

Gravel on the Isthmus: The Decades-Long Fight to Save Izembek

By Dana Johnson

Nestled at the far reaches of the Alaska Peninsula, the Izembek Wilderness is a remote and ecologically critical stretch of land where a quarter-million migratory birds—including nearly every Pacific black brant, Emperor goose, and Steller's Eider in the world—congregate in the fall. They are drawn to a diverse freshwater wetlands complex and to the Izembek Lagoon, a 150-square-mile eelgrass community providing an undersea food and nursery mecca for fish and invertebrates. Izembek is known internationally as a Wetland of International Importance, and the Department of Interior has called it “the most important concentration point for waterfowl in Alaska.” And with the climate heating up, an increasing number of these once migratory birds are making Izembek their year-round refuge.

The Wilderness is also home to massive brown bears, with as many as nine per mile lumbering through its streams during peak summer salmon runs. Later in the year, the bears retreat to world-renowned denning habitat nestled in the steep slopes of

the Joshua Green River Valley as caribou make their annual trek into the Wilderness, overwintering until spring takes them north once again to their calving grounds. Hundreds of sea otters swim with their young in the Lagoon, occasionally in the vicinity of migrating orcas, gray whales, and minke whales. Harbor

seals lounge on its sandbars. Izembek is a hub of natural diversity and wildness, protected in large part because of its seclusion and lack of surrounding development.

But, for decades, a battle to blaze a 12-mile road right through the center of this ecological hub has persistently waged. Its coastline filled with commercial fishing boats, King Cove is an isolated Aleut town on the far side of the Wilderness, and it is home to the Peter Pan Seafoods cannery, a

subsidiary of Maruha Nichiro—a Japanese company and one of the largest multinational seafood corporations in the world. King Cove has long pushed for a road to “link together two communities having one of the State’s premier fishing ports/harbors (including North America’s largest salmon cannery) in King Cove with one of the State’s premier airports at Cold Bay.” King Cove and a supportive Alaskan Congressional delegation consistently and resoundingly touted a commercial justification for the road. Recently, the messaging changed. The commercial narrative was dropped and replaced with a narrative of public



Kristine Sowl/USFWS

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Message from the Executive Director



Why Chainsaws Matter

Bill Worf, Wilderness Watch's founder, liked to tell the story of when shortly after the Wilderness Act passed in 1964, engineers at the Forest Service Development and Technology Center expressed their interest in developing a "silent" chainsaw. Their rationale was that if the newly passed wilderness bill prohibited noisy machines, a really well muffled chainsaw would pass muster since only the operator would hear it. Bill told them not to bother—the Wilderness Act didn't ban

motorized equipment simply because it made noise, but rather because it represented a level of technology that was not in keeping with the ideals of the Wilderness Act.

Bill would have known. He served on the Forest Service task force that wrote the regulations and policies for implementing the Wilderness Act, and then became the first Forest Service wilderness program leader. Prior to that, as Forest Supervisor overseeing the Bridger Wilderness in northwest Wyoming, he had the opportunity to lead wilderness bill author and chief lobbyist Howard Zahniser on a trip into the Bridger. Bill credited his time with Zahniser with helping him to understand that the wilderness the Wilderness Act sought to protect wasn't an undeveloped recreation area, but a place where we let nature be—a commitment to humility and restraint. Accept Wilderness on it on its own terms, and use only the lightest touch when allowing for the public uses (recreation, science, education, etc.) it provides.

Congress prohibited chainsaws because motorized tools are about domination—they allow humans to transform the landscape quickly and easily to meet our ends rather than transforming our own attitudes and desires to accommodate the landscape. Chainsaws are the antithesis of restraint. They embody the attitude that our convenience, impatience and demands come first, that we aren't willing to slow down and meet nature on its own terms, and that there aren't a few wild places left beyond the reach of our attempts to dominate and control.

Authorizing chainsaws to clear trails, as the US Forest Service regional forester for Region 2 recently did (see story on page six) strikes a blow to this foundational tenet of the Wilderness Act itself, and that's why Wilderness Watch and our allies challenged his decision in court.

But there's another reason the decision to allow chainsaw use should concern all who care about Wilderness. The regional forester's rationale for allowing their use—not enough trail crews to clear trails the traditional way—was essentially an admission that the Forest Service has failed miserably to maintain an adequately staffed or trained wilderness program. At a moment's notice, the agency routinely assembles hundreds of firefighters, planes and heavy equipment to attack even a small wildfire, but from its nearly 30,000-plus employees and \$5 billion budget it can't pull together a handful of skilled crews to clear the trails in the Weminuche and South San Juan Wildernesses. Why is that?

About two decades ago the Forest Service effectively abandoned its wilderness program and outsourced the job to volunteers. It began by diverting funds from field staff to pay the salaries of foresters, engineers, or other desk-bound bureaucrats and putting "wilderness" in their job descriptions to make the transfer seem legit. But the main effort was putting the emphasis on creating "partnerships" with volunteer groups to mask the fact the wilderness program was being gutted. Its freshly minted directorship for Wilderness was charged with building partnerships, not rebuilding the agency's flagging wilderness program. So today while many Wildernesses have volunteer "friends" groups trying to keep trails open or plug holes elsewhere, the agency's program of a professionally trained and skilled field-going wilderness force has—to borrow a phrase from Bob Marshall—faded like a south-facing snowbank under a June sun.

The real lesson from the proposed chainsaw assault on the Weminuche and South San Juan Wildernesses isn't that the Forest Service is ignoring the Wilderness Act—that's hardly news at all. The most important takeaway is that Forest Service leadership has so decimated the agency's wilderness program that using chainsaws to clear trails is even being discussed. 🐾

—George Nickas



WILDERNESS WATCH
Keeping Wilderness Wild

The Wilderness Watcher is the quarterly newsletter of Wilderness Watch, America's leading conservation organization dedicated solely to protecting the lands and waters in the National Wilderness Preservation System.

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Izembek Victory (continued from page 1)

health and safety—that the road was needed for evacuation during medical emergencies, a claim that has been hotly disputed by many, including the doctor who was in charge of King Cove medical evacuations for over a decade. He called evacuation of medical patients along a remote 40-mile gravel road in bad weather “suicidal,” and various reports indicate air and water transport to be viable, and in many cases better, options.

Over the years, after various intensive studies, the Department of Interior consistently found that cutting a road through Izembek would “lead to significant degradation of irreplaceable ecological resources,” and the “presence of a road, vehicular traffic, and intensified human use could alter migratory patterns” of the “nearly 6,000-7,000” caribou that migrate across the isthmus where the new road would be constructed. The road would “provide greater access into a relatively remote, undisturbed region in the Joshua Green River drainage and in key bear use areas,” and “[b]ears could be expected to change their behavior ... and might abandon some traditional use areas.” It even called the road construction proposal “the greatest known potential threat to wildlife and wilderness values within the Izembek complex.”

Even though the issue had been studied ad-nauseam for decades, political forces pressed on, and Congress once again instructed the Department of Interior, this time with former Secretary Jewell at the helm, to investigate whether a land-exchange to facilitate the road construction would be in the public interest. Predictably, Secretary Jewell found that road construction through the Izembek Wilderness and Refuge would significantly and adversely affect the Refuge, impacts to the remaining wilderness in Izembek would be “irreparabl[e] and significant,” and the exchange of State-owned lands and King Cove Corporation-owned lands would not offset those impacts. She also found that “reasonable and viable transportation alternatives exist.”

The State of Alaska and King Cove Corporation challenged Jewell’s decision in federal court and lost. They appealed to the Ninth Circuit but then abruptly and voluntarily pulled their case just before oral argument.

Que a few winks and nods between Donald Trump, former Secretary Zinke, Senator Lisa Murkowski of Alaska, and King Cove Corporation, and the reasons behind the sudden distaste for litigation comes into focus. On January 22, 2018, during the government shut-down, Zinke entered into a behind-the-scenes “Agreement for the Exchange of Lands” with King Cove Corporation whereby Zinke committed the federal government to an “equal value” land exchange, promising to swap a 12-mile corridor through the middle of the Izembek Wilderness for lands held by King Cove Corporation.

Wilderness Watch and eight other conservation groups challenged the agreement as illegal on multiple grounds. Pointing to a sturdy line of caselaw addressing situations where an agency reverses course from prior policies after a change in presidential administration, a federal judge agreed. The court found that these administrative about-faces are only permissible when the agency acknowledges it is changing position, shows the change is legally permissible, believes the new policy is better, and provides a reasoned explanation for why it is disregarding facts and circumstances underlying the old policy. Zinke did not do those things. Instead, the Court found “the Secretary reverse[d] the previous policy of the [Department of Interior] without any reasoned explanation,” without discussion of “the existence of viable alternatives to a road,” and “the Secretary ignore[d] the agency’s prior determinations concerning the road’s environmental impact on Izembek[.]” In fact, “the Exchange Agreement does not address [] prior finding[s] or contain any discussion of the environmental impact of the road.” Secretary Zinke “did not provide even a ‘conclusory statement’ acknowledging its policy reversal, but rather ‘simply discarded’ its prior factual findings without any explanation.”

End of the road? Not yet. Even though Zinke has ridden his horse off into the sunset, the Trump administration marches on. On May 24, the Department of Interior appealed the lower court’s ruling to the Ninth Circuit. Sometimes that doesn’t mean much—federal agencies often file “placeholder” appeals of adverse lower court decisions to ensure they meet the appeal deadline while the approval process makes its slow way through the Solicitor General’s office. Oftentimes the agencies withdraw their appeal after getting the no-go signal from the Solicitor. Sometimes the appeals stick. For now, we just have to wait to see where this one will fall.

Either way, we can be certain that this fight is not over—at least not as long as Trump and Murkowski have their eyes set on a “thriving economic future.” And, there is no comfort in Zinke’s absence. David Bernhardt, Zinke’s replacement, was a key figure in arranging the land swap with King Cove in 2017, and he is well known for his efforts as a lobbyist for the state of Alaska and Big Oil to bring oil development to the Arctic National Wildlife Refuge. Whatever the next chapter, Wilderness Watch will continue to defend these remarkable wild places from development and exploitation. The voices of money and commerce always speak loudly. We’re here to make sure the interests of the caribou walking its ancient path across the Izembek isthmus are not lost in the chorus. 🐾

Dana Johnson is Wilderness Watch’s staff attorney.

On the Watch

Helicopter Invasion Targets Five Wildernesses in Arizona



AZ Game and Fish Department via Desert LCC/Flickr. License: bit.ly/1ryPA8o

are urging the Forest Service to require AGFD to use wilderness-compatible means of observation rather than undertake this heavy-handed wildlife manipulation project. ♪

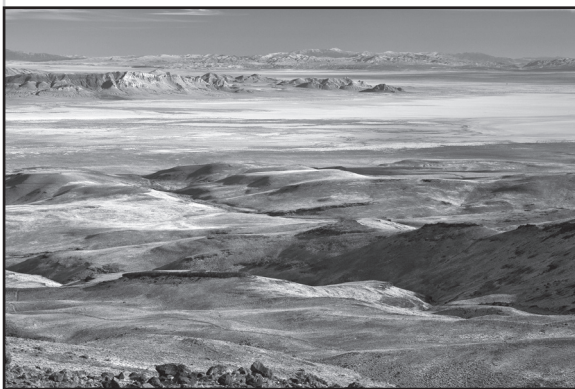
Gray Wolves in the Crosshairs



MacNeil Lyons/NPS

Wilderness Watch is opposing the Trump Administration's proposed rule to strip Endangered Species Act protection for all gray wolves in the contiguous 48 states. Wildlife knows no boundaries, and wolves that use designated Wilderness for part—or all—of their range could be killed. If wolves lose ESA protection, states would be granted full management control even though wolves occupy only about 10 percent of their original range, and in states where wolves have already lost ESA protections—Idaho, Montana, and Wyoming—thousands of wolves have been killed during state hunting seasons. We can't allow the gains this iconic wilderness species has made under federal protection—which has saved them from the brink of extinction—to be undone. ♪

BLM's "Loony" Action



Bob Wick

Wilderness Watch was alarmed to learn that the Bureau of Land Management (BLM) issued a false "emergency" declaration to allow the illegal helicopter retrieval of a high-altitude aerial wireless network balloon that landed in the Black Rock Desert Wilderness in Nevada. The emergency declaration and helicopter retrieval illustrate the growing problem of wilderness managers simply ignoring the Wilderness Act when it's inconvenient for them.

BLM allowed Loon Balloon LLC—part of the Google corporation—to use a helicopter rather than require Loon Balloon to disassemble the balloon on site and pack it out, using the "emergency" declaration to justify the helicopter use and sidestep public involvement.

The BLM issued a problematic environmental assessment (EA) after the fact. The EA fails to analyze the impact of the helicopter retrieval, is unclear on future mechanized/motorized use for balloon or rocket recovery (the EA also deals with rocket launches near the Wilderness), and fails to determine measures to prevent future landings in Wilderness, among other problems. ♪

On the Watch (continued)

Now is the Time to Keep the Promise of a Wild Cumberland Island



Jerome Walker

motor vehicle use (including access to the beach) not specifically authorized by private existing rights; banning bicycle use north of the Wilderness's southern boundary; keeping commercialization to a minimum, and banning/ending commercial vehicle tours. We also suggested allowing dispersed camping rather than build new campgrounds in the Wilderness, limit overall use to current numbers, and monitor/restrict if necessary to prevent resource damage, protect imperiled species, protect the beach, etc. The NPS should also allow natural fire to play its role in the Wilderness. ♪

Wilderness Watch is urging the National Park Service to preserve the wild characteristics Cumberland Island in Georgia was set aside to protect. Unfortunately, the National Park Service (NPS) has historically and tragically failed to keep the promise of a wild Cumberland Island as it has allowed excessive and unlawful motor vehicle use in the Wilderness, suppressed naturally ignited fires at great detriment to the island's ecology, prioritized saving structures rather than allow nature to reclaim the Wilderness, and the list goes on. The NPS's Cumberland Island National Seashore Visitor Use Management Plan appears geared towards a substantial increase in visitor numbers and amenities, a transition from a relatively primitive experience to a more developed tourist experience.

All NPS decisions should promote restoring a wild Cumberland Island. We suggested limiting seashore access to the daily 300 person limit; prohibiting all

Boundary Waters Threats Advance



Kevin Proescholdt

In May, the Trump Administration illegally renewed the two expired federal mining permits needed by the proposed Twin Metals mine, located on the doorstep of the BWCAW. Litigation also challenges this decision. The owner of Antofagasta, the multi-national Chilean mining company that is the majority owner in Twin Metals, rents a DC mansion to Ivanka Trump and Jared Kushner at the bargain rate of \$15,000 per month. ♪

On March 7, the Forest Service (FS) denied Wilderness Watch's Objection to the agency's Hi-Lo plan to burn and trammel 1,314 acres within the Boundary Waters Canoe Area Wilderness (BWCAW) in Minnesota. Using its own twisted logic, the FS warned that if it could not impair the area's wilderness character now with prescribed fire, it would cause more severe damage later trying to suppress natural fire. Wilderness Watch had argued that the proposed prescribed fires would manipulate and trammel the BWCAW in violation of the Wilderness Act, and that the FS should instead allow natural fires to play their ecological role.

On the mining front, the U.S. Army Corps of Engineers has issued the required wetlands permit for the proposed PolyMet copper-nickel mine, the last permit needed for this mine. Litigation challenging PolyMet, however, is pending in the courts.

WW Objects to Permanent Structures and Helicopters in Mt. Hood Wilderness

Wilderness Watch recently filed a formal Objection to a Forest Service decision to allow the US Geological Society (USGS) to install permanent structures and installations in the Mt. Hood Wilderness in Oregon. The USGS is proposing to build four new permanent volcano monitoring stations on the flanks of Mt. Hood, despite 10 existing monitoring stations in the area already and that, according the Forest Service, "Most volcanic earthquakes beneath Mt Hood ... are mostly small (magnitude less than or equal to 1)."

The project significantly violates the 1964 Wilderness Act which prohibits structures, installations, and helicopter flights and landings, all of which degrade Wilderness. These permanent structures and installations would require an unlimited number of helicopter flights and landings to install and then service for at least 30 years and probably long after that into the future.

Rather than violate the Wilderness Act with unnecessary and unlawful structures and motorized use, the Forest Service should have fully considered alternatives such as the use of packable, temporary equipment for monitoring volcanoes. We'll keep you posted. ♪


Wilderness in the Courts

Alaska is the Exception

In a major blow to conservation efforts in Alaska, including efforts to protect over 56 million acres of Wilderness there, in late March the U.S. Supreme Court held that John Sturgeon, a moose hunter, can “rev up his hovercraft in search of moose” on the Nation River, which flows through the Yukon-Charley Rivers National Preserve. The suit came after the National Park Service (NPS) told Sturgeon he could not use his hovercraft within the Yukon-Charley because the Park Service bans hovercraft within national preserves and parks.

Sturgeon sued the Park Service in 2011, arguing that the river was non-federal land and that Congress stripped the Park Service of its authority over navigable waters in parks and preserves based on a provision of the Alaska National

Interest Lands Conservation Act (a law which unfortunately contains a number of bad provisions that affect federal agencies’ abilities to protect these areas from degradation).


Both the district court and the 9th Circuit Court of Appeals rejected Sturgeon’s argument, and the case went all the way to the Supreme Court twice. Unfortunately for our public lands in Alaska, the Supreme Court ultimately sided with Sturgeon, noting, “If Sturgeon lived in any other State, his suit would not have a prayer of success” because the NPS can ban hovercraft use in parks and preserves regardless of who owns the land and water. The Court found Alaska is “the exception, not the rule.” **Read more on our blog.** 

Wilderness Watch Stops Wilderness Chainsaw Massacre in Colorado

On May 22, 2019, Wilderness Watch teamed up with San Juan Citizens Alliance and Great Old Broads for Wilderness and filed a federal lawsuit challenging Regional Forester Brian Ferebee’s unprecedented authorization of six weeks of chainsaw use to clear trails throughout the Weminuche and South San Juan Wildernesses in Colorado. Ferebee cited a large amount of deadfall from beetle activity as the justification, but it appears the real reason was lack of foresight and preparation on the agency’s part to organize traditional cross-cut saw teams. Even with intense opposition from within the Forest Service, Ferebee succumbed to local pressure from outfitters and chose the quick-fix.


On June 11, we learned that Ferebee had withdrawn his decision to use chainsaws throughout the Weminuche and South San Juan Wildernesses.

To our knowledge, this was the most extensive authorization of chainsaw use in Wilderness ever issued by the Forest Service, and it presents a troubling forecast of how the Forest Service could address trail obstructions from deadfall in the future. Even more troubling, the Forest Service took this unprecedented action without notifying the public or offering an opportunity to comment and offer alternatives to this excessive motorized intrusion.

The thousands of letters Wilderness Watch members and supporters sent to the Forest Service opposing this plan, along with our strong legal briefs, led to this victory. For now, the Weminuche and South San Juan Wildernesses will remain free of the whine of chainsaws. 


Wilderness Watch Challenges Bear Baiting in Idaho and Wyoming

On June 5, 2019, Wilderness Watch, along with Western Watersheds Project, WildEarth Guardians, and Western Environmental Law Center, filed a lawsuit challenging the practice of bear baiting on National Forest lands in Idaho and Wyoming (including Wilderness). Other states have banned this practice. For decades, the Forest Service has allowed Idaho and Wyoming to regulate black bear baiting with the assumption that risks to threatened grizzly bears would be low and none would be killed. That has been far from the case. The syrup-laden donut and garbage piles have, not surprisingly, attracted dispersing grizzly bears, including a male grizzly who was killed over a bait pile in the roadless Kelly Creek drainage just north of the Selway-Bitterroot Wilderness in Idaho. He was the first grizzly known to inhabit the area in over half a century. While there are no

confirmed grizzlies in the Salmon-Selway-Bitterroot ecosystem in Idaho—one of the largest contiguous blocks of federal land in the Lower 48 that includes the Selway-Bitterroot Wilderness, the Frank Church-River of No Return Wilderness, and the Gospel Hump Wilderness—the area provides some of the best grizzly habitat around. This area also provides an essential linkage connecting grizzlies in the Greater Yellowstone ecosystem with those in the Northern Continental Divide (Glacier-Bob Marshall) ecosystem. The Kelly Creek griz found this ancient path. Unfortunately, he also found this path littered with black bear bait stations—something Idaho Department of Fish and Game and the Forest Service allow even in designated Wilderness in Idaho, though not for much longer if we can help it. 

Department of Interior Challenges Izembek Wilderness Again

As mentioned in this issue’s cover story, in March a federal district court ruled against the Trump administration’s illegal attempt to build a 12-mile-long road through the heart of the fabled Izembek Wilderness and National Wildlife Refuge in Alaska. In May, the administration appealed the

ruling to the Ninth Circuit Court of Appeals. It’s too soon to know whether this appeal will work its way through the courts, but Wilderness Watch will never give up the fight to keep Izembek protected. 

Wilderness in Congress

Interest in wilderness continues in the current 116th Congress. Here is a sampling of some introduced bills to date:

Good Bills


- **NREPA** (HR 1321, S. 827; Maloney, D-NY and Whitehouse, D-RI). The Northern Rockies Ecosystem Protection Act (NREPA), a truly visionary bill, would designate 23 million acres of Wilderness in Idaho, Montana, Oregon, Washington, and Wyoming, plus 1800 miles of wild and scenic river segments.
- **Arctic Refuge Coastal Plain** (HR 1146; Huffman, D-CA). This bill would amend Public Law 115-97 (the Tax Cuts law) to repeal the Arctic National Wildlife Refuge (Alaska) oil and gas drilling authorization for the coastal plain (found in sec. 20001 of that law). This bill passed the House Natural Resources Committee on May 1.
- **Protecting Wildlife and Wilderness from Border Walls** (S. 264; Heinrich, D-NM). This bill would prohibit the construction of levee walls, bollard fences, or any other wall along the southern border in federal wildlife refuges and Wildernesses, and on State land.
- **Wild Olympics** (HR 2642, S. 1382; Kilmer, D-WA and Murray, D-WA). This legislation would designate 14 new Wildernesses totaling 126,500 acres in Olympic National Forest in Washington, one Potential Wilderness of 5,346 acres, and 464 miles of Wild and Scenic Rivers.
- **Oregon Recreational Enhancement (ORE) Act** (S. 1262; Wyden, D-OR). This bill would expand the Wild Rogue Wilderness by 59,512 acres, establish a 98,000-acre Rogue Canyon Recreation Area next to the Wild Rogue Wilderness, and a 30,000-acre Molalla Recreation Area next to the Table Rock Wilderness. The bill would also withdraw 100,000 acres of federal minerals next to the Kalmiopsis Wilderness. The wilderness section is free of special provisions.
- **House Interior Appropriations Report** (McCollum, D-MN). The report of the House Appropriations Subcommittee on Interior, Environment, and Related Agencies, chaired by Congresswoman Betty McCollum (D-MN), compels the U.S. Forest Service to finish a cancelled study of the potential environmental impacts from proposed Twin Metals copper-nickel mine in the watershed of the Boundary Waters Canoe Area Wilderness (BWCAW) in northeastern Minnesota.

Bad Bills

- **Mountain Bikes in Wilderness** (S. 1695; Lee, R-UT). This bill, which did not move in the Senate last year, would open the entire National Wilderness Preservation System to mountain bikes and other human-powered mechanical transportation.
- **Superior National Forest Land Exchange** (HR 527; Stauber, R-MN). This legislation would force through a land exchange needed by PolyMet Mining Co. to develop a copper-nickel mine south of the BWCAW

in northeastern Minnesota, and sidestep multiple litigation cases in federal district court challenging that exchange.

- **Securing Our Borders and Wilderness Act** (HR 612; Johnson, R-LA). This bill would directly amend the 1964 Wilderness Act to access structures, installations and roads; use motor vehicles; use and land aircraft; deploy “temporary” infrastructure, including forward operating bases; and construct and maintain roads.
- **Pershing County Economic Development and Conservation Act** (HR 252; Amodeo, R-NV). Among other things, this bill would designate seven new BLM-administered Wildernesses in Pershing Co., Nevada, totaling 136,072 acres. It has the customary bad special provisions for buffer zones and military overflights, and it also allows hydrologic, meteorological, or climatological data collection devices in Wilderness. The bill also has bad water rights language, allows installation of “temporary” telecommunications devices in the Selenite Peak Wilderness, has terrible wildlife management language (allows helicopters, guzzlers, structures and facilities in Wilderness) and lastly, releases 48,600 acres of Wilderness Study Areas (WSAs) from protection.

View Wilderness Watch's full chart of wilderness legislation online: wildernesswatch.org. 

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We're Still Raising a Ruckus

By Jeff Smith



With my front row seat last month, I got to watch as my colleagues discovered an illegal activity, a secret chainsaw massacre planned in two Wildernesses in Colorado. The discovery quickly turned into an all-hands-on-deck mission, getting the facts, then a legal skirmish, and now a story told in traditional and social media.

The use of motorized equipment to make it easy and convenient for managers or visitors is antithetical to Wilderness. We probably also shouldn't be surprised by the Forest Service's brazen disregard for public participation given all the weakening of normal standards we're witnessing. But it's still shocking that the regional forester didn't invite any public review or environmental assessment as required by the National Environmental Policy Act and the Forest Service's own decision guide.

So . . . Wilderness Watch went to work. We asked citizens to weigh in, and, in two days, 10,000 people wrote emails to the regional forester to protest his decision. Local and regional newspapers zeroed in on the illegality. And, together with two local groups, the San Juan Citizens Alliance and Great Old Broads for Wilderness, we filed a legal complaint, the precursor for a court-ordered injunction.

When you support Wilderness Watch with your hard-earned donation (and we know it's not easy to find any *extra* dollars these days), you're supporting an organization that gets things done. ♪