone, including the side trails to scenic points of interest that have been closed to snowmobiles the past few years.
- Please consider alternatives that allow unrestricted non-BAT snowmobile and snowplane access by fishermen to Jackson Lake.
- Please continue to allow snowmobile use on the Continental Divide Snowmobile Trail and the Grassy Lake Road since these two trails are important connections to national forest trails in the States of Idaho and Wyoming.
- Please consider allocating up to 50% of daily snowmobile entries on the Continental Divide Snowmobile Trail and on the Grassy Lake Road to commercial use.

### 3. Form Letter (66257)

#### Correspondence Text

August 03, 2005

Winter Use Scoping  
Yellowstone National Park  
P.O. Box 168  
Yellowstone National Park, WY 82190

Dear Park Service staff,

I urge you to stop allowing snowmobile use in Yellowstone National Park. Instead, you should implement without further delay the full snowcoach access that you have already concluded would "best preserve the unique historic, cultural and natural resources" of Yellowstone and Grand Teton national parks.

In each of three studies conducted during the past five years (at a reported cost of more than seven million tax dollars), you have determined that allowing limited snowmobile use, even with the requirement of commercial guides and best available technology, would cause substantially greater harm than multi-passenger snowcoaches would on Yellowstone's air quality, wildlife and the ability of visitors to enjoy the park's natural sounds and quiet. For instance, snowmobile engine noise is still audible most of the day at Old Faithful, even with fewer than 300 snowmobiles present, reducing visitors' enjoyment of the world's first national park and its most famous geyser.

Please stop spending my tax dollars attempting to justify snowmobile use in Yellowstone. You already know conclusively that even limited snowmobile use degrades Yellowstone's resources and makes the park less safe and less healthy for visitors. You also have determined that because of its greater impacts, snowmobile use would require more environmental monitoring, law enforcement and road maintenance, and thus would cost taxpayers considerably more each year.

Please protect Yellowstone, its visitors and taxpayers by ending snowmobile use and adopting the snowcoach alternative that you have already identified three times as being the best option for public health and the environment in this national treasure.

### 4. Form Letter (70976)

#### Correspondence Text

August 04, 2005

Winter Use Scoping  
Yellowstone National Park  
P.O. Box 168  
Yellowstone National Park, WY 82190

Dear Park Service staff,

I urge you to stop allowing snowmobile use in Yellowstone National Park. Instead, you should implement without further delay the full snowcoach access that you have already concluded would "best preserve the unique historic, cultural and natural resources" of Yellowstone and Grand Teton national parks.

In each of three studies conducted during the past five years (at a reported cost of more than seven million tax dollars), you have determined that allowing limited snowmobile use, even with the requirement of commercial guides and best available technology, would cause substantially greater harm than multi-passenger snowcoaches would on Yellowstone's air quality, wildlife and the ability of visitors to enjoy the park's natural sounds and quiet. For instance, snowmobile engine noise is still audible most of the day at Old Faithful, even with fewer than 300 snowmobiles present, reducing visitors' enjoyment of the world's first national park and its most famous geyser.

Please stop spending my tax dollars attempting to justify snowmobile use in Yellowstone. You already know conclusively that even limited snowmobile use degrades Yellowstone's resources and makes the park less safe and less healthy for visitors. You also have determined that because of its greater impacts, snowmobile use would require more environmental monitoring, law enforcement and road maintenance, and thus would cost taxpayers considerably more each year.

Please protect Yellowstone, its visitors and taxpayers by ending snowmobile use and adopting the snowcoach alternative that you have already identified three times as being the best option for public health and the environment in this national treasure.

#### 5. Form Letter (106095)

#### Correspondence Text

August 05, 2005

Winter Use Scoping  
Yellowstone National Park  
P.O. Box 168  
Yellowstone National Park, WY 82190

Dear Park Service staff,

I urge you to stop allowing snowmobile use in Yellowstone National Park. Instead, you should implement without further delay the full snowcoach access that you have already concluded would "best preserve the unique historic, cultural and natural resources" of Yellowstone and Grand Teton national parks.

In each of three studies conducted during the past five years (at a reported cost of more than seven million tax dollars), you have determined that allowing limited snowmobile use, even with the requirement of commercial guides and best available technology, would cause substantially greater harm than multi-passenger snowcoaches would on Yellowstone's air quality, wildlife and the ability of visitors to enjoy the park's natural sounds and quiet. For instance, snowmobile engine noise is still audible most of the day at Old Faithful, even with fewer than 300 snowmobiles present, reducing visitors' enjoyment of the world's first national park and its most famous geyser.

Please stop spending my tax dollars attempting to justify snowmobile use in Yellowstone. You already know conclusively that even limited snowmobile use degrades Yellowstone's resources and makes the park less safe and less healthy for visitors. You also have determined that because of its greater impacts, snowmobile use would require more environmental monitoring, law enforcement and road maintenance, and thus would cost taxpayers considerably more each year.

Please protect Yellowstone, its visitors and taxpayers by ending snowmobile use and adopting the snowcoach alternative that you have already identified three times as being the best option for public health and the environment in this national treasure.

**6. Form Letter (106839)**

**Correspondence Text**

August 06, 2005

Winter Use Scoping  
Yellowstone National Park  
P.O. Box 168  
Yellowstone National Park, WY 82190

Dear Park Service staff,

I urge you to stop allowing snowmobile use in Yellowstone National Park. Instead, you should implement without further delay the full snowcoach access that you have already concluded would "best preserve the unique historic, cultural and natural resources" of Yellowstone and Grand Teton national parks.

In each of three studies conducted during the past five years (at a reported cost of more than seven million tax dollars), you have determined that allowing limited snowmobile use, even with the requirement of commercial guides and best available technology, would cause substantially greater harm than multi-passenger snowcoaches would on Yellowstone's air quality, wildlife and the ability of visitors to enjoy the park's natural sounds and quiet. For instance, snowmobile engine noise is still audible most of the day at Old Faithful, even with fewer than 300 snowmobiles present, reducing visitors' enjoyment of the world's first national park and its most famous geyser.

Please stop spending my tax dollars attempting to justify snowmobile use in Yellowstone. You already know conclusively that even limited snowmobile use degrades Yellowstone's resources and makes the park less safe and less healthy for visitors. You also have determined that because of its greater impacts, snowmobile use would require more environmental monitoring, law enforcement and road maintenance, and thus would cost taxpayers considerably more each year.

Please protect Yellowstone, its visitors and taxpayers by ending snowmobile use and adopting the snowcoach alternative that you have already identified three times as being the best option for public health and the environment in this national treasure.

**7. Form Letter (110038)**

**Correspondence Text**

August 11, 2005

Winter Use Scoping  
Yellowstone National Park  
P.O. Box 168  
Yellowstone National Park, WY 82190

Dear Park Service staff,

I urge you to stop allowing snowmobile use in Yellowstone National Park. Instead, the Park should implement full snowcoach access, which would "best preserve the unique historic, cultural and natural resources" of Yellowstone and Grand Teton national parks.

Recent studies conducted by the Park Service have determined that allowing snowmobile use, even with the requirement of commercial guides and best available technology, would cause substantially greater harm than multi-passenger snowcoaches to Yellowstone's air quality, wildlife and the ability of visitors to enjoy the park's natural beauty.

In addition, the greater impacts associated with snowmobile use require more environmental monitoring, law enforcement and road maintenance, thus costing taxpayers considerably more each year.

Please protect Yellowstone, its visitors and taxpayers by ending snowmobile use and adopting the snowcoach alternative that is clearly the best option for public health and the environment of this national treasure.



#### 8. Form Letter (119311)

##### Correspondence Text

August 11, 2005

Winter Use Scoping  
Yellowstone National Park  
P.O. Box 168  
Yellowstone National Park, WY 82190

Dear Park Service staff,

I urge you to stop allowing snowmobile use in Yellowstone National Park. Instead, you should implement without further delay the full snowcoach access that you have already concluded would "best preserve the unique historic, cultural and natural resources" of Yellowstone and Grand Teton national parks.

In each of three studies conducted during the past five years (at a reported cost of more than seven million tax dollars), you have determined that allowing limited snowmobile use, even with the requirement of commercial guides and best available technology, would cause substantially greater harm than multi-passenger snowcoaches would on Yellowstone's air quality, wildlife and the ability of visitors to enjoy the park's natural sounds and quiet. For instance, snowmobile engine noise is still audible most of the day at Old Faithful, even with fewer than 300 snowmobiles present, reducing visitors' enjoyment of the world's first national park and its most famous geyser.

Please stop spending my tax dollars attempting to justify snowmobile use in Yellowstone. You already know conclusively that even limited snowmobile use degrades Yellowstone's resources and makes the park less safe and less healthy for visitors. You also have determined that because of its greater impacts, snowmobile use would require more environmental monitoring, law enforcement and road maintenance, and thus would cost taxpayers considerably more each year.

Please protect Yellowstone, its visitors and taxpayers by ending snowmobile use and adopting the snowcoach alternative that you have already identified three times as being the best option for public health and the environment in this national treasure.

#### 9. Form Letter (121346)

##### Correspondence Text

In the last five years, there have been three studies of the impact of snowmobiles in Yellowstone National Park. And you want another one?

This would be a waste of taxpayer money, and would be unlikely to yield data different from what you've already collected.

Your studies have already concluded that replacing snowmobile use with access via snowcoach "would provide the lowest levels of impacts to air quality, water quality, natural soundscapes and wildlife," and the "widest range of beneficial uses of the environment without degradation and risk of health and safety."

Two winters have highlighted the benefits from declining snowmobile use -- fresher air, more natural sounds, less conflict with wildlife. These improvements, together with the ongoing problems stemming from the presence of snowmobiles, reflect your consistent conclusion that replacing snowmobiles with snowcoaches offers Yellowstone and its visitors the best available protection.

Please do the right thing. Implement what you have already verified is best.

#### 10. Form Letter (124091)

##### Correspondence Text

August 16, 2005

Winter Use Scoping  
Yellowstone National Park  
P.O. Box 168  
Yellowstone National Park, WY 82190

Dear Park Service staff,

I urge you to stop allowing snowmobile use in Yellowstone National Park. Instead, the Park should implement full snowcoach access, which would "best preserve the unique historic, cultural and natural resources" of Yellowstone and Grand Teton national parks.

Recent studies conducted by the Park Service have determined that allowing snowmobile use, even with the requirement of commercial guides and best available technology, would cause substantially greater harm than multi-passenger snowcoaches to Yellowstone's air quality, wildlife and the ability of visitors to enjoy the park's natural beauty.

In addition, the greater impacts associated with snowmobile use require more environmental monitoring, law enforcement and road maintenance, thus costing taxpayers considerably more each year.

Please protect Yellowstone, its visitors and taxpayers by ending snowmobile use and adopting the snowcoach alternative that is clearly the best option for public health and the environment of this national treasure.

#### 11. Form Letter (124659)

##### Correspondence Text

August 17, 2005

Winter Use Scoping  
Yellowstone National Park  
P.O. Box 168  
Yellowstone National Park, WY 82190

Dear Park Service staff,

I urge you to stop allowing snowmobile use in Yellowstone National Park. Instead, you should implement without further delay the full snowcoach access that you have already concluded would "best preserve the unique historic, cultural and natural resources" of Yellowstone and Grand Teton national parks.

In each of three studies conducted during the past five years (at a reported cost of more than seven million tax dollars), you have determined that allowing limited snowmobile use, even with the requirement of commercial guides and best available technology, would cause substantially greater harm than multi-passenger snowcoaches would on Yellowstone's air quality, wildlife and the ability of visitors to enjoy the park's natural sounds and quiet. For instance, snowmobile engine noise is still audible most of the day at Old Faithful, even with fewer than 300 snowmobiles present, reducing visitors' enjoyment of the world's first national park and its most famous geyser.

Please stop spending my tax dollars attempting to justify snowmobile use in Yellowstone. You already know conclusively that even limited snowmobile use degrades Yellowstone's resources and makes the park less safe and less healthy for visitors. You also have determined that because of its greater impacts, snowmobile use would require more environmental monitoring, law enforcement and road maintenance, and thus would cost taxpayers considerably more each year.

Please protect Yellowstone, its visitors and taxpayers by ending snowmobile use and adopting the snowcoach alternative that you have already identified three times as being the best option for public health and the environment in this national treasure.

#### 12. Form Letter (124738)

##### Correspondence Text

August 17, 2005

Winter Use Scoping  
Yellowstone National Park  
P.O. Box 168  
Yellowstone National Park, WY 82190

Dear Park Service staff,

I urge you to stop allowing snowmobile use in Yellowstone National Park. Instead, the Park should implement full snowcoach access, which would "best preserve the unique historic, cultural and natural resources" of Yellowstone and Grand Teton national parks.

Recent studies conducted by the Park Service have determined that allowing snowmobile use, even with the requirement of commercial guides and best available technology, would cause substantially greater harm than multi-passenger snowcoaches to Yellowstone's air quality, wildlife and the ability of visitors to enjoy the park's natural beauty.

In addition, the greater impacts associated with snowmobile use require more environmental monitoring, law enforcement and road maintenance, thus costing taxpayers considerably more each year.

Please protect Yellowstone, its visitors and taxpayers by ending snowmobile use and adopting the snowcoach alternative that is clearly the best option for public health and the environment of this national treasure.

### 13. Form Letter (125042)

#### Correspondence Text

August 18, 2005

Winter Use Scoping  
Yellowstone National Park  
P.O. Box 168  
Yellowstone National Park, WY 82190

Dear Park Service staff,

I urge you to stop allowing snowmobile use in Yellowstone National Park. Instead, you should implement without further delay the full snowcoach access that you have already concluded would "best preserve the unique historic, cultural and natural resources" of Yellowstone and Grand Teton national parks.

In each of three studies conducted during the past five years (at a reported cost of more than seven million tax dollars), you have determined that allowing limited snowmobile use, even with the requirement of commercial guides and best available technology, would cause substantially greater harm than multi-passenger snowcoaches would on Yellowstone's air quality, wildlife and the ability of visitors to enjoy the park's natural sounds and quiet. For instance, snowmobile engine noise is still audible most of the day at Old Faithful, even with fewer than 300 snowmobiles present, reducing visitors' enjoyment of the world's first national park and its most famous geyser.

Please stop spending my tax dollars attempting to justify snowmobile use in Yellowstone. You already know conclusively that even limited snowmobile use degrades Yellowstone's resources and makes the park less safe and less healthy for visitors. You also have determined that because of its greater impacts, snowmobile use would require more environmental monitoring, law enforcement and road maintenance, and thus would cost taxpayers considerably more each year.

Please protect Yellowstone, its visitors and taxpayers by ending snowmobile use and adopting the snowcoach alternative that you have already identified three times as being the best option for public health and the environment in this national treasure.

### 14. Form Letter (125413)

**Correspondence Text**

August 19, 2005

Winter Use Scoping  
Yellowstone National Park  
P.O. Box 168  
Yellowstone National Park, WY 82190

Dear Park Service staff,

I urge you to stop allowing snowmobile use in Yellowstone National Park. Instead, the Park should implement full snowcoach access, which would "best preserve the unique historic, cultural and natural resources" of Yellowstone and Grand Teton national parks.

Recent studies conducted by the Park Service have determined that allowing snowmobile use, even with the requirement of commercial guides and best available technology, would cause substantially greater harm than multi-passenger snowcoaches to Yellowstone's air quality, wildlife and the ability of visitors to enjoy the park's natural beauty.

In addition, the greater impacts associated with snowmobile use require more environmental monitoring, law enforcement and road maintenance, thus costing taxpayers considerably more each year.

Please protect Yellowstone, its visitors and taxpayers by ending snowmobile use and adopting the snowcoach alternative that is clearly the best option for public health and the environment of this national treasure.

**15. Form Letter (125464)**

**Correspondence Text**

August 19, 2005

Winter Use Scoping  
Yellowstone National Park  
P.O. Box 168  
Yellowstone National Park, WY 82190

Dear Park Service staff,

I urge you to stop allowing snowmobile use in Yellowstone National Park. Instead, you should implement without further delay the full snowcoach access that you have already concluded would "best preserve the unique historic, cultural and natural resources" of Yellowstone and Grand Teton national parks.

In each of three studies conducted during the past five years (at a reported cost of more than seven million tax dollars), you have determined that allowing limited snowmobile use, even with the requirement of commercial guides and best available technology, would cause substantially greater harm than multi-passenger snowcoaches would on Yellowstone's air quality, wildlife and the ability of visitors to enjoy the park's natural sounds and quiet. For instance, snowmobile engine noise is still audible most of the day at Old Faithful, even with fewer than 300 snowmobiles present, reducing visitors' enjoyment of the world's first national park and its most famous geyser.

Please stop spending my tax dollars attempting to justify snowmobile use in Yellowstone. You already know conclusively that even limited snowmobile use degrades Yellowstone's resources and makes the park less safe and less healthy for visitors. You also have determined that because of its greater impacts, snowmobile use would require more environmental monitoring, law enforcement and road maintenance, and thus would cost taxpayers considerably more each year.

Please protect Yellowstone, its visitors and taxpayers by ending snowmobile use and adopting the snowcoach alternative that you have already identified three times as being the best option for public health and the environment in this national treasure.

**16. Form Letter (125946)**

**Correspondence Text**

August 22, 2005

Winter Use Scoping  
Yellowstone National Park  
P.O. Box 168  
Yellowstone National Park, WY 82190

Dear Park Service staff,

I urge you to stop allowing snowmobile use in Yellowstone National Park. Instead, you should implement without further delay the full snowcoach access that you have already concluded would “best preserve the unique historic, cultural and natural resources” of Yellowstone and Grand Teton national parks.

In each of three studies conducted during the past five years (at a reported cost of more than seven million tax dollars), you have determined that allowing limited snowmobile use, even with the requirement of commercial guides and best available technology, would cause substantially greater harm than multi-passenger snowcoaches would on Yellowstone's air quality, wildlife and the ability of visitors to enjoy the park's natural sounds and quiet. For instance, snowmobile engine noise is still audible most of the day at Old Faithful, even with fewer than 300 snowmobiles present, reducing visitors' enjoyment of the world's first national park and its most famous geyser.

Please stop spending my tax dollars attempting to justify snowmobile use in Yellowstone. You already know conclusively that even limited snowmobile use degrades Yellowstone's resources and makes the park less safe and less healthy for visitors. You also have determined that because of its greater impacts, snowmobile use would require more environmental monitoring, law enforcement and road maintenance, and thus would cost taxpayers considerably more each year.

Please protect Yellowstone, its visitors and taxpayers by ending snowmobile use and adopting the snowcoach alternative that you have already identified three times as being the best option for public health and the environment in this national treasure.

**17. Form Letter (125947)**

**Correspondence Text**

August 22, 2005

Winter Use Scoping  
Yellowstone National Park  
P.O. Box 168  
Yellowstone National Park, WY 82190

Dear Park Service staff,

I urge you to stop allowing snowmobile use in Yellowstone National Park. Instead, the Park should implement full snowcoach access, which would “best preserve the unique historic, cultural and natural resources” of Yellowstone and Grand Teton national parks.

Recent studies conducted by the Park Service have determined that allowing snowmobile use, even with the requirement of commercial guides and best available technology, would cause substantially greater harm than multi-passenger snowcoaches to Yellowstone's air quality, wildlife and the ability of visitors to enjoy the park's natural beauty.

In addition, the greater impacts associated with snowmobile use require more environmental monitoring, law enforcement and road maintenance, thus costing taxpayers considerably more each year.

Please protect Yellowstone, its visitors and taxpayers by ending snowmobile use and adopting the snowcoach alternative that is clearly the best option for public health and the environment of this national treasure.

**18. Form Letter (126155)**

### Correspondence Text

August 23, 2005

Winter Use Scoping  
Yellowstone National Park  
P.O. Box 168  
Yellowstone National Park, WY 82190

Dear Park Service staff,

I urge you to stop allowing snowmobile use in Yellowstone National Park. Instead, you should implement without further delay the full snowcoach access that you have already concluded would "best preserve the unique historic, cultural and natural resources" of Yellowstone and Grand Teton national parks.

In each of three studies conducted during the past five years (at a reported cost of more than seven million tax dollars), you have determined that allowing limited snowmobile use, even with the requirement of commercial guides and best available technology, would cause substantially greater harm than multi-passenger snowcoaches would on Yellowstone's air quality, wildlife and the ability of visitors to enjoy the park's natural sounds and quiet. For instance, snowmobile engine noise is still audible most of the day at Old Faithful, even with fewer than 300 snowmobiles present, reducing visitors' enjoyment of the world's first national park and its most famous geyser.

Please stop spending my tax dollars attempting to justify snowmobile use in Yellowstone. You already know conclusively that even limited snowmobile use degrades Yellowstone's resources and makes the park less safe and less healthy for visitors. You also have determined that because of its greater impacts, snowmobile use would require more environmental monitoring, law enforcement and road maintenance, and thus would cost taxpayers considerably more each year.

Please protect Yellowstone, its visitors and taxpayers by ending snowmobile use and adopting the snowcoach alternative that you have already identified three times as being the best option for public health and the environment in this national treasure.

### 19. Form Letter (126230)

### Correspondence Text

August 23, 2005

Winter Use Scoping  
Yellowstone National Park  
P.O. Box 168  
Yellowstone National Park, WY 82190

Dear Park Service staff,

I urge you to stop allowing snowmobile use in Yellowstone National Park. Instead, the Park should implement full snowcoach access, which would "best preserve the unique historic, cultural and natural resources" of Yellowstone and Grand Teton national parks.

Recent studies conducted by the Park Service have determined that allowing snowmobile use, even with the requirement of commercial guides and best available technology, would cause substantially greater harm than multi-passenger snowcoaches to Yellowstone's air quality, wildlife and the ability of visitors to enjoy the park's natural beauty.

In addition, the greater impacts associated with snowmobile use require more environmental monitoring, law enforcement and road maintenance, thus costing taxpayers considerably more each year.

Please protect Yellowstone, its visitors and taxpayers by ending snowmobile use and adopting the snowcoach alternative that is clearly the best option for public health and the environment of this national treasure.

## 20. Form Letter (126361)

### Correspondence Text

The National Park Service and the Environmental Protection Agency have concluded three times that shifting winter visitors from snowmobiles to snowcoaches is the best way to protect Yellowstone National Park. The Park Service has repeatedly determined that even limited snowmobile use threatens wildlife and air quality. It makes no sense whatsoever to spend millions of tax dollars on a fourth study to justify snowmobile use in Yellowstone. It is redundant and wasteful to conduct a fourth study when three previous Park Service studies have agreed on the best course for protecting public health and the resources of Yellowstone. Keep snowmobiles out of Yellowstone.

## 21. Form Letter (126597)

### Correspondence Text

August 24, 2005

Winter Use Scoping  
Yellowstone National Park  
P.O. Box 168  
Yellowstone National Park, WY 82190

Dear Park Service staff,

I urge you to stop allowing snowmobile use in Yellowstone National Park. Instead, the Park should implement full snowcoach access, which would "best preserve the unique historic, cultural and natural resources" of Yellowstone and Grand Teton national parks.

Recent studies conducted by the Park Service have determined that allowing snowmobile use, even with the requirement of commercial guides and best available technology, would cause substantially greater harm than multi-passenger snowcoaches to Yellowstone's air quality, wildlife and the ability of visitors to enjoy the park's natural beauty.

In addition, the greater impacts associated with snowmobile use require more environmental monitoring, law enforcement and road maintenance, thus costing taxpayers considerably more each year.

Please protect Yellowstone, its visitors and taxpayers by ending snowmobile use and adopting the snowcoach alternative that is clearly the best option for public health and the environment of this national treasure.

## 22. Form Letter (127135)

### Correspondence Text

August 25, 2005

Winter Use Scoping  
Yellowstone National Park  
P.O. Box 168  
Yellowstone National Park, WY 82190

Dear Park Service staff,

I urge you to stop allowing snowmobile use in Yellowstone National Park. Instead, the Park should implement full snowcoach access, which would "best preserve the unique historic, cultural and natural resources" of Yellowstone and Grand Teton national parks.

Recent studies conducted by the Park Service have determined that allowing snowmobile use, even with the requirement of commercial guides and best available technology, would cause substantially greater harm than multi-passenger snowcoaches to Yellowstone's air quality, wildlife and the ability of visitors to enjoy the park's natural beauty.

In addition, the greater impacts associated with snowmobile use require more environmental monitoring, law enforcement and road maintenance, thus costing taxpayers considerably more each year.

Please protect Yellowstone, its visitors and taxpayers by ending snowmobile use and adopting the snowcoach alternative that is clearly the best option for public health and the environment of this national treasure.

### 23. Form Letter (127137)

#### Correspondence Text

August 25, 2005  
Winter Use Scoping  
Yellowstone National Park  
P.O. Box 168  
Yellowstone National Park, WY 82190

Dear Park Service staff,

I urge you to stop allowing snowmobile use in Yellowstone National Park. Instead, you should implement without further delay the full snowcoach access that you have already concluded would "best preserve the unique historic, cultural and natural resources" of Yellowstone and Grand Teton national parks.

In each of three studies conducted during the past five years (at a reported cost of more than seven million tax dollars), you have determined that allowing limited snowmobile use, even with the requirement of commercial guides and best available technology, would cause substantially greater harm than multi-passenger snowcoaches would on Yellowstone's air quality, wildlife and the ability of visitors to enjoy the park's natural sounds and quiet. For instance, snowmobile engine noise is still audible most of the day at Old Faithful, even with fewer than 300 snowmobiles present, reducing visitors' enjoyment of the world's first national park and its most famous geyser.

Please stop spending my tax dollars attempting to justify snowmobile use in Yellowstone. You already know conclusively that even limited snowmobile use degrades Yellowstone's resources and makes the park less safe and less healthy for visitors. You also have determined that because of its greater impacts, snowmobile use would require more environmental monitoring, law enforcement and road maintenance, and thus would cost taxpayers considerably more each year.

Please protect Yellowstone, its visitors and taxpayers by ending snowmobile use and adopting the snowcoach alternative that you have already identified three times as being the best option for public health and the environment in this national treasure.

### 24. Form Letter (128615)

#### Correspondence Text

August 29, 2005  
Winter Use Scoping  
Yellowstone National Park  
P.O. Box 168  
Yellowstone National Park, WY 82190

Dear Park Service staff,

I urge you to stop allowing snowmobile use in Yellowstone National Park. Instead, the Park should implement full snowcoach access, which would "best preserve the unique historic, cultural and natural resources" of Yellowstone and Grand Teton national parks.

Recent studies conducted by the Park Service have determined that allowing snowmobile use, even with the requirement of commercial guides and best available technology, would cause substantially greater harm than multi-passenger snowcoaches to Yellowstone's air quality, wildlife and the ability of visitors to enjoy the park's natural beauty.



In addition, the greater impacts associated with snowmobile use require more environmental monitoring, law enforcement and road maintenance, thus costing taxpayers considerably more each year.

Please protect Yellowstone, its visitors and taxpayers by ending snowmobile use and adopting the snowcoach alternative that is clearly the best option for public health and the environment of this national treasure.

#### 25. Form Letter (128631)

##### Correspondence Text

August 29, 2005

Winter Use Scoping  
Yellowstone National Park  
P.O. Box 168  
Yellowstone National Park, WY 82190

Dear Park Service staff,

I urge you to stop allowing snowmobile use in Yellowstone National Park. Instead, you should implement without further delay the full snowcoach access that you have already concluded would "best preserve the unique historic, cultural and natural resources" of Yellowstone and Grand Teton national parks.

In each of three studies conducted during the past five years (at a reported cost of more than seven million tax dollars), you have determined that allowing limited snowmobile use, even with the requirement of commercial guides and best available technology, would cause substantially greater harm than multi-passenger snowcoaches would on Yellowstone's air quality, wildlife and the ability of visitors to enjoy the park's natural sounds and quiet. For instance, snowmobile engine noise is still audible most of the day at Old Faithful, even with fewer than 300 snowmobiles present, reducing visitors' enjoyment of the world's first national park and its most famous geyser.

Please stop spending my tax dollars attempting to justify snowmobile use in Yellowstone. You already know conclusively that even limited snowmobile use degrades Yellowstone's resources and makes the park less safe and less healthy for visitors. You also have determined that because of its greater impacts, snowmobile use would require more environmental monitoring, law enforcement and road maintenance, and thus would cost taxpayers considerably more each year.

Please protect Yellowstone, its visitors and taxpayers by ending snowmobile use and adopting the snowcoach alternative that you have already identified three times as being the best option for public health and the environment in this national treasure.

#### 26. Form Letter (128783)

##### Correspondence Text

August 30, 2005

Winter Use Scoping  
Yellowstone National Park  
P.O. Box 168  
Yellowstone National Park, WY 82190

Dear Park Service staff,

I urge you to stop allowing snowmobile use in Yellowstone National Park. Instead, you should implement without further delay the full snowcoach access that you have already concluded would "best preserve the unique historic, cultural and natural resources" of Yellowstone and Grand Teton national parks.

In each of three studies conducted during the past five years (at a reported cost of more than seven million tax dollars), you have determined that allowing limited snowmobile use, even with the requirement of commercial guides and best

available technology, would cause substantially greater harm than multi-passenger snowcoaches would on Yellowstone's air quality, wildlife and the ability of visitors to enjoy the park's natural sounds and quiet. For instance, snowmobile engine noise is still audible most of the day at Old Faithful, even with fewer than 300 snowmobiles present, reducing visitors' enjoyment of the world's first national park and its most famous geyser.

Please stop spending my tax dollars attempting to justify snowmobile use in Yellowstone. You already know conclusively that even limited snowmobile use degrades Yellowstone's resources and makes the park less safe and less healthy for visitors. You also have determined that because of its greater impacts, snowmobile use would require more environmental monitoring, law enforcement and road maintenance, and thus would cost taxpayers considerably more each year.

Please protect Yellowstone, its visitors and taxpayers by ending snowmobile use and adopting the snowcoach alternative that you have already identified three times as being the best option for public health and the environment in this national treasure.

#### 27. Form Letter (128796)

##### Correspondence Text

August 30, 2005

Winter Use Scoping  
Yellowstone National Park  
P.O. Box 168  
Yellowstone National Park, WY 82190

Dear Park Service staff,

I urge you to stop allowing snowmobile use in Yellowstone National Park. Instead, the Park should implement full snowcoach access, which would "best preserve the unique historic, cultural and natural resources" of Yellowstone and Grand Teton national parks.

Recent studies conducted by the Park Service have determined that allowing snowmobile use, even with the requirement of commercial guides and best available technology, would cause substantially greater harm than multi-passenger snowcoaches to Yellowstone's air quality, wildlife and the ability of visitors to enjoy the park's natural beauty.

In addition, the greater impacts associated with snowmobile use require more environmental monitoring, law enforcement and road maintenance, thus costing taxpayers considerably more each year.

Please protect Yellowstone, its visitors and taxpayers by ending snowmobile use and adopting the snowcoach alternative that is clearly the best option for public health and the environment of this national treasure.

#### 28. Form Letter (128979)

##### Correspondence Text

August 31, 2005

Winter Use Scoping  
Yellowstone National Park  
P.O. Box 168  
Yellowstone National Park, WY 82190

Dear Park Service staff,

I urge you to stop allowing snowmobile use in Yellowstone National Park. Instead, the Park should implement full snowcoach access, which would "best preserve the unique historic, cultural and natural resources" of Yellowstone and Grand Teton national parks.

Recent studies conducted by the Park Service have determined that allowing snowmobile use, even with the

requirement of commercial guides and best available technology, would cause substantially greater harm than multi-passenger snowcoaches to Yellowstone's air quality, wildlife and the ability of visitors to enjoy the park's natural beauty.

In addition, the greater impacts associated with snowmobile use require more environmental monitoring, law enforcement and road maintenance, thus costing taxpayers considerably more each year.

Please protect Yellowstone, its visitors and taxpayers by ending snowmobile use and adopting the snowcoach alternative that is clearly the best option for public health and the environment of this national treasure.

### 29. Form Letter (129090)

#### Correspondence Text

August 31, 2005

Winter Use Scoping  
Yellowstone National Park  
P.O. Box 168  
Yellowstone National Park, WY 82190

Dear Park Service staff,

I urge you to stop allowing snowmobile use in Yellowstone National Park. Instead, you should implement without further delay the full snowcoach access that you have already concluded would "best preserve the unique historic, cultural and natural resources" of Yellowstone and Grand Teton national parks.

In each of three studies conducted during the past five years (at a reported cost of more than seven million tax dollars), you have determined that allowing limited snowmobile use, even with the requirement of commercial guides and best available technology, would cause substantially greater harm than multi-passenger snowcoaches would on Yellowstone's air quality, wildlife and the ability of visitors to enjoy the park's natural sounds and quiet. For instance, snowmobile engine noise is still audible most of the day at Old Faithful, even with fewer than 300 snowmobiles present, reducing visitors' enjoyment of the world's first national park and its most famous geyser.

Please stop spending my tax dollars attempting to justify snowmobile use in Yellowstone. You already know conclusively that even limited snowmobile use degrades Yellowstone's resources and makes the park less safe and less healthy for visitors. You also have determined that because of its greater impacts, snowmobile use would require more environmental monitoring, law enforcement and road maintenance, and thus would cost taxpayers considerably more each year.

Please protect Yellowstone, its visitors and taxpayers by ending snowmobile use and adopting the snowcoach alternative that you have already identified three times as being the best option for public health and the environment in this national treasure.

### 30. Form Letter (129154)

#### Correspondence Text

September 01, 2005

Winter Use Scoping  
Yellowstone National Park  
P.O. Box 168  
Yellowstone National Park, WY 82190

Dear Park Service staff,

I urge you to stop allowing snowmobile use in Yellowstone National Park. Instead, the Park should implement full snowcoach access, which would "best preserve the unique historic, cultural and natural resources" of Yellowstone and Grand Teton national parks.

Recent studies conducted by the Park Service have determined that allowing snowmobile use, even with the requirement of commercial guides and best available technology, would cause substantially greater harm than multi-passenger snowcoaches to Yellowstone's air quality, wildlife and the ability of visitors to enjoy the park's natural beauty.

In addition, the greater impacts associated with snowmobile use require more environmental monitoring, law enforcement and road maintenance, thus costing taxpayers considerably more each year.

Please protect Yellowstone, its visitors and taxpayers by ending snowmobile use and adopting the snowcoach alternative that is clearly the best option for public health and the environment of this national treasure.

### 31. Form Letter (129159)

#### Correspondence Text

September 01, 2005

Winter Use Scoping  
Yellowstone National Park  
P.O. Box 168  
Yellowstone National Park, WY 82190

Dear Park Service staff,

I urge you to stop allowing snowmobile use in Yellowstone National Park. Instead, you should implement without further delay the full snowcoach access that you have already concluded would "best preserve the unique historic, cultural and natural resources" of Yellowstone and Grand Teton national parks.

In each of three studies conducted during the past five years (at a reported cost of more than seven million tax dollars), you have determined that allowing limited snowmobile use, even with the requirement of commercial guides and best available technology, would cause substantially greater harm than multi-passenger snowcoaches would on Yellowstone's air quality, wildlife and the ability of visitors to enjoy the park's natural sounds and quiet. For instance, snowmobile engine noise is still audible most of the day at Old Faithful, even with fewer than 300 snowmobiles present, reducing visitors' enjoyment of the world's first national park and its most famous geyser.

Please stop spending my tax dollars attempting to justify snowmobile use in Yellowstone. You already know conclusively that even limited snowmobile use degrades Yellowstone's resources and makes the park less safe and less healthy for visitors. You also have determined that because of its greater impacts, snowmobile use would require more environmental monitoring, law enforcement and road maintenance, and thus would cost taxpayers considerably more each year.

Please protect Yellowstone, its visitors and taxpayers by ending snowmobile use and adopting the snowcoach alternative that you have already identified three times as being the best option for public health and the environment in this national treasure.

### 32. Form Letter (129502)

#### Correspondence Text

Yellowstone National Park - Winter Use Scoping  
P.O. Box 168  
Yellowstone NP, WY 82190

Dear Planners:

The following are comments to the Winter Use Plan, Please consider them.

At least 30% of the daily snowmobiles be lead by non commercial guides.

1,100 snowmobiles be allowed per day through the 4 entrances.

Please continue to use the Best available technology snowmobiles in the Park, as well as BAT snow coaches.

Please continue to allow snowmobiles on the CD snowmobile trail and the Grassy Lake Road which are important connections to ID and WY.

### 33. Form Letter (131585)

#### Correspondence Text

Dear Planners:

I am submitting the following scoping comments in regard to the Winter Use Plan EIS you are preparing for Yellowstone and Grand Teton National Parks and the Rockefeller Parkway. As you develop alternatives for this EIS, I ask that you consider the following:

- Please consider allowing at least 30% of the daily snowmobile entries to be lead by non-commercial guides/individuals who have taken a short training or certification course to be able to lead their private group. The past requirement that made everyone hire a commercial guide was unreasonable, burdensome and caused a significant and unnecessary reduction in visitation to the parks.
- Please consider allowing up to 1,100 snowmobile entries per day into Yellowstone that are fairly distributed between the west, south, east and north entrances. Emphasis should be given to allocations for the west and south entrances to ensure daily entrance limits are maximized where the majority of visitors want to enter from.
- Please consider allowing up to 200 snowmobile entries per day into Grand Teton and the Parkway and up to 100 snowmobile entries per day on the Grassy Lake Road.
- Please continue to emphasize the use of Best Available Technology (BAT) snowmobiles within Yellowstone. Also require that all snowcoaches operating in Yellowstone meet BAT requirements.
- Grooming a track for cross-country skiers on the same groomed road used by snowmobiles and snowcoaches creates an unnecessary safety hazard. Please consider alternatives that prohibit cross-country skiing on groomed snow roads.
- Please consider allowing non-BAT snowmobiles in Grand Teton and the Parkway since the snowmobile trail is immediately adjacent to the plowed highway where there are more substantive impacts from buses and automobiles, as well as on the Grassy Lake Road that connects to national forest trails where BAT snowmobiles are not required.
- Please consider alternatives that allow snowmobile access to all historic groomed roads in Yellowstone, including the side trails to scenic points of interest that have been closed to snowmobiles the past few years.
- Please consider alternatives that allow unrestricted non-BAT snowmobile and snowplane access by fishermen to Jackson Lake.
- Please continue to allow snowmobile use on the Continental Divide Snowmobile Trail and the Grassy Lake Road since these two trails are important connections to national forest trails in the States of Idaho and Wyoming.
- Please consider allocating up to 50% of daily snowmobile entries on the Continental Divide Snowmobile Trail and on the Grassy Lake Road to commercial use.

SNOWmobiles are the best way to see Yellowstone, I have Never in over 30 trips seen wildlife run from snowmobiles.

You are trying to turn this into a place for the wealthy in the winter.

Anybody that has been to yellowstone in the summer and the winter will realized that summer is far, far worse than winter.

Is the ultimate goal to eliminate people from the parks? Medic Coverage is pathetic and very biased.

### 34. Form Letter (132371)

#### Correspondence Text

Dear Planners:

I am submitting the following scoping comments in regard to the Winter Use Plan EIS you are preparing for Yellowstone and Grand Teton National Parks and the Rockefeller Parkway. As you develop alternatives for this EIS, I ask that you consider the following:

- Please consider allowing at least 30% of the daily snowmobile entries to be lead by non-commercial guides/individuals who have taken a short training or certification course to be able to lead their private group. The past requirement that made everyone hire a commercial guide was unreasonable, burdensome and caused a significant and unnecessary reduction in visitation to the parks.
- Please consider allowing up to 1,100 snowmobile entries per day into Yellowstone that are fairly distributed between

the west, south, east and north entrances. Emphasis should be given to allocations for the west and south entrances to ensure daily entrance limits are maximized where the majority of visitors want to enter from.

- Please consider allowing up to 200 snowmobile entries per day into Grand Teton and the Parkway and up to 100 snowmobile entries per day on the Grassy Lake Road.
- Please continue to emphasize the use of Best Available Technology (BAT) snowmobiles within Yellowstone. Also require that all snowcoaches operating in Yellowstone meet BAT requirements.
- Please consider allowing non-BAT snowmobiles in Grand Teton and the Parkway since the snowmobile trail is immediately adjacent to the plowed highway where there are more substantive impacts from buses and automobiles, as well as on the Grassy Lake Road that connects to national forest trails where BAT snowmobiles are not required.
- Please consider alternatives that allow snowmobile access to all historic groomed roads in Yellowstone, including the side trails to scenic points of interest that have been closed to snowmobiles the past few years.
- Please consider alternatives that allow unrestricted non-BAT snowmobile and snowplane access by fishermen to Jackson Lake.
- Please continue to allow snowmobile use on the Continental Divide Snowmobile Trail and the Grassy Lake Road since these two trails are important connections to national forest trails in the States of Idaho and Wyoming.
- Please consider allocating up to 50% of daily snowmobile entries on the Continental Divide Snowmobile Trail and on the Grassy Lake Road to commercial use.

### 35. Form Letter (132655)

#### Correspondence Text

Dear Planners:

I am submitting the following scoping comments in regard to the Winter Use Plan EIS you are preparing for Yellowstone and Grand Teton National Parks and the Rockefeller Parkway. As you develop alternatives for this EIS, I ask that you consider the following:

- Please consider allowing up to 1,100 snowmobile entries per day into Yellowstone that are fairly distributed between the west, south, east and north entrances. Emphasis should be given to allocations for the west and south entrances to ensure daily entrance limits are maximized where the majority of visitors want to enter from.
- Please consider allowing up to 200 snowmobile entries per day into Grand Teton and the Parkway and up to 100 snowmobile entries per day on the Grassy Lake Road.
- Please continue to emphasize the use of Best Available Technology (BAT) snowmobiles within Yellowstone. Also require that all snowcoaches operating in Yellowstone meet BAT requirements.
- Grooming a track for cross-country skiers on the same groomed road used by snowmobiles and snowcoaches creates an unnecessary safety hazard. Please consider alternatives that prohibit cross-country skiing on groomed snow roads.
- Please consider allowing non-BAT snowmobiles in Grand Teton and the Parkway since the snowmobile trail is immediately adjacent to the plowed highway where there are more substantive impacts from buses and automobiles, as well as on the Grassy Lake Road that connects to national forest trails where BAT snowmobiles are not required.
- Please consider alternatives that allow snowmobile access to all historic groomed roads in Yellowstone, including the side trails to scenic points of interest that have been closed to snowmobiles the past few years.
- Please consider alternatives that allow unrestricted non-BAT snowmobile and snowplane access by fishermen to Jackson Lake.
- Please continue to allow snowmobile use on the Continental Divide Snowmobile Trail and the Grassy Lake Road since these two trails are important connections to national forest trails in the States of Idaho and Wyoming.
- Please consider allocating up to 50% of daily snowmobile entries on the Continental Divide Snowmobile Trail and on the Grassy Lake Road to commercial use.