

National Park Service
U.S. Department of the Interior

Grand Teton National Park
Wyoming



Transportation Plan Environmental Impact Statement

Record of Decision

March 2007

Approved:

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Intermountain Regional Director
National Park Service

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**UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE**

RECORD OF DECISION

**TRANSPORTATION PLAN
ENVIRONMENTAL IMPACT STATEMENT**

GRAND TETON NATIONAL PARK

WYOMING

The Department of the Interior, National Park Service (NPS) has prepared this Record of Decision (ROD) on the *Final Transportation Plan/Environmental Impact Statement* (Final Plan/EIS) for Grand Teton National Park. This ROD includes a description of the background of the project, a statement of the decision made, synopses of other alternatives considered, the basis for the decision, findings on impairment of park resources and values, a description of the environmentally preferable alternative, a listing of measures to minimize environmental harm, and an overview of public and agency involvement in the decision-making process.

BACKGROUND OF THE PROJECT

The purpose of the Transportation Plan is to address and manage transportation-related issues in Grand Teton National Park. The Final Plan/EIS evaluates and recommends a preferred system of transportation improvements within Grand Teton National Park including roadways and parking, development of a plan to evaluate the need and feasibility for a transit system within the Park, construction of improved road shoulders and multi-use pathways, improvements to developed areas, and development of traveler information systems. It includes plans for testing several adaptive management strategies on the Moose-Wilson Road in order to gather information about the best way to maintain the existing character of the corridor while recognizing its sensitive wildlife, scenic, and historic values. The Final Plan/EIS also seeks to identify opportunities to develop transportation partnerships for transit with neighboring communities (i.e., Jackson, Teton Village, and Teton County, Wyoming).

DECISION (SELECTED ACTION)

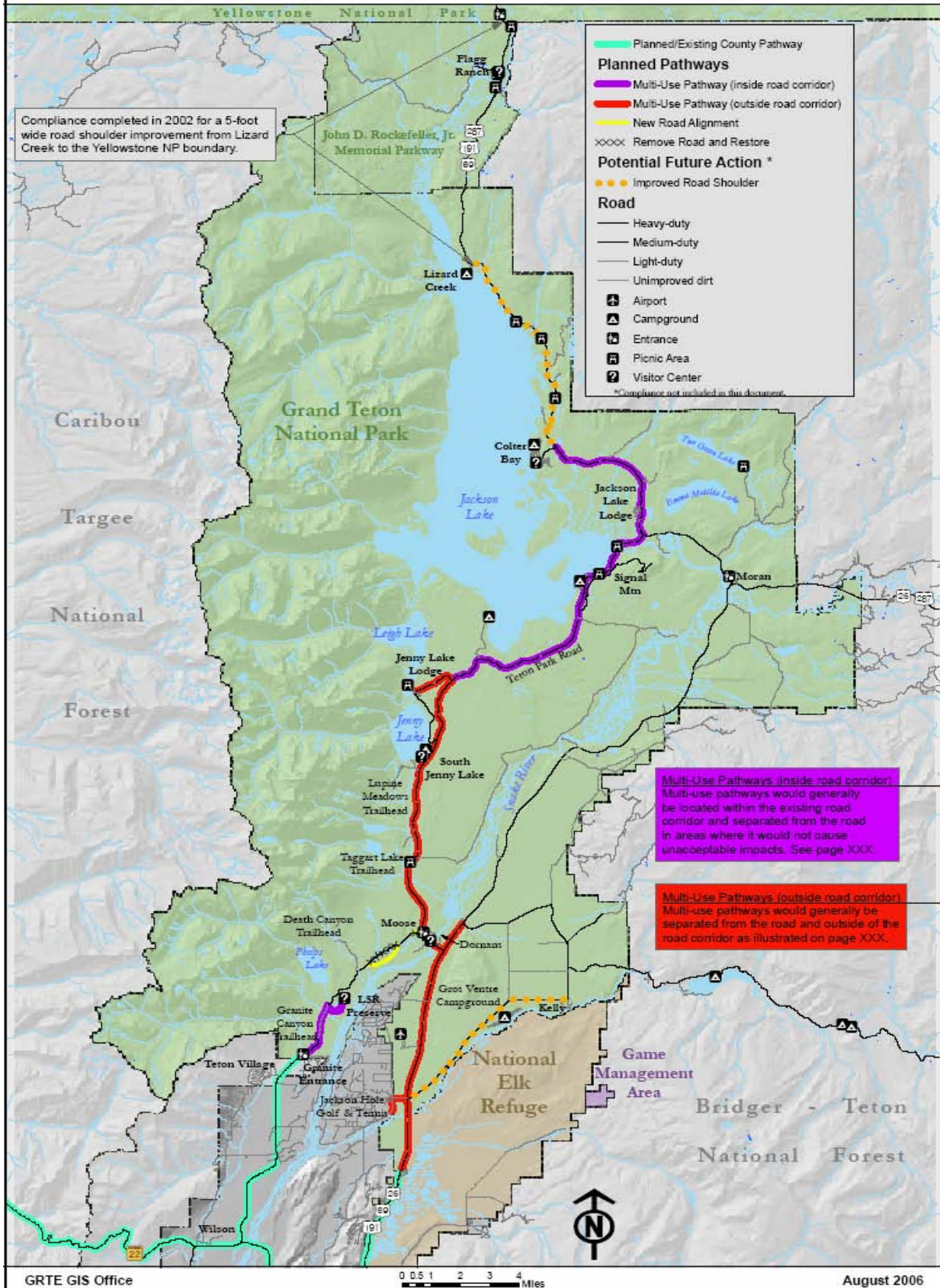
Description of the Selected Action

Based on comments received during public review of the Draft Plan/EIS, the NPS developed a new preferred alternative that combines elements of Alternatives 3 and 4, and additionally includes some new elements that were not included in the Draft Plan/EIS. Alternative 3a, the Preferred Alternative, was designed to provide a wide range of transportation opportunities for bicyclists and pedestrians. Under this alternative, the Moose-Wilson Road will be realigned in two areas to restore aspen and wetland habitat, 22.5 miles of multi-use pathways will be constructed outside existing road corridors, and 18.8 miles of multi-use pathways will be constructed inside existing road corridors.

Development of the pathway system will occur in phases. The Park intends to design pathway construction in segments that will provide adequate parking opportunities and pathway connectivity at both ends as much as possible. The phases will be based on the results of monitoring and analysis of



Alternative 3a - Preferred Alternative



environmental impacts, visitor use patterns, and other factors relevant to construction and use of the system. Key actions of the Preferred Alternative in the areas of roadways and parking, transit service and facilities, multi-use pathways and improved shoulders, developed areas, and traveler information are summarized below.

Key Actions

Roadways and Parking

Under the Preferred Alternative, improvements to park roadways and parking areas will occur during scheduled maintenance or on an as needed basis. A combination of improvements may be implemented and could include road signs to increase awareness of wildlife crossings, improved information on parking lot capacity and filled lots, self service information kiosks, and variable messaging signs.

A pedestrian-crossing signal will be constructed at the Jackson Lake Dam crossing to increase visitor safety. Reconfiguration of some parking areas in the Park could occur to improve the efficiency of parking areas and increase their capacity to some extent without increasing the impervious surface. Separate entrance lanes will be established for use by park employees and other administrative traffic in order to shorten lines at park entrance stations.

Moose-Wilson Road

A cultural resource investigation was completed along the Moose-Wilson Road from the Granite Canyon Entrance Station to Moose in July 2006 to evaluate the eligibility of the road for the National Register of Historic Places (NRHP). The Wyoming State Historic Preservation Office (SHPO) concurred with the finding of eligibility that was documented by the investigation. Therefore, any actions proposed on the Moose-Wilson Road that affect the road itself or its viewshed will require further consultation between the SHPO and the NPS to identify appropriate mitigation to ensure compliance with Section 106 of the National Historic Preservation Act. The Moose-Wilson Road will be realigned in two areas, and the existing alignments will be abandoned and restored to natural conditions to enhance habitat.

The NPS hired the Western Transportation Institute to help develop an adaptive management plan (AMP) to guide the testing of transportation management and operational strategies for vehicle use on the Moose-Wilson Road. Over the next several years, the NPS may test a number of different strategies identified in the AMP for managing traffic, as well as pedestrian and bicycle use on the Moose-Wilson Road, that will ensure the existing character of the road is maintained. In addition, the NPS may consider minor widening in select areas to help accommodate safe travel without altering the character of the road.

These strategies, if implemented, will be seasonal and/or temporary and will involve segments or portions of the Moose-Wilson Road to provide information to the NPS for developing a long-term solution in conjunction with future long-term planning efforts. Under all strategies, two-way traffic will be maintained from Moose to the LSR Preserve and from the Granite Canyon Entrance Station to the Granite Canyon Trailhead and considerations for emergency and inholder traffic will be developed. Data collected during the 2006 and 2007 seasons will be used to support planning and design of the most effective transportation management strategies on the Moose-Wilson Road over the next several years. The 2006-2007 baseline data focus on traffic volume as well as other data needed to support the evaluation of transportation management approaches that may be implemented in the future.

The selected transportation management strategy will be publicized to local stakeholders/park users well in advance of implementing any of these changes. Publicity will occur through local outreach and media and through the Park's web site (<http://www.nps.gov/grte>) to minimize visitor confusion or disruption of services. Strategies implemented in future years will depend on how well prior strategies met the critical performance measures.

Transit Service and Facilities

The Preferred Alternative will provide additional information concerning the transit services available to the public, including route maps and schedules at lodges within and outside the Park, visitor centers, and other locations where visitors may congregate. A public transit business study will be developed with the goal of providing a sufficient analysis of options to determine whether it is feasible to begin a transit system in and around Grand Teton National Park and, if so, how to operate it effectively and efficiently such that it is a financially sustainable system that could be provided by either the private sector or another entity. In 2006, Grand Teton National Park requested and received funds from the Alternative Transportation on Park and Public Lands (ATPPL) Program to conduct a transit business study and anticipates completing it by summer 2008. A public transit system may be proposed in the Park in the future pending the findings of a transit business study, but no decision on a transit system has yet been made. If the study finds transit to be a feasible alternative for the Park, it will also recommend a range of minor infrastructure requirements (e.g., small shelters, small pull outs, kiosks, and signs) to ensure adequate user services.

Multi-use Pathways and Improved Shoulders

The Preferred Alternative distinguishes between pathways constructed within the road corridor as opposed to those constructed outside of the corridor. The term “road corridor” generally means the engineered corridor in which the road exists, including the cut-and-fill areas and clear zones. A total of 22.5 miles of multi-use pathways will be constructed outside existing road corridors, and 18.8 miles of multi-use pathways will be constructed inside the road corridor. In general, pathways constructed outside the road corridor will be located within approximately 50 ft of the existing road.

Under the Preferred Alternative, multi-use pathways will be constructed *outside* the road corridor:

- Along U.S. Highway 26/89/191 (Outer Highway) from the south boundary to Antelope Flats Road (a distance of approximately 9.4 miles).
- Along the Teton Park Road from Moose Junction to North Jenny Lake Junction (a distance of approximately 10.6 miles).
- From North Jenny Lake Junction west to String Lake (a distance of approximately 1.5 miles).
- From Gros Ventre Junction to an existing pathway at Jackson Hole Golf and Tennis via Sagebrush Drive and Spring Gulch Road (a distance of approximately 1.0 mile).

The Preferred Alternative also includes construction of multi-use pathways *inside* the road corridor:

- Along the Teton Park Road from North Jenny Lake Junction to Colter Bay (a distance of approximately 15.5 miles), except for a section between Signal Mountain Lodge and Jackson Lake Dam, where an improved shoulder will be constructed. In addition, improved shoulders will be used in other areas where constructability issues or unacceptable impacts to resources could occur.
- Along the Moose-Wilson Road from the Granite Canyon Entrance Station to the new Laurance S. Rockefeller (LSR) Preserve (a distance of approximately 3.3 miles). The Moose-Wilson pathway will begin at the Granite Canyon Entrance Station and extend to the north end of the unpaved section of road. At that point, the pathway will divert eastward and follow the long-established alignment of the unpaved levee access road to the new LSR Preserve (opening planned for 2007).

Developed Areas

The Preferred Alternative will incorporate limited modifications and additions to infrastructure through normal park operations and maintenance and could include improved social trails, signs, and way-finding,

information kiosks, bicycle racks, variable-messaging signs, bulletin boards, and other traveler information systems in the Moose, South Jenny Lake, Signal Mountain, Jackson Lake Lodge, and Colter Bay activity areas.

Traveler Information

The Preferred Alternative will improve the amount and type of information available to park visitors and the local community regarding transportation related issues. The Park will employ various information transmission methods, depending on effectiveness and as funds become available, which could include traveler information systems (localized radio transmissions with information on current park conditions), additional variable messaging signs, bulletin boards, an improved website, and information kiosks with current information at key locations. Signboards will list congested areas, such as popular areas or trailheads, and alternative destinations to visit in the Park, thus allowing visitors to plan their visit and assist the Park in managing visitor access without the aid of park staff at trailhead sites. Wildlife hazard signs could also be provided where limited sight distances or other factors increase the potential for dangerous human-wildlife interactions.

Mitigation Measures/Monitoring

To ensure protection of the natural and cultural resources and the quality of the visitor experience, the NPS will avoid, minimize, and mitigate adverse impacts whenever practicable. Specific mitigation measures that are relevant and appropriate for each element of Alternative 3a will be identified during the design phase and will be applied where appropriate for specific types of action. Best management practices (BMPs) will be implemented as appropriate before, during, and/or after construction of proposed improvements to provide long-term protection of park resources. BMPs specific to the design cannot be proposed until the full design is complete and specifics of the proposed construction are known. A partial list of BMPs is included in Appendix A of the Final Plan/EIS.

The NPS will employ a comprehensive monitoring program as part of implementation of any alternative involving pathways. This program will include collection of information on pathway users and impacts of use, including impacts on wildlife and vegetation. Information obtained from the monitoring program will inform planning and design of future phases.

Pathway Users Monitoring

Pre- and Post-pathway construction monitoring will collect data on pathway user distributions, volume, user types, behaviors, satisfaction, and conflicts to determine the pathways' effects on visitor use and experience. Visitor surveys will be conducted to assess opinions on improved safety, level of enjoyment and accessibility. Following completion of the first phase of pathway construction, the NPS will monitor the types and levels of visitor use occurring on the pathways. The information on the number of users, patterns of use, and different types of users (i.e., bicyclists, pedestrians, etc.) will be used to complement the wildlife monitoring and data collection program, and to inform planning and design of later phases of the pathway system.

Wildlife Research and Monitoring

To better understand wildlife associated pathway impacts, the Park will implement a research and monitoring program designed to evaluate a variety of pathway effects on a representative group of animals, beginning with the Phase 1 construction. Phase 1 includes the construction of approximately 7.7 miles of multi-use pathway between Dornan's and South Jenny Lake Junction. The NPS anticipates that this segment will be one of the most popular segments of pathways with users and is also be one of the easier sections on which to site pathways close to the existing road to connect two popular park destinations – Moose and South Jenny Lake.

The program's primary objective will be to quantify the effects of pathway construction and use, and employ this information during future design and development of additional phases of construction, pathway placement, and necessary mitigation. The initial phase of monitoring and research proposed for the constructed Phase 1 pathway will be conducted over a period of three to four years. Wildlife monitoring will occur within the Park along the Moose-Wilson Road, from the south boundary to Moose, and from Moose to North Jenny Lake Junction. Additional monitoring needs will depend on the results of the initial monitoring and the subsequent decisions based on this monitoring.

Depending on the site-specific design of the various pathway segments, additional mitigation may be needed to compensate for wetland and/or habitat loss for park plants and animals. Such mitigation may be in the form of restoration or modification of access in other high quality habitats such as riparian zones, ungulate calving areas, and areas increasingly frequented by bears. Management options will range from seasonal use restrictions to pathway closures and may include site rehabilitation to restore native vegetation.

Moose-Wilson Road Data Collection and Monitoring

The Park will develop a data collection and monitoring plan to study the effects on visitor use and experience and park operations for the first phase of pathways proposed for construction within the Park. The results of this data collection and monitoring will help park managers understand the effects of the new pathway system based on actual use and facilitate planning and design of additional pathway segments or different management strategies for the Moose-Wilson Road in the future. The Park will also monitor how wildlife uses the corridor before pathway construction on Moose-Wilson Road during the initial 3-4 years of monitoring. Monitoring of actual pathway impacts will occur later, after the appropriate phase.

During the summer of 2006, baseline data for the Moose – Wilson Road was collected, including vehicle traffic volume, speed, and direction; bicycle traffic volume and direction on peak and off-peak times; visitor surveys to determine destination, satisfaction and purpose for visiting the Moose-Wilson Road; travel mode usage observations; directional traffic observations; and incident data analysis to assess historical conflicts and safety concerns. The baseline data will provide a basis for comparing the effects of the various management strategies that may be tested on the Moose - Wilson Road, and will also help with the development of future data collection and monitoring activities.

Mitigation by Monitoring and Phasing

Many of the actions proposed in the Preferred Alternative will require multiple phases. Development of the pathway systems and improved shoulders will occur in phases out of necessity given expected funding constraints, as well as to take advantage of wildlife monitoring data collected during initial phases. Future pathway phases will be based on the results of monitoring and analysis of environmental impacts, visitor use patterns, and other factors relevant to construction and use of the system. Following the construction of the first phase of pathways (Dornan's to South Jenny Lake), the NPS will evaluate visitor use and wildlife effects resulting from the use of pathways and use the data to help inform the planning and design of future segments and phases.

The NPS considered several factors in developing the implementation phases (e.g., construction schedules, remote location, and projects by other entities). For example, the Park strives to plan Phase 3 so that it coincides with the Town and County Plan for construction of their pathway up to the southern boundary of the Park. Another consideration is Federal Highway Administration project planning, which occurs in 5-year increments. The current planning cycle runs from 2005 to 2009; the subsequent cycle runs from 2010 to 2014.

These phases indicate the sequence in which actions should occur, but it should be noted that some actions that are shown within a particular phase may actually be implemented earlier or later. This is due to the fact that funding for the various actions will likely be provided through a number of different

sources and may be available earlier or later than anticipated. However, actions that are dependent upon data collection and monitoring in earlier phases cannot be taken out of sequence unless there was a high degree of confidence that all resource impacts will be within acceptable levels. Phase 4 and 5 pathway segments will not be constructed until at least three years of wildlife research and monitoring have been completed and analyzed, since these data will be used to better estimate and mitigate potential wildlife impacts along these sections of proposed pathway. This sequencing of monitoring before constructing additional phases is a mitigation measure outlined in the Final Plan/EIS for which the USFWS biological opinion was based.

Phase 1's primary intent is to complete a transit business study to inform the Park on future transit service opportunities, and construct a separated pathway along one of the most-visited section of the Park which connects two major developed visitor use areas.

- ❑ Conduct a transit business study that will identify alternatives for a technically and financially feasible transit system within the Park.
- ❑ Construction of a separated pathway along the Teton Park Road from Dornan's to South Jenny Lake Junction.
- ❑ Installation of signage and other elements associated with pathway construction.

Phase 2 focuses on connecting the Phase 1 pathway system to String Lake. It also includes the realignment and restoration of approximately two miles of the northern section of the Moose-Wilson Road connecting the Moose Complex and the LSR Preserve. This realignment will support additional vehicular and non-motorized traffic anticipated between these two new destinations, restore a sensitive wetlands area, and improve protection of a wildlife movement corridor.

- ❑ Implementation of a pilot transit system as recommended by the transit business study, if applicable.
- ❑ Construction of a separated pathway along the Teton Park Road from South Jenny Lake Junction to String Lake.
- ❑ Restoration of wetlands area and realignment of two segments of the Moose-Wilson Road.
- ❑ Relocation of the Moose Entrance Station and the construction of a separate administrative lane.
- ❑ Installation of signage and other elements that go along with pathway construction, entrance station relocation, and the realignment of Moose-Wilson Road.
- ❑ Enhancement of existing traveler information systems at visitor centers, on variable message signs, at lodges, and other appropriate locations.

Phase 3 focuses on connecting the Park's new pathway system with pathways proposed by the Town and County.

- ❑ Construction of a separated pathway along Highway 26/89/191 from the south boundary to Antelope Flats Road and along the Teton Park Road from Moose Junction to Dornan's Junction.
- ❑ Construction of a separated pathway along the Sagebrush Drive and Spring Gulch Road segments.
- ❑ Installation of signage and other elements associated with pathway construction.

Phases 4 and 5 focus on extending the existing pathway system in the Park and addressing circulation in the Park's developed areas.

Phase 4

- ❑ Construction of a pathway system along the Teton Park Road from North Jenny Lake Junction to Colter Bay.
- ❑ Pedestrian trails, signage, and way finding improvements between key points at South Jenny Lake and Signal Mountain.

- ❑ Installation of signage and other elements associated with improved shoulders or pathways.
- ❑ Installation of information kiosks at Moose, South and North Jenny Lake, Signal Mountain, Jackson Lake Lodge, and Colter Bay.
- ❑ Enhancement of existing traveler information systems at visitor centers, on variable message signs, at lodges, and other appropriate locations.

Phase 5

- ❑ Construction of a separated pathway along the Moose-Wilson Road from the Granite Canyon Entrance Station to the LSR Preserve.
- ❑ Enhancement of existing traveler information systems at visitor centers, on variable message signs, at lodges, and other appropriate locations.

OTHER ALTERNATIVES CONSIDERED

Elements Common to All Alternatives

Park roadways will continue to be maintained or improved on a case-by-case basis as warranted. The NPS does not plan to make changes to any roads or trails not specifically identified in the Final Plan/EIS. A variety of adaptive management strategies may be tested on the Moose-Wilson Road to address periodic congestion, wildlife, wetlands, and visitor experience issues. The NPS has developed the *Moose-Wilson Road Adaptive Management Plan* to test transportation management and operational strategies for vehicle use on the Moose-Wilson Road.

A transit business study is being developed with the goal of providing a sufficient analysis of options to determine whether it is feasible to begin a transit system in and around Grand Teton National Park and, if so, how to operate it effectively and efficiently such that it is a financially sustainable system that could be provided by either the private sector or another entity.

The Park will improve signs on roadways under all alternatives to enhance safety by advising visitors to be aware of areas frequented by wildlife, share the road with bicyclists, and watch for pedestrians. Separate entrance lanes will be established for use by park employees and other administrative traffic to shorten lines at park entrance stations. Reconfiguration of some parking areas in the Park could also occur under all alternatives. Information will be provided to visitors to assist with trip planning and for scheduling off-peak visits. The installation of variable-messaging signs is common to all alternatives.

A wildlife research and monitoring program is being developed to evaluate more precisely the impacts of pathways on wildlife and wildlife viewing opportunities, and identify wildlife safety hazards for pathway users. This information will inform the NPS about impacts on wildlife resulting from the development of pathways, and help guide planning and design of future pathway phases. This element is only common to all action alternatives that proposed pathway construction.

Alternative 1: the *No Action* Alternative- provides a baseline in the Final Plan/EIS against which to compare the action alternatives, as well as their environmental consequences. Under the No Action Alternative, the Park would continue its current transportation management actions. No improvements would be made to roadways, parking, or transit service and facilities, and no changes would occur related to development of multi-use pathways or improved road shoulders other than those that would be accomplished through normal and ongoing park operations and maintenance or on a case-by-case basis. Minor improvements to developed areas may occur, and limited improvements would occur in traveler information systems. Alternative 1 would include all of the actions described above under the “Elements Common to All Alternatives” section. Estimated capital costs for implementing Alternative 1 are \$361,000. There are no maintenance costs associated with this alternative.

Alternative 2: *Improved Road Shoulders*- the primary objective is to improve the ability to manage the traffic flow, parking, and visitor experience within the Park in a proactive manner, with little or no

construction of new pavement or parking facilities. This alternative would provide additional information concerning transit services and facilities and about current travel conditions within the Park. No multi-use pathways are proposed, but road shoulders would be improved to a 5-ft width (4.5-ft travel lane, plus 3 inches on each side for striping) on the Teton Park Road between Moose Junction and Signal Mountain Lodge (17.8 miles) to provide increased access for bicycling. The Park would limit motorized traffic on Signal Mountain Road at certain times in order to provide increased access to bicyclists and pedestrians. Limited modifications and additions to infrastructure in developed areas would occur. Alternative 2 would include improvements to the amount and type of information available to park visitors and the local community regarding transportation related issues. Alternative 2 would provide enhanced information to park visitors regarding the availability of parking. Entrance stations, visitor centers, self-service information kiosks, and variable messaging signs within the Park would provide information on lot capacity and filled lots. Alternative 2 would include all of the actions described under the “Elements Common to All Alternatives” section. Estimated capital costs and annual maintenance and operation costs for implementing Alternative 2 are \$12,958,000 and \$63,000, respectively.

Alternative 3: Improved Road Shoulder/Multi-Use Pathways- a system of multi-use pathways and improved road shoulders would be constructed to provide enhanced and safer experiences for bicyclists and pedestrians. Approximately 23.3 miles of multi-use pathways would be constructed outside the engineered road corridor (within 50 ft of the road, but not greater than 150 ft from the road) along U.S. Highway 26/89/191 from the south boundary to Antelope Flats Road, along the Teton Park Road from Moose Junction to North Jenny Lake Junction, including a segment to Dornan’s, and from the Granite Canyon Entrance Station to the LSR Preserve. Alternative 3 also includes shoulder widening (to 5 ft along 15.5 miles) of the Teton Park Road from North Jenny Lake Junction to Colter Bay.

In addition, visitor information systems would be expanded and improved. Road signs and other forms of information, including information about existing transit services, would be improved to inform park visitors about current traffic/use conditions in the Park. A pedestrian-crossing signal would be constructed at the Jackson Lake Dam crossing to increase visitor safety. The Moose-Wilson Road would be realigned in two areas to restore aspen and wetland habitat, and the existing alignments would be abandoned and restored to natural conditions. Limited modifications and additions to infrastructure would be incorporated, such as social trails, signs, information kiosks, and wayfinding. Some parking and circulation would be minimally redesigned. Alternative 3 would include all of the actions described under the “Elements Common to All Alternatives” section. Estimated capital costs and annual maintenance and operation costs for implementing Alternative 3 are \$34,542,000 and \$417,000, respectively.

Alternative 4: Multi-Use Pathways - an extensive system (a total of 42.6 miles) of multi-use pathways would be constructed outside the road corridor to provide a wide range of transportation opportunities for bicyclists and pedestrians. Multi-use pathways would be developed along U.S. Highway 26/89/191 from the south boundary to Antelope Flats Road, and from Moose Junction to Colter Bay via the Teton Park Road, including a segment to Dornan’s. A pathway would also be constructed along the Moose-Wilson Road from the Granite Canyon Entrance Station to Moose. The Moose-Wilson Road would be realigned in two areas to restore aspen and wetland habitat. Limited modifications and additions to infrastructure in developed areas would occur, and improvements would be made to the amount and type of transportation-related information available to park visitors and the local community. Estimated capital costs and annual maintenance and operation costs for implementing Alternative 4 are \$47,788,000 and \$558,000, respectively.

BASIS FOR DECISION

During the alternative development process, the NPS considered alternatives that, if implemented, would meet project objectives while protecting the Park’s natural and cultural resources. Actions proposed under the alternatives comprised the following categories: (1) Roadways and Parking, (2) Transit Service and Facilities, (3) Multi-use Pathways and Improved Shoulders, (4) Developed Areas, and (5) Traveler

Information. Of these, Multi-use Pathways and Improved Shoulders was the element that differentiated the alternatives the most in terms of potential impacts, and was also the topic of greatest public concern and engagement.

The greatest change in the Preferred Alternative from the draft to final plan/EIS is the addition of pathways, but in a modified manner for some segments. The pathways from North Jenny Lake Junction to Colter Bay will be constructed inside the road corridor under Alternative 3a rather than as a widened shoulder under Alternative 3 (the Preferred Alternative in the Draft Plan/EIS) or outside the road corridor under Alternative 4. Multi-use pathways will be constructed inside the road corridor under Alternative 3a between the Granite Canyon Entrance Station and the LSR Preserve (a distance of approximately 3.3 miles), but outside the road corridor under Alternative 3. Under Alternative 4, multi-use pathways would be built outside the road corridor for the entire segment of the Moose-Wilson Road from the Granite Canyon Entrance Station to Moose (a distance of approximately 7.1 miles).

To address public comment on the Draft Plan/EIS, the NPS decided to undertake several additional studies. These studies focused on clarifying the technical and financial feasibility of several proposed actions, as well as the potential safety and wildlife impacts that could result from construction of new multi-use pathways and improved shoulder segments adjacent to the major roadway systems in the Park. The NPS recognizes that the Moose-Wilson Road requires a management strategy different from other road segments in the Park because of its rustic nature, wildlife habitat, wetlands, and eligibility for listing on the NRHP. As a result the NPS contracted the Western Transportation Institute to provide professional services and consultation for adaptive management strategies for the Moose-Wilson Road, as described earlier. Elements of the consultation included a data collection and monitoring plan, refinement of desired future conditions, and development of performance measures, vehicle-traffic data collection processes, visitor use surveys, and a transit business plan. The Park also conducted a workshop with biologists from the NPS, academic, private research, and transportation planning organizations to draft several potential topics and initial strategies for a wildlife research and monitoring program, each of which included the possibility of measuring attributes before, during, and after pathway construction.

The NPS, in consultation with the Federal Highway Administration, recognized that the development of multi-use pathways will be problematic in some areas. In particular locations, pathways could pose potentially unacceptable impacts to wildlife, present unnecessary safety impacts to pathway users, and may be technically and financially infeasible to construct due to topography, vegetation, wildlife, and site conditions. These factors combine to make it very difficult to determine cost, risk to safety, or impacts to resources without first completing a near 100-percent design.

To address these concerns (as well as public comment), the NPS decided to consider multi-use pathways within the road corridor in areas like the Moose-Wilson Road, where one or more of these factors (i.e., topography, vegetation, wildlife, or site conditions) posed a challenge. The process of designing these segments will eventually produce a combination of pathways and/or improved shoulder sections with separation of motor vehicles and pathways within the road corridor, with the exact location subject to specific design and site analyses and a determination that there will not be unacceptable impacts. In some areas, pathways could diverge from the road corridor for small distances to accommodate grade, increase safety, or reduce resource impacts.

Small pathway spurs (i.e., Sagebrush Drive, Spring Gulch Road, and String Lake) were added to Alternative 3a to maximize the pathway system connectivity with the community in the future and make the best use of existing use areas and facilities. Under a separate environmental assessment, environmental compliance was completed in 2002 for widening (5-ft) road shoulders along U.S. Highway 89/191/287 from Lizard Creek campground, north to the boundary of Yellowstone National Park. This action will occur as part of future road improvements regardless of the action alternative selected under the Final Plan/EIS. The Park also retains the option of adding improved shoulders in two other locations: (1) from Colter Bay north along U.S. Highway 89/191/287 to Lizard Creek campground, and (2) from the

intersection of U.S. Highway 26/89/191 east along Gros Ventre Road to the Town of Kelly. These actions would occur as part of future planning, and the NPS would need to complete additional NEPA documentation for these segments.

In the Draft Plan/EIS, the NPS also identified the environmentally preferred alternative, Alternative 3, as the preferred alternative for implementation. In the Final Plan/EIS, the NPS has identified Alternative 3a as the preferred alternative for implementation, while Alternative 3 remains the environmentally preferred alternative.

The NPS has identified Alternative 3a as the Preferred Alternative for implementation rather than the environmentally preferred alternative because it better fulfills the purpose and need for the Final Plan/EIS. Specifically, Alternative 3a includes a more extensive system of multi-use pathways to improve opportunities for nonmotorized users to travel safely between the Park's major activity areas and connect to important destinations outside of the Park. Both alternatives provide for a phased approach to constructing the pathways, with monitoring, data collection, and additional assessment of conditions occurring with each phase. The additional information gained by these activities will be used to inform the planning and design of subsequent phases, thus providing safeguards that unacceptable impacts will not be allowed to occur.

During the transition from the Draft Plan/EIS to the Final Plan/EIS, the NPS incorporated the phasing approach and safeguards into Alternative 3a that will ensure decisions regarding details of implementation continue to be informed by pertinent new information as the pathway system develops. By providing for a more extensive system of pathways, while building in safeguards to ensure that any environmental impacts are acceptable, Alternative 3a best meets the objectives of taking action as described in the Final Plan/EIS, such as providing additional travel/recreational options, both motorized and nonmotorized. Alternative 3a allows for the development of an extensive system of pathways while building in appropriate safeguards to ensure that no unacceptable impacts are allowed to occur, and eliminates the need to engage in an entirely new planning and environmental compliance process to construct the segments that are not included in the other alternatives.

FINDINGS ON IMPAIRMENT OF PARK RESOURCES AND VALUES

The NPS Management Policies (2006) require analysis of potential effects to determine whether actions would impair park resources. The NPS managers must always seek ways to avoid, or to minimize to the greatest degree practicable, adversely impacting park resources and values. However, the laws do give the NPS the management discretion to allow impacts to park resources and values, when necessary and appropriate, to fulfill the purposes of a park as long as the impact does not constitute impairment of the affected resources and values.

An impact to any park resource or value may, but does not necessarily, constitute an impairment. An impact would be more likely to constitute impairment to the extent that it affects a resource or value whose conservation is:

- necessary to fulfill specific purposes identified in the establishing legislation or proclamation of the Park, or
- key to the natural or cultural integrity of the Park or to opportunities for enjoyment of the Park, or
- identified in the Park's general management plan or
- other relevant NPS planning documents as being of significance.

An impact would be less likely to constitute impairment to the extent that it is an unavoidable result, which cannot be further mitigated, of an action necessary to preserve or restore the integrity of park resources or values. The impact threshold at which impairment occurs is not always readily apparent. Therefore, the NPS will also avoid impacts that it determines to be "unacceptable." These are impacts that

fall short of impairment but are still not acceptable within a particular park's environment. Virtually every form of human activity that takes place within a park has some degree of effect on park resources or values; however, that does not mean the impact is unacceptable or that a particular use must be disallowed. Unacceptable impacts are impacts that, individually or cumulatively, would:

- Be inconsistent with the Park's purposes or values.
- Impede the attainment of the Park's desired future conditions for natural and cultural resources as identified through the Park's planning process.
- Create an unsafe or unhealthy environment for visitors or employees.
- Diminish opportunities for current or future generations to enjoy, learn about, or be inspired by the Park's resources or values.
- Unreasonably interfere with the Park's programs or activities; an appropriate use of the Park; the atmosphere of peace and tranquility; or the natural soundscape maintained in wilderness and natural, historic, or commemorative locations within the Park.

In its role as steward of park resources, the NPS must ensure that acceptable park uses will not cause impairment of, or unacceptable impacts on, park resources and values. A new form of park use will be allowed within a park only after a determination has been made in the professional judgment of the Park Manager that it will not result in unacceptable impacts.

Overall, the Preferred Alternative will result in long-term, localized, moderate, adverse impacts on visual quality, largely because of the introduction of multi-use pathways into the foreground views, as seen from the affected road corridors. Short-term, localized, moderate, adverse impacts will result during construction. Cumulative impacts will be long term, minor to major, and adverse, with short-term, moderate, adverse impacts from construction activities. The cumulative major impact will be localized to the Moose-Wilson Road area, but proposed mitigation measures and future management strategies for the Moose-Wilson Road are likely to mitigate this impact to the moderate level. Overall park scenic quality will not be affected at the major level.

Visitor Use & Experience, Socioeconomics, and Park Operations are not resource values for which the NPS determines impairment; however, these topics did have a few major beneficial and adverse impacts. Implementation of the Preferred Alternative will result in long-term, localized and regional, minor-to-major, beneficial impacts associated with the additional pathways and transit, with short- and long-term, localized, minor-to-moderate, adverse impacts on visitor and employee experience. Although the Preferred Alternative will result in minor economic and social impacts in the region, cumulative impacts will be long term, major, and both beneficial and adverse, with the increment associated with this alternative considered negligible. It will also result in long-term, localized, moderate-to-major, adverse impacts on park operations due to the increased workload necessary to implement and manage the new programs. Increased staffing and funding will be necessary to ensure proper management and maintenance of multi-use pathways, efficient operation of a transit system (if implemented), and a well-coordinated implementation of management strategies for the Moose-Wilson Road. In addition, the corresponding requirements in housing, vehicles, office space, and administrative support necessary to support additional staff will contribute to the long-term impacts. Cumulative impacts will be long term, moderate to major, and adverse.

Because there would be no major, adverse impacts to visual resources, soils, vegetation, water resources, wildlife, or archeological resources for which conservation is (1) necessary to fulfill specific purposes identified in the establishing legislation of Grand Teton National Park; (2) key to the natural or cultural integrity of the Park; or (3) identified as a goal in the Park's General Management Plan or other relevant NPS planning documents, there would be no impairment of the Park's resources and no unacceptable impacts.

ENVIRONMENTALLY PREFERRED ALTERNATIVE

The National Environmental Policy Act requires the NPS to identify an environmentally preferred alternative in the planning process. The environmentally preferred alternative is determined by applying the six goals listed in the National Environmental Policy Act (Section 101(b)), and shown below (42 U.S.C. § 4321-4347):

1. Fulfill the responsibilities of each generation as trustee of the environment for succeeding generations.
2. Assure safe, healthful, productive, and aesthetically and culturally pleasing surroundings for all Americans.
3. Attain the widest range of beneficial uses of the environment without degradation, risk to health and safety, or other undesirable and unintended consequences.
4. Preserve important historic, cultural, and natural aspects of our national heritage, and maintain (wherever possible) an environment that supports diversity and variety of individual choice.
5. Achieve a balance between population and resource use, which 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.

Identifying the environmentally preferred alternative comprised a qualitative assessment of how well each alternative would meet each specific goal. All of the alternatives would essentially meet Goal 1 (as listed above) and fulfill the responsibilities of each generation as trustee of the environment for succeeding generations. All alternatives would provide for a transit business plan that could result in implementation of a transit program under Alternatives 2, 3, 3a, and 4 that would reduce emissions and dependency on cars and fossil fuels as the program is expanded and used, thereby preserving more resources for future generations. In addition, all alternatives include testing of adaptive management strategies on the Moose-Wilson Road to preserve the character of that road for future generations. Alternatives 3, 3a, and 4 would provide for multi-use pathways and/or road shoulder improvements, which would help limit off-road impacts to resources and promote use of nonmotorized vehicles. Alternative 2 would also accomplish some of this through road shoulder improvements, although no pathways would be constructed.

All alternatives would also essentially meet Goal 2, but the additional safety provided by the multi-use pathways in Alternatives 3, 3a, and 4 would meet the goal more than the actions proposed in the other alternatives. Under Alternative 1, the potential for conflicts between vehicles and bicyclists sharing high volume park roadways would continue. In addition, opportunities for a wider range of "productive" uses of the Park and visitor enjoyment of park resources would not be achieved under this alternative. Alternative 2 would provide a small measure of safety for bicyclists by adding wider shoulders to a heavily traveled corridor within the Park to allow for a striped bicycle lane. In other areas, real or perceived safety risks for bicyclists would remain. Alternative 3 would provide multi-use pathways outside the road corridor and improved shoulders, and Alternatives 3a and 4 would provide multi-use pathways within and outside the road corridor in heavily traveled areas or areas where public safety issues for bicyclists are a concern. The pathways and shoulder improvements would begin to promote a wider range of "productive" uses of the Park.

Regarding Goal 3, Alternative 1 would not attain the widest range of beneficial uses of the environment. Alternative 1 does not provide for any multi-use pathways or improved shoulder areas; therefore, both real and perceived safety hazards would continue to discourage bicycling within the Park. Alternative 2 would provide some additional opportunities because the traveler information and improved shoulders would provide minor enhancements to the range of visitor experiences within the Park, but these would be limited in geographic scope.

Alternative 3 would attain "... the widest range of beneficial uses of the environment without degradation, risk to health and safety, or other undesirable and unintended consequences" compared to the other alternatives. The traveler information, pathways, and improved shoulders system would provide enhancements to the range of visitor experiences within the Park but not at the same spatial scope as Alternatives 3a and 4. Alternatives 3a and 4 would attain a wide range of beneficial uses of the environment because they provide the largest amount of multi-use pathways; however, they would also involve the greatest number of acres of new permanent disturbance of all the alternatives and the greatest change in the natural character of the Moose-Wilson Road corridor.

Alternative 3 would best meet Goal 4 due to its enhancement of individual choice while preserving important natural aspects of the Park. Alternative 3 would provide diversity and variety of individual choice with its provision of multi-use pathways and improved shoulders and enhanced communication regarding the variety of recreational options in the Park. Alternatives 3a and 4 would also enhance individual choice but would cause more disturbances to natural and visual aspects of the Park due to the increase in construction, paving, and vegetation clearing along the Moose-Wilson Road corridor and the multi-use pathways north of Jenny Lake. Construction of pathways along these environmentally sensitive corridors under Alternatives 3a and 4 poses a risk to vegetation and wildlife and may detract from the current experience. Alternative 1 would preserve important aspects of our national heritage; however, the diversity and variety of recreation and transportation choices would remain unchanged for both visitors and employees as well as heavily dependent on use of a private vehicle pending the results of the transit business plan, which may provide future transit options under the other alternatives. Alternative 2 would generally "...maintain, wherever possible, an environment which supports diversity and variety of individual choice." Visitors seeking to drive, bicycle, or hike within the Park would find opportunities to do so. Road restrictions would be applied only to Signal Mountain (time-limited closures for recreational purposes). These restrictions would inconvenience a small number of people for limited times during the peak summer season.

All alternatives would meet Goal 5 to a large degree. However, Alternative 1 would not balance population and resource use as well, since areas that are presently heavily used may be expected to become more so as visitation increases. Alternative 2 would provide information to allow visitors to make informed decisions about what they see and do in the Park so that they can become "self managing," dispersing to less crowded areas. To the extent that this premise is accurate, such a balance between visitation and resource use may result. Alternatives 3, 3a, and 4 would also supply this benefit and would further balance population and resource use by their promotion of multiple means of touring the Park.

Regarding Goal 6, all alternatives would potentially enhance the quality of renewable resources through the findings of the transit business plan, which could result in implementation of a pilot transit program within the Park under Alternatives 2, 3, 3a, and 4. Under Alternative 1, transportation within the Park would still be oriented toward the private vehicle rather than a mix of modes, including bicycles. Alternative 2 would better attain this goal, but transportation within the Park would still be oriented toward the private vehicle. Alternatives 3, 3a, and 4 would help to enhance the quality of renewable resources by providing greater opportunities for using mixed travel modes.

The NPS has identified Alternative 3, Improved Road Shoulders/Multi-Use Pathway as the environmentally preferred alternative. Aspects of this determination include the fact that Alternative 3 would not include multi-use pathways from North Jenny Lake to Colter Bay. This difference makes Alternative 3 more environmentally preferable than Alternatives 3a and 4 because it supports balanced use while posing fewer impacts to the environment.

Alternative 3 would minimize the anticipated adverse effects to visitor safety due to wildlife encounters, relative to Alternatives 3a and 4. Compared to Alternatives 3a and 4, it would cause fewer impacts to vegetation and habitat fragmentation because it would avoid forcing pathways into areas where construction could be technically challenging. Trying to construct pathways near roads with steep inclines

and drop-offs or through wetlands with dense, large trees and large infrastructure (dams and bridges) is more difficult, costly, and adverse to the environment. In addition to vegetation removal, erosion, and habitat destruction, there is a greater long-term risk to users.

In the Draft Plan/EIS, the NPS identified an environmentally preferred alternative, Alternative 3, as the preferred alternative for implementation. In the Final Plan/EIS, the NPS has identified Alternative 3a as the preferred alternative for implementation, while Alternative 3 remains the environmentally preferred alternative.

PUBLIC AND AGENCY INVOLVEMENT

In April 2000, the NPS undertook a transportation study to provide basic information regarding transportation issues in Grand Teton National Park. The study served as a foundation for the next step in the process, which was the development of a Transportation Plan, initiated in September 2001. The Park conducted a series of public scoping meetings and workshops in Jackson, Wyoming, during late 2001 and early 2002, and work continued on the Plan during 2002 and 2003.

In 2004, the NPS decided to scale back the Plan to focus on actions that could be achieved within a 5- to 10-year period. The NPS developed the range of reasonable alternatives, involving a variety of strategies to address transportation within the Park. On May 27, 2005, the Draft Plan/EIS was released for public review and comment. The NPS subsequently extended the comment period, which ended on August 25, 2005, providing a 90-day comment period. Details of this process are provided below.

Scoping, Public Meetings, and Outreach

An initial series of planning workshops was held on September 17-19, 2001, in Jackson, Wyoming. Separate meetings were conducted with approximately 30 park staff, representing a broad cross-section of functions (administrative, resource management, interpretation, and rangers); with the Technical Information Exchange Group; and with the public. Approximately 30 members of the public attended and participated in small breakout groups. The purpose of these meetings was to:

- Introduce the project.
- Reaffirm the Park's mission and significance.
- Assess existing conditions and identify desired future conditions.
- Identify actions that might help to bring about those desired future conditions.

To make the public aware of these meetings, an advertisement was placed in local newspapers (*Jackson Hole Guide* and *Jackson Hole Daily*) prior to the public workshops. About 1 week before each public workshop, the Park issued a press release, which typically resulted in publication of a related article in both papers on the day of the meeting. A newspaper staff member attended most of the public workshops, and an article about the meeting usually appeared in the papers the following week.

A press release, issued on December 6, 2001, initiated the first public scoping period for the Transportation Plan, which ran from December 13, 2001 through January 12, 2002. The press release was sent to all persons on a public contact list developed from Phase I and Transportation Plan public meeting sign-in sheets, requests, public agencies, the Technical Information Exchange Group, and the Park list. This scoping was conducted pursuant to completing an Environmental Assessment of the Transportation Plan proposal. Approximately 20 discrete comments were received.

A second round of planning workshops took place on December 11-13, 2001, in Jackson, Wyoming. Approximately 20 park staff, representing a range of functions, were briefed on preliminary plan alternatives and their comments recorded. The same briefing was repeated for the Technical Information Exchange Group and members of the general public, with the public session organized as an "open house" format. Maps depicting plan alternatives were displayed, and members of the public had an

opportunity to provide comments tied to specific geographic locations of proposals and on the range of proposed alternatives. Approximately 14 members of the public attended.

Alternatives were substantially revised following the December 2001 workshops. An interim review session was held in Jackson March 11-14, 2002, to provide an opportunity for feedback from park staff and to engage members of the Technical Information Exchange Group in providing feedback on specific aspects of the implementation of plan proposals. Approximately 30 members of the group attended one of about 15 small group sessions held throughout the week and had an opportunity to provide specific feedback on plan proposals.

The NPS conducted a second phase of public scoping (public meetings and solicitation of comments from state, county, and town agencies and organizations; park neighbors; and associated American Indian tribes) for the Transportation Plan from June 21, 2002 to July 20, 2002. Because potential impacts of the Plan were deemed uncertain, the NPS proceeded with preparation of an EIS for the project and an additional scoping phase. Approximately 20 discrete comments were received during this scoping phase.

A third round of planning workshops was held on June 24-26, 2002, in Jackson, Wyoming. The purpose of these meetings was to review modifications to plan alternatives based on feedback received in the December sessions, review preliminary impact analysis, and identify priorities for implementation. Approximately 30 members of the public attended. Publicity for these sessions was as for the initial round of planning workshops. In addition, display boards depicting the alternatives were posted in the main Jackson Post Office approximately 1 week prior to the meeting so area residents would have an opportunity to become familiar with proposals.

Public Comment

The NPS received 2,638 documents on the Draft Plan/EIS through the NPS Planning, Environment, and Public Comment (PEPC) website, fax, and direct mail. Some, but not all, commentors expressed a preference for or opposed one or more of the alternatives presented in the Draft Plan/EIS. Of those expressing an opinion, the most common was support for Alternative 4. Many of the comments received were form letters of various types. Some of the letters received have ideas that were outside the scope of the Draft Plan/EIS. The National Park Service values this input and where applicable it will be taken into account in future plans. Substantive comments were addressed in the Final EIS in Appendix D, pages 319-347.

Endangered Species Act Consultation

In compliance with Section 7 of the Endangered Species Act of 1973, as amended, consultation with the U.S. Fish and Wildlife Service (USFWS) has occurred throughout the planning process regarding potential effects to Endangered Species Act listed threatened or endangered species. Informal consultations resulted in the identification of special status species for consideration in the environmental analysis. The U.S. Fish and Wildlife Service submitted comments on the Draft Plan/EIS, including suggested mitigations, which the NPS incorporated into the analysis. On February 9, 2007, the U.S. Fish and Wildlife Service issued a *Final Biological Opinion for the Grand Teton National Park Transportation Plan (Formal Consultation No. ES-6-WY-07-F003)*. The USFWS opinion stated that the Transportation Plan, as proposed, is not likely to jeopardize the continued existence of the grizzly bear or the gray wolf, nor will any critical habitat be affected.

Section 9 and Federal regulation pursuant to section 4(d) of the Endangered Species Act prohibit the take of endangered and threatened species, respectively, without special exemption. Under the terms of section 7(b)(4) and section 7(o)(2), taking that is incidental to and not intended as part of the agency action is not considered to be prohibited taking under the Act provided that such taking is in compliance with the terms and conditions of the Incidental Take Statement for grizzly bears provided in the Biological Opinion. The measures described on pages 31-33 of the biological opinion are non-discretionary and must be

implemented by the Park so that they become binding conditions of any permit issued by the Park, as appropriate, in order for the exemption in section 7(0)(2) to apply. The Park will comply with all mitigation measures in the biological opinion and will regulate the activity covered by the incidental take permit.

State Historic Preservation Office Consultation

Section 106 of the National Historic Preservation Act of 1966, as amended, requires federal agencies to consult with various interested parties, including the State Historic Preservation Officer, regarding federally funded or licensed undertakings that may affect historic properties listed in, or eligible for listing in, the NRHP. Consultation with the Wyoming SHPO has occurred throughout the planning process.

As stated earlier, the Wyoming State Historic Preservation Office (SHPO) concurred with the finding of eligibility for Moose-Wilson Road. Therefore, any actions proposed on the Moose-Wilson Road that affect the road itself or its viewshed will require further consultation between the SHPO and the NPS to identify appropriate mitigation to ensure compliance with Section 106 of the National Historic Preservation Act.

American Indian Consultation and Coordination

On May 31, 2006, Grand Teton National Park sponsored an information exchange with representatives of American Indian tribes on various topics, including the Transportation Plan/EIS. Additional consultation will occur to discuss pathway design locations and other tribal topics.

Indian tribes associated with Grand Teton National Park include:

- Crow Tribe.
- Northern Arapaho Tribe.
- Northern Cheyenne Tribe.
- Eastern Shoshone Tribe.
- Shoshone-Bannock Tribes.
- Blackfoot Tribe.
- Gros Ventre Tribe.
- Nez Perce Tribe.
- Confederated Salish and Kootenai Tribes.
- Coeur d'Alene Tribe.
- Confederated Tribes of the Colville Reservation.

The NPS will continue to consult with the Park's associated American Indian tribes throughout site-specific design planning and project implementation to avoid or mitigate damage to ethnographic resources. If these or other tribes subsequently identify the presence of ethnographic resources, appropriate mitigation measures will be undertaken in consultation with the tribes as well as the Wyoming SHPO. Mitigation measures could include designating alternative gathering areas, continuing to provide access to traditional and spiritual locations, and screening new development from traditional use areas.

Army Corps of Engineers Consultation

The Clean Water Act provides for the restoration and maintenance of the physical, chemical, and biological integrity of the nation's waters. Section 404 of the Act prohibits the discharge of fill material into navigable waters of the United States, including wetlands, except as permitted under separate regulations by the ACOE and EPA. The placement of fill material in wetlands should be avoided if there are practicable alternatives.

The majority of wetland impacts that could occur under Alternative 3a will affect wetlands associated with stream and river crossings, and the wetlands section adjacent to the road from Jackson Lake Dam to Jackson Lake Junction. Wetland impacts will occur mostly along existing transportation corridors; however, the exact alignment of the multi-use pathways has not yet been determined. In all areas where wetlands could potentially be affected to complete construction, mitigation measures will be implemented to preserve wetland functions and values, as well as to control erosion, noxious weeds, and spills of any construction-related fuels.

Compliance with Section 401 and 404 of the Clean Water Act will be completed by consulting with the ACOE, as necessary, prior to any new construction proposed in Alternative 3a. Wetland surveys will be performed to provide more accurate locations of wetlands and open water habitats within the project area. Wetlands will be delineated and marked prior to construction. It is the intent of the NPS to avoid wetlands during construction using cantilevered bridge crossings wherever possible in areas where bridges already exist. Construction activities will employ best management practices to reduce or largely eliminate any adverse effects to adjacent and nearby wetlands. Permanent losses of wetlands will be avoided, minimized, and if necessary, compensated for at a minimum ratio of 1:1. However, should potential adverse impacts to wetlands be identified, a Wetland Statement of Findings will be prepared.

CONCLUSION

As described in the *Mitigation Measures/Monitoring* section, all practical means to avoid or minimize environmental harm from the selected alternative have been adopted. Because there would be no major, adverse impacts to park resources for which conservation is (1) necessary to fulfill specific purposes identified in the establishing legislation of Grand Teton National Park; (2) key to the natural or cultural integrity of the Park; or (3) identified as a goal in the Park's General Management Plan or other relevant NPS planning documents, there would be no impairment of the Park's resources and no unacceptable impacts. After analyzing the environmental impacts described in the Final Plan/EIS and public comments received, the NPS has determined that implementation of the Preferred Alternative will not constitute any unacceptable impacts or an impairment to Grand Teton National Park's resources and values and will not violate the NPS Organic Act.

ERRATA SHEET

TRANSPORTATION PLAN ENVIRONMENTAL IMPACT STATEMENT (EIS)

GRAND TETON NATIONAL PARK

Grand Teton National Park received a final Biological Opinion for the Final Transportation Plan (Formal Consultation No. ES-6-WY-07-F003) on February 9, 2007. Typically, during the National Environmental Policy Act (NEPA) process, formal consultations are conducted on draft plans/EISs and the biological opinions are included as part of final plans/EISs. However, some changes were made to the alternatives from draft to final Transportation Plan/EIS and the United States Fish and Wildlife Service (USFWS) requested to review this large document only once and provide comments on the final plan, instead of the draft plan. Therefore, a biological opinion was provided on the final EIS instead of the draft EIS. Consequently, this errata sheet serves to formally add the biological opinion as part of the Final Plan/EIS document. The combination of the Final Transportation Plan/EIS and this errata sheet form the complete and final record on which the Record of Decision (ROD) is based.

CHANGES IN THE EIS DOCUMENT

Add as Appendix E: *“Biological Opinion for the Grand Teton National Park Transportation Plan (Formal Consultation No. ES-6-WY-07-F003), Pages 349-388.*

Add as Appendix F: Wyoming State Historic Preservation Office Letter of Concurrence on the Determination of Eligibility for listing in the National Register of Historic Places (NRHP) for Moose-Wilson Road, **Page 389.**

Glossary, Change page numbers to **Page 390-394.**