

Business Plan South Fork of the Snake River Interagency Fee Program



**United States Department of Interior
Bureau of Land Management, Idaho
Idaho Falls District
Upper Snake Field Office
May 2021**

BLM



Draft Business Plan for the South Fork of the Snake River Fee Program

RECOMMENDATIONS, REVIEWS, AND APPROVALS

Recommended by:

Outdoor Recreation Planner

Reviewed by:

Outdoor Recreation Planner

Approved by:

Field Manager

This business plan was prepared pursuant to the Federal Lands Recreation Enhancement Act (Public Law 108-447) and BLM recreation fee program policy. It establishes future management goals and priorities for the South Fork of the Snake River Fee Program in the Upper Snake Field Office.



United States Department of the Interior

BUREAU OF LAND MANAGEMENT

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<https://www.blm.gov/office/upper-snake-field-office>



In Reply Refer to:
2932

Dear Reader,

I would like to present for your review and comment the Draft Business Plan for the South Fork of the Snake River (South Fork) Fee Program. The Bureau of Land Management, Upper Snake Field Office (BLM) manages the South Fork Fee Program in partnership with US Forest Service, Idaho Department of Fish and Game, and Bonneville, Jefferson, and Madison Counties. A working group comprised of a representative from each agency and county exists and is tasked with managing the basic structure and distribution of funds related to the fee program under a Memorandum of Understanding. The South Fork Fee Program requires Recreation Use Permit fees for all developed boat access sites (10) along the South Fork between Palisades Dam, Swan Valley, Idaho and Mike Walker Boat Access, Roberts, Idaho May 24th through September 30th each year.

The Draft Business Plan for the South Fork Fee Program is available for public comment and review from May 5, 2021 to June 7, 2021. The plan was presented to the BLM Idaho Resource Advisory Council (RAC) for their review and approval for the fee increase. After incorporating public comments and RAC input, the final Business Plan for the South Fork Fee Program would be approved in June 2021.

Public comments may be mailed to BLM, Upper Snake Field Office, 1405 Hollipark Drive, Idaho Falls, ID 83401 or e-mailed to BLM_ID_South_Fork@blm.gov (please put "South Fork Fee Program Business Plan" in subject line). Comments are due by June 7, 2021. Thank you for your interest in your public lands.

Sincerely,

Jeremy Casterson
Upper Snake Field Manager

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Business Plan for the South Fork of the Snake River Fee Program

Introduction

This business plan has been prepared to meet the criteria defined in the “Federal Lands Recreation Enhancement Act, 2004” (FLREA). The Bureau of Land Management (BLM) originally began collecting recreational fees for the use of public lands under the authority of the Federal Lands Policy and Management Act of 1976. The FLREA now provides the BLM with its authority to collect an Expanded Amenity Fee (see Appendix A) for sites and services that provide direct benefits to individuals and groups. Expanded amenity fees cover specialized outdoor recreation sites and services. FLREA authorizes the BLM to locally retain collected Expanded Amenity Fees and outlines how revenues may be used, for such things as facility repair, facility maintenance, facility enhancement, interpretation, visitor information, visitor services, visitor needs assessments, signs, habitat restoration, law enforcement related to public use and recreation, and operating or capital costs directly associated with the Recreation and Visitor Services Program. At the Upper Snake Field Office (USFO), the recreational use of the boat access sites along the South Fork of the Snake River (South Fork) is managed through Recreation Use Permits (RUP), and associated fee, issued for short-term recreation use of specialized sites, facilities, or services that meet the fee collections guidelines established by FLREA.

FLREA guidelines require that each fee program have a business plan which thoroughly discusses fees and explains how fees are consistent with the criteria set forth in FLREA and other agency directives. Business plans assist management in determining appropriate fee rates, outline the cost of administering fee programs, and identify priorities for future fee program expenditures. The primary purpose of the plan is to serve as public notification of the objectives for use of recreation fee revenues and to provide the public an opportunity to comment on these objectives.

The USFO manages the South Fork Fee Program through a partnership with US Forest Service (USFS), Idaho Department of Fish and Game (IDFG), and Bonneville, Jefferson, and Madison Counties. A working group comprised of a representative from each agency and county exists and is tasked with managing the basic structure and distribution of funds related to the fee program under a Memorandum of Understanding. The South Fork Fee Program requires RUP's for all developed boat access sites (10) along the South Fork May 24th through September 30th each year. All RUP fees are deposited into an account specifically and solely for the management of the South Fork Fee Program. This includes RUP daily fees and RUP fees collected from the sale of season passes. This business plan covers RUP fees and proposes an increase of the current fees (same fee since 1997) for both the daily fee (\$3.00 currently, increase to \$5.00) and the season pass fees (\$30.00 for single pass, \$45.00 for double pass, and \$60.00 for commercial pass currently, increase to \$40.00 for single pass, \$55 for double pass, and \$70.00 for commercial pass). This business plan also proposes to include undeveloped boat access sites (e.g., Wolf Flats and Heise Bridge) within the South Fork Fee Program area be included in the

fee program when they are developed meeting the expanded amenity recreation sites and services criteria (See Appendix A). The RUP's for the South Fork Fee Program will be issued through a secure online permitting system and on site.

Background and Authorities

The authorities and regulations for this business plan are:

- **The Federal Land Policy and Management Act of 1976 (Public Law 94-579)**, contains BLM's general land use management authority over the public lands, and establishes outdoor recreation as one of the principal uses of those lands. Section 302 (b) of FLPMA authorizes the BLM to manage the use of the public lands through permits.
- **Section 315 of the Department of the Interior and Related Agencies Appropriations Act of 1996, established the Recreation Fee Demonstration Program (Public Law 104-134) as a 3-year pilot program**, which authorized the BLM to keep recreation fees collected and expend them within the guidelines of the law. Public Law 106-291 extended the authorization for the program through September 30, 2004 until enactment of the Federal Lands Recreation Enhancement Act.
- **The Federal Lands Recreation Enhancement Act of 2004 (Public Law 108-447)**, repealed applicable portions of the Land and Water Conservation Fund Act and replaced BLM's authority to collect recreational fees. This law authorizes BLM to collect recreation fees at sites that meet certain requirements, allows BLM to keep the fee revenues at the local offices where they are collected, and directs how BLM will manage and utilize these revenues. Section 6802 contains BLM's authority to issue permits and charge a permit fee for use of the South Fork.
- ***Code of Federal Regulations, Title 43, Part 2930 (43 CFR 2930)***, contains the regulations governing BLM's recreation permitting programs. 43 CFR, Subpart 2933.11 contains BLM's authority to issue recreation use permits for use of the South Fork. It states that, "You must obtain a Recreation Use Permit for individual or group use of fee areas. These are sites where we provide or administer specialized facilities, equipment, or services related to outdoor recreation. You may visit these areas for the uses and time periods BLM specifies. We will post these uses and limits at the entrance to the area or site and provide this information in the local BLM office with jurisdiction over the area or site. You may contact this office for permit information when planning your visit." This information will also be posted online.
- ***BLM Recreation Permit Administration Handbook (H-2930-1)***, explains how the BLM implements its recreation permit and fee program. Chapter 2, page 70, states: "Recreation use permits (RUPs) are issued for short-term recreation use of specialized sites, facilities, equipment, or services furnished at federal expense. Most often, the BLM uses RUPs to authorize individual and group use of recreation facilities, also known as fee sites. RUPs are the fee envelopes (BLM Form 1370-036) used at campgrounds to collect day-use fees. RUPs may also be used at such facilities as group shelters or boat launch areas to

collect any day-use fees charged. RUPs may be issued without an associated fee, as a way of allocating use of an area.”

The BLM strives to manage recreation and visitor services to serve diverse outdoor recreation demands while helping to maintain sustainable setting conditions needed to conserve public lands, so the visitor’s desired recreation choices remain available. The BLM’s goals for delivering recreation benefits from BLM-administered lands to the American people and their communities are:

- Improve access to appropriate recreation opportunities.
- Ensure a quality experience and enjoyment of natural and cultural resources.
- Provide for and receive fair value in recreation.

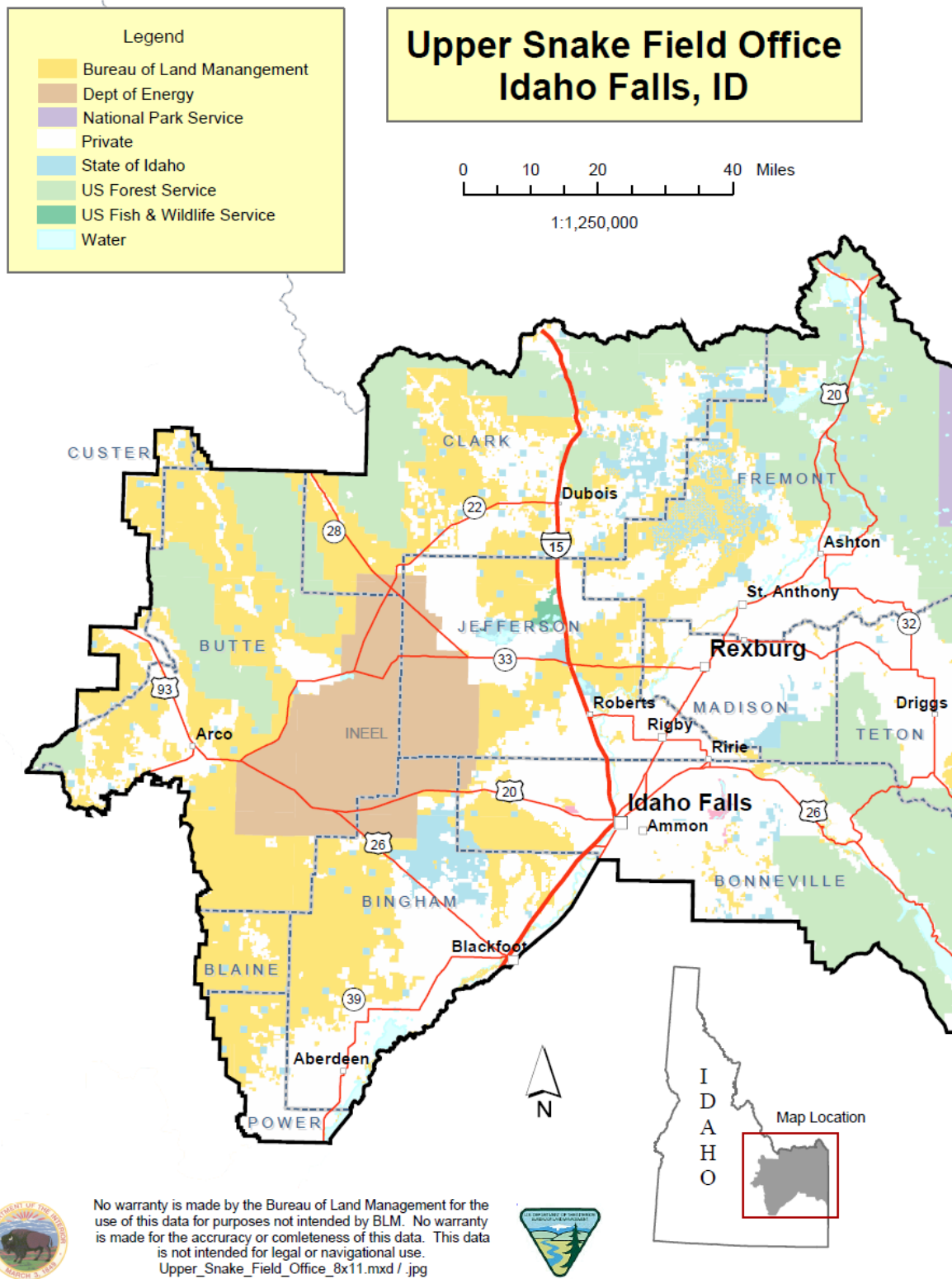
This business plan will assist the USFO in meeting these recreation and visitor service goals.

A. Introduction to the BLM Upper Snake Field Office Recreation Program

Administrative Unit

The BLM USFO is a component of the BLM Idaho Falls District and is the administrative unit primarily responsible for the South Fork Fee Program. The USFO manages approximately 1.8 million acres of public lands in southeast Idaho (see Map 1).

Map 1: Upper Snake Field Office

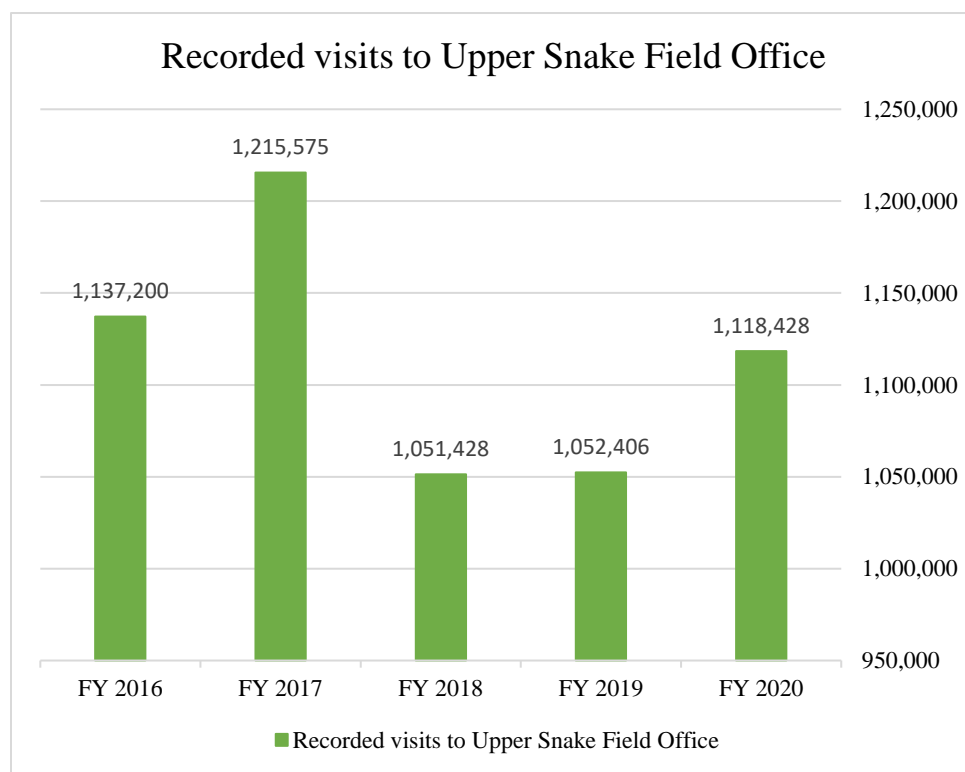


Upper Snake Field Office Recreation Program and Visitation

The USFO has an extensive recreation program. A spectacular landscape provides visitors with an abundance of recreational opportunities.

Recorded visitation to BLM managed lands in the USFO is displayed in Graph 1. Due to the remoteness of many sites and expansiveness of the backcountry within the USFO, it is likely that visitation is higher than what has been recorded in some areas.

Graph 1: Recreation Visits to the Upper Snake Field Office (See Appendix B for actual numbers)



The USFO includes the St. Anthony Sand Dunes Special Recreation Management Area (SRMA) and the Snake River SRMA (also known as South Fork), premier outdoor recreation destinations for motorized recreation and fishing opportunities respectively in the nation. Recreation visitors to the USFO come from four primary sources: local, regional, and national and international locations.

According to data compiled by the U.S. Census Bureau for the period between 2000 and 2019 (U.S. Census Bureau 2019), Idaho is in the top ten fastest-growing states in the United States, and an increasing number of people are living near or seeking to live near local public lands for a diversity of recreational opportunities. As a result of this growth, public lands administered by the BLM are absorbing increasing recreational demand and use. The USFO serves 12 southeast Idaho counties (and one Wyoming county); with Bonneville, Fremont, Jefferson, and Madison counties within proximity to high-use recreation areas. Table 1 presents population growth for the four counties.

Table 1: County Growth Comparison

County	2000	2007	2021	Total Growth
Bonneville	82,522	96,740	124,298	41,776
Fremont	11,819	12,468	12,987	1,168
Jefferson	19,155	22,917	30,803	11,648
Madison	27,467	37,722	41,199	13,732

Census Data from United States Census Bureau

Outside of water-based and sand dunes-based recreation, which attracts visitation from across the region and nation, the greatest amount of public land recreation visitation occurs daily on public lands near communities. Many of the small communities within these counties have bordering public lands that are used as recreation areas by residents. This use continues to grow exponentially with the rapid growth in the communities themselves. This rapid growth combined with the enjoyment of open space is identified in Fremont County (Fremont County Board of Commissioners 2008), Jefferson County (Jefferson County Commissioners 2005) and City of Rexburg (Rexburg City Council 2008) comprehensive plans.

Visitors from the region and surrounding states come to the USFO because it is easy to travel to in a weekend, provides an abundance of recreation opportunities and settings, and offers two highly popular recreation areas (St. Anthony Sand Dunes and the South Fork). Visitors also come to the USFO from all over the U.S. and from international locations to visit the St. Anthony Sand Dunes and South Fork. The St. Anthony Sand Dunes SRMA is highlighted in numerous all-terrain vehicle (ATV) magazines and through ATV organizations. The Snake River SRMA is highlighted in numerous fly-fishing magazines and by the eight permitted commercial fishing outfitters.

Recreation use of public lands in the USFO is one of the predominant uses and continues to grow. The estimated use numbers are derived from road counters that are installed at the developed recreation sites, field observations, and professional judgment of the recreation staff. The USFO receives approximately 1,115,007 (five-year average, see Graph 1, page 10) visitors each year.

The USFO provides opportunities for a wide variety of outdoor recreation activities and related benefits. While most recreation users participate in recreation activities in the St. Anthony Sand Dunes and Snake River SRMAs where there are numerous developed facilities, another large percentage of recreationists participate in dispersed recreation opportunities provided throughout the field office. Some of the typical recreational activities on public lands include, but are not limited to, boating and river-based recreation, camping, hiking, horseback riding, mountain biking, OHV use, and cross-country skiing. Migrating and resident wildlife provide plentiful opportunities for hunting, photography, and wildlife observation.

Applicable Plans

Management in the USFO is guided by four land use planning documents:

Big Desert Master Framework Plan (MFP), 1981; Big Lost MFP, 1983; and Little Lost/Birch Creek MFP, 1985 provide general guidance for managing recreation.

Medicine Lodge Resource Management Plan, 1985 designated the St. Anthony Sands Special Recreation Management Area (SRMA) and Snake River SRMA.

Management specific to the South Fork is guided by the Snake River Activity/Operations Plan, 2008 (See Map 2). Specific decisions were made concerning the Snake River SRMA including the fee program. These are:

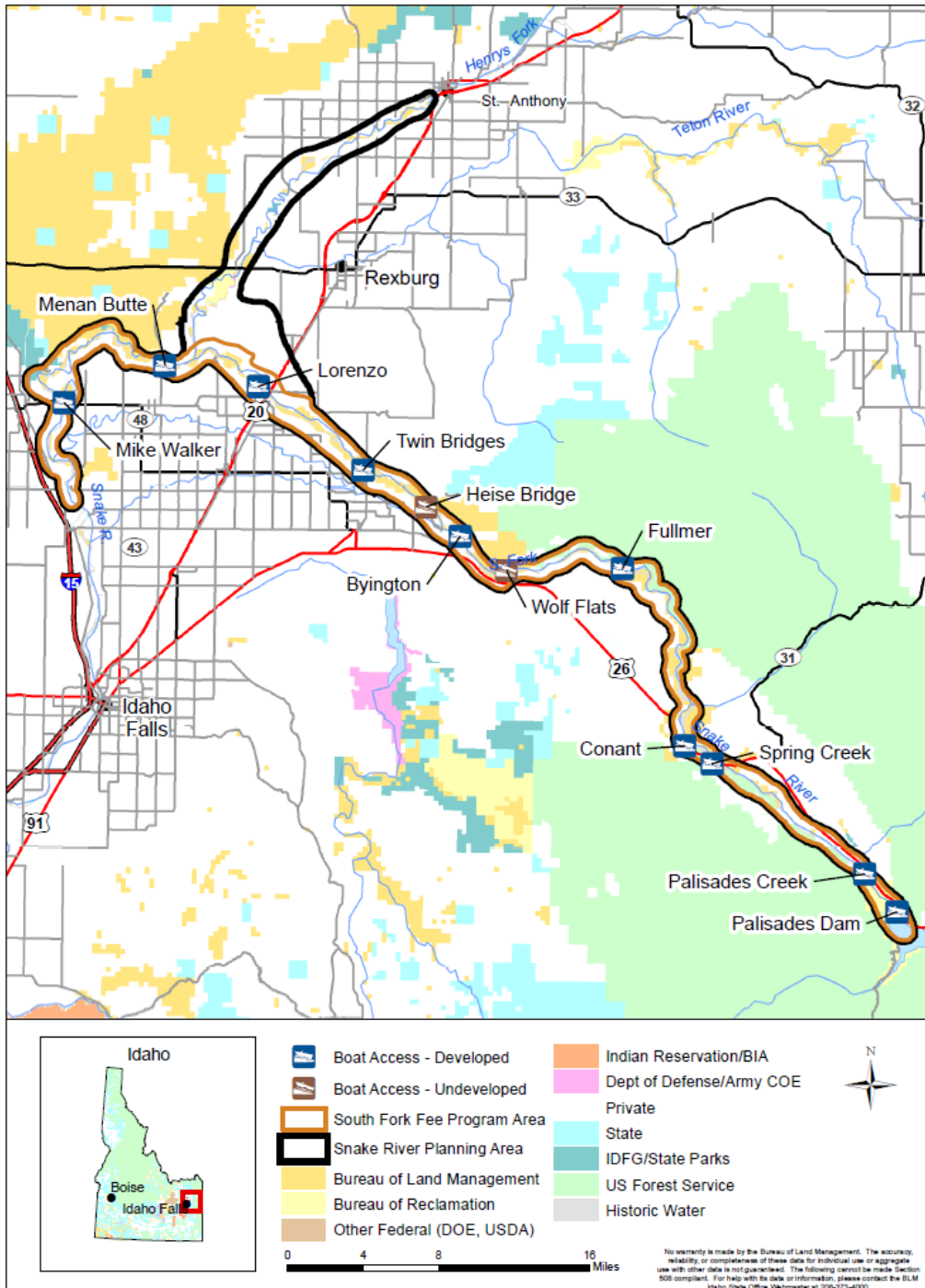
8A. Corridor-Wide Management of Facilities: Maintain partnership and fee program. Fee increase at boat access sites if needed to fund future projects. Work with working group on recommending fee increases. Include other projects on the South Fork, Henrys Fork and Main Snake in fee program.

9A. Recreation Development: Identifies development of facilities.

Map 2: Snake River Planning Area: South Fork of the Snake River Fee Program



South Fork Fee Program Area Boat Access Sites



B. Description of the South Fork of the Snake River Fee Program (South Fork Fee Program)

Area Description

The Snake River corridor is characterized by three sections; the upper section of the South Fork near Palisades Dam, a mountain valley; the middle section on the South Fork, a rugged canyon; and the lower section (including the Main Snake and Henrys Fork of the Snake River), a wide river with a broad, open flood plain. Unique geologic features, wildlife, rare plants, and a cottonwood gallery forest make the Snake River corridor ecologically important. Because of these unique features, the Snake River corridor is designated by the BLM as an Area of Critical Environmental Concern (ACEC) and a SRMA. The South Fork from Palisades Dam to the confluence with the Henrys Fork is eligible for inclusion in the National Wild and Scenic Rivers System. These designations require the BLM and USFS to manage the area to protect outstandingly remarkable values while allowing for public use and enjoyment. Map 2 on page 13 shows the Snake River corridor and the South Fork Fee Program Area including the boat access sites. The map also shows land management status along the river corridor.

The South Fork Fee Program was one of the original 17 demonstration programs approved by the BLM in 1996 and one of many originally approved by the USFS under Section 315 of the Department of the Interior and Related Agencies Appropriations Act of 1996, establishing the Recreation Fee Demonstration Program (Public Law 104-134). Since 1997, this interagency and intergovernmental approach to collecting fees has ultimately achieved great success, creating improved internal communications between the agencies, and between the agencies and the public. The fee program now operates under the FLREA authority (Public Law 108-447 [118 Stat. 2809] 2004).

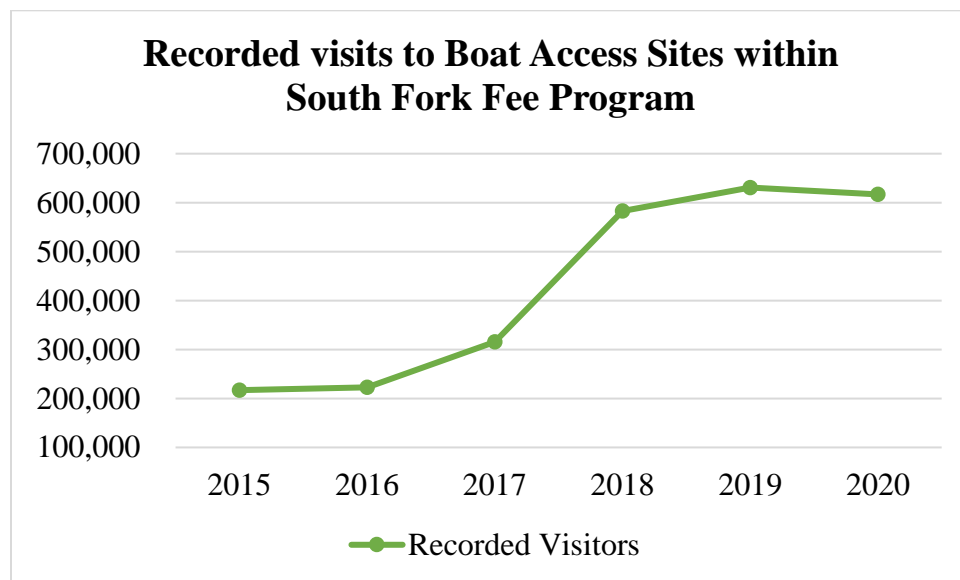
The South Fork Fee Program has ten developed boat access sites (See Table 2, page 16) included in the program. The fee program is managed through Recreation Use Permits (RUP), and associated fees, issued for short-term recreation use of specialized sites, facilities, or services that meet the fee collection guidelines established by FLREA. The fee is an expanded amenity fee (see Appendix A) which covers specialized outdoor recreation sites and services that provide direct benefits to individuals or groups. Management of the ten sites is spread between the BLM, USFS, Idaho Department of Fish and Game (IDFG), and Bonneville, Jefferson, and Madison Counties. A working group comprised of a representative from each agency and county exists and is tasked with managing the basic structure and distribution of funds related to the fee program under a Memorandum of Understanding.

The strength of the interagency and county approach, however, is rooted in the process developed for utilizing the collected funds. Regardless of which jurisdictional site funds are collected from, the working group comes to consensus on where the funds will be used within the river corridor. This approach allows all partners in the fee program input on how the South Fork access sites are managed, regardless of ownership. Fees are collected May 24th through September 30th each year. The working group meets once a year to determine projects to fund for the coming year.

Visitation

Approximately 617,076 visitors utilized the boat access sites within the South Fork Fee Program area in 2020. It should be noted that this number assumes that there are three people in each vehicle. It should also be noted that visitors are being counted twice. For example, visitors will launch at one boat access and take out at a downstream boat access, their vehicle is counted at each boat access (see Appendix B for visitation totals at each site). In 2018, the type of traffic/road counter was changed at the boat access sites. Historically, road counters that utilized a rubber tube to count the passage of vehicles over the tube were installed at the sites. These counters routinely malfunctioned and/or tubes were removed or vandalized. Now compact vehicle counters are used at the sites that use an aerospace-quality magnetometer, and advanced embedded software, to detect passing vehicles. The following graph provides the approximate number of visitors to the boat access sites over a five-year period.

Graph 2: Numbers of Visitors to the South Fork Fee Program Area in Past Five Years (See Appendix C for actual numbers)



Private Use

All the boat access sites are available for use throughout the year. However, between May 24 and September 30, an expanded amenity fee is required for the use of the facilities. This is the peak season for use on the South Fork and seasonal employees and volunteer hosts are employed to assist with the maintenance and operations of the facilities during this time. Users of the facilities are required to obtain a RUP and pay \$3.00 per vehicle per day during the fee season or purchase a season pass, \$30.00 for single pass or \$45.00 for double pass. A double pass consists of two passes with the same number issued to one person.

Commercial Use

Eight commercial outfitters are permitted to operate on the South Fork. These outfitters operate under Special Recreation Permits (SRPs). These fees are collected separately from the South Fork Fee Program and are used to pay seasonal labor, perform river patrols and maintenance of designated campsites on the river. However, guides and their clients are still required to obtain a RUP when utilizing the boat access sites within the South Fork Fee Program. The guides can pay the daily fee of \$3.00 or purchase a season pass for \$60.00. The clients pay the daily fee or can purchase a season pass for \$30.00 or \$45.00.

Facilities and Services

Revenues from the South Fork Fee Program are used to maintain and improve the boat access sites, administer the RUP program, and provide park ranger (recreation) staffing and patrols for resource protection and public safety. Table 2 includes facilities and locations that are maintained using fees from the South Fork Fee Program:

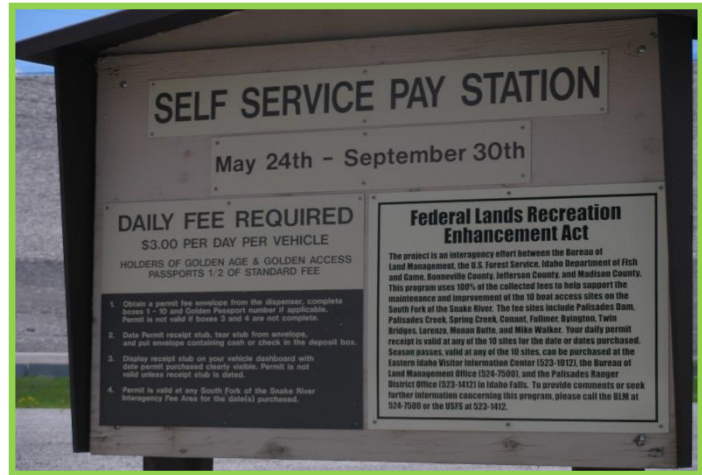
Table 2: Facilities Maintained in Support of the South Fork Fee Program

Site Name	Location
Palisades Dam Boat Access (USFS): Includes boat ramp, vault toilets, trash removal, informational kiosk, and parking lot	River mile 0 12 miles east of Swan Valley, ID
Palisades Creek Boat Access (IDFG): Includes boat ramp, vault toilets, trash removal, informational kiosk, and parking lot	River mile 2.2 10 miles east of Swan Valley, ID
Spring Creek Boat Access (USFS): Includes boat ramp, vault toilets, trash removal, informational kiosk, and parking lot	River mile 12.2 3 miles west of Swan Valley, ID
Conant Boat Access (BLM): Includes visitor center, flushing toilets, potable water, host location, boat ramp, vault toilets, trash removal, informational kiosk, interpretive information, picnic and sitting areas, and parking lot	River mile 14.2 5 miles west of Swan Valley, ID
Fullmer Boat Access (USFS): Includes boat ramp, vault toilets, informational kiosk, and parking lot	River mile 28 36 miles east of Idaho Falls, ID
Byington Boat Access (BLM): Includes host location, boat ramp, vault toilets, trash removal, informational kiosk, picnic and sitting areas, parking lot, potable water, fishing pier, and dump station for human waste disposal	River mile 39 30 miles east of Idaho Falls, ID
Twin Bridges Boat Access (Madison County): Includes boat ramp, vault toilets, informational kiosk, and parking lot	River mile 46.2 20 miles east of Idaho Falls, ID
Lorenzo Boat Access (BLM): Includes boat ramp, vault toilets, trash removal, informational kiosk, and parking lot	River mile 53.7 20 miles north of Idaho Falls, ID
Menan Boat Access (BLM): Includes boat ramp, vault toilets, trash removal, informational kiosk, and parking lot	River mile 62.2 20 miles north of Idaho Falls, ID
Mike Walker Boat Access (Jefferson County): Includes boat ramp, vault toilets, trash removal, informational kiosk, and parking lot	River mile 77.6 20 miles north of Idaho Falls, ID

Photos on the following pages display the facilities in the South Fork Fee Program. Some photos display projects that have been completed or projects that need to be completed.



Fee Station. Similar kiosk at all ten boat access sites. [2004]



Fee Station. Similar kiosk at all ten boat access sites. [2004]

Palisades Dam Boat Access



Palisades Dam Boat Access [2001]



Boat ramp extending from gravel parking area. The gravel parking area will be asphalted utilizing South Fork Fee Program funds. Recreationist staging from dock. [2001]

Palisades Creek Boat Access



New sign and metal fee tube installation funded by South Fork Fee Program funds. [2013]



Docks that need to be replaced adjacent to the boat ramp. Project will be funded by South Fork Fee Program funds. [2004]



View on the floating dock. [2004]



Vault toilet improvements funded by appropriated funds. [2001]

Spring Creek Boat Access



Use at Spring Creek mid-season. [2011]



Vault toilet and fee station. Metal fee tube was vandalized last summer and will be replaced utilizing South Fork Fee Program funds. [2011]

Conant Boat Access



Conant Visitor's Center [2021]



Inside the Visitor's Center at Conant. [2004]



Gravel bar at the bottom of the boat ramp that needs removed yearly. Removal of gravel is funded by South Fork Fee Program funds, appropriated funds and SRP funds. [2004]



Asphalt cracking at the top of the boat ramp. BLM received appropriated funds to reseal the asphalt in 2019. [2019]



Vault Toilets at Conant. [2021]



Aerial view of Conant. [2007]

Fullmer Boat Access



Local organizations partnered to spearhead this campaign to keep sites along the river clean.
[2016]



Signs at the Fullmer that shows some wear.
[2016]

Byington Boat Access



Aerial of Byington. [2007]



Raft access adjacent to the fishing pier. Needs maintenance to reduce safety hazards. [2021]



Fishing pier that provides recreational opportunities to visitors not wanting to float the river. [2021]



Byington sign kiosk. The three-panel design allows for more information to be relayed to recreationists. [2021]



New flooring for vault toilets that improves the ability to clean and remove water out of the structure. Funded with appropriated funds. [2019]

Twin Bridges Boat Access



Boat ramp and dock, with open gate visible. Gate has been removed and will be replaced using South Fork Fee Program funds. [2012]



Fences at Twin Bridges often suffer damages and need to be repaired. [2012]



Like many of the sites, Twin Bridges provides wildlife viewing opportunities through-out the season. [2012]



The South Fork is renowned for year– round natural beauty by locals and visitors alike. [2008]

Lorenzo Boat Access



Upstream bank barb was installed to reduce flow over the boat ramp. The project was funded by appropriated funds. The installation of the bank barb causes the deposition of gravel on the boat ramp. [2020]

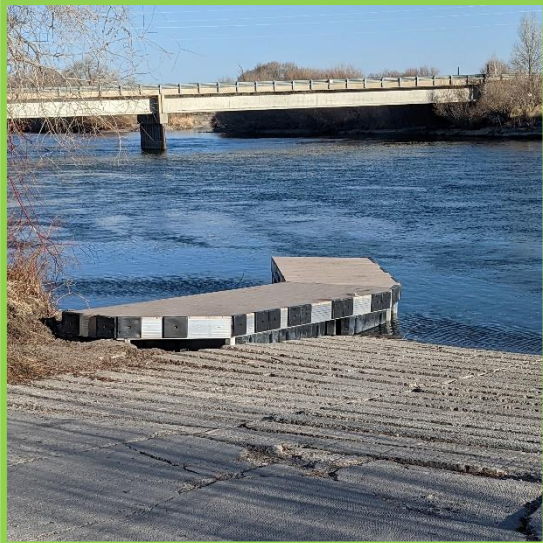


Fencing damage is a common occurrence. Maintenance on fencing must be conducted several times over the year. [2021]



Gravel bar on boat ramp that needs removed yearly. Removal of gravel is funded by South Fork Fee Program funds, appropriated funds and SRP funds. [2019]

Menan Boat Access



New dock installed fall 2020. South Fork Fee Program funded replacement of dock. [2021]



New vault toilet and parking area improvements funded by appropriated funds. [2004]



Concrete sections on boat ramp that need to be repaired. Project will be funded by South Fork Fee Program. [2019]

Mike Walker Boat Access



Repairs needed at the top of the boat ramp. Project will be funded by South Fork Fee Program funds. [2007]



Aerial of Mike Walker. [2007]

Partnerships and Volunteer Programs

The South Fork Fee Program is supported by several partners in the form of a working group. Members of the working group include representatives from BLM, USFS, IDFG, and Bonneville, Madison, and Jefferson counties.

The USFO utilizes volunteers during the summer to assist with many aspects of the recreation program. Separately, volunteer hosts stay at Conant and Byington Boat Access sites during the fee season, May to September, to help facilitate the fee program and provide maintenance of the sites.

Fees

The South Fork Fee Program working group was established in 1996 and the fee program was implemented on the ground in 1997. The fee was established at \$3.00 per vehicle per day, \$30.00 for a single pass, \$45 for a double pass, \$60 for a commercial pass and has remained the same price for the last 24 years. The South Fork Fee Program season is May 24th through September 30th every year. During October 1st through May 23rd every year, utilization of the facilities within the South Fork Fee Program area is free of charge, providing a balanced and affordable opportunity for the recreating public. During the fee season, fees are a way of ensuring that those who actively use recreation opportunities make a greater, but reasonable, contribution toward protecting and enhancing these opportunities than those who do not. Fees associated with the South Fork Fee Program are only one part of BLM's comprehensive funding strategy to support recreation sites and services along the South Fork. Section D - Expenditures and Operating Costs provides more detail on how BLM utilizes appropriated funding, volunteer assistance and interagency cooperation to support the South Fork Fee Program.

C. Proposed Modifications to Fee Program

The South Fork Fee Program working group has not changed the fee since the program was implemented in 1997. The working group proposes to raise the fees. The existing and proposed fee increases are shown in the following table:

Table 3: Existing Fees and Proposed Fee Changes

Standard Amenity	Existing Fee	Proposed Fee	Percent Increase
Day-Use	\$3	\$5	66%
Season Pass A (Single Pass)	\$30	\$40	33%
Season Pass B (Double Pass)	\$45	\$55	22%
Commercial Pass	\$60	\$70	17%

The increase in fees would affect all visitors utilizing the boat access sites along the South Fork during the fee season (May 24-September 30). The proposed fee increase would result in an average 50% increase in annual revenue. The 17%-66% proposed increase would raise the

average annual revenue \$45,000 each year to approximately \$62,000. This revenue would be used for administrative costs, information services, on-site operations that provide resource protection and visitor safety, facility maintenance and improvements/upgrades along the South Fork. Table 4 displays the annual revenue for the last five years with the fee increase applied to provide an example of the potential revenue expected from the proposed fee increase. This table incorporates the variable percent increases as seen in Table 3.

Table 4: Approximate Estimates in Annual Revenue Based on Previous Five Years

	Daily Fees Collected	Season Pass Fees Collected	# Passes Sold	Total collected	Daily Fees collected with fee increase*	Passes sold with fee increase*	Total collected with fee increase	Percent Increase
2016	\$26,491.76	\$19,015.50	450	\$45,507.26	\$44,151.17	\$23,515.50	\$67,666.67	48.69%
2017	\$22,162.53	\$15,261.50	417	\$37,424.03	\$36,936.07	\$19,431.50	\$56,367.57	50.62%
2018	\$27,091.84	\$18,010.00	503	\$45,101.84	\$45,151.26	\$23,040.00	\$68,191.26	51.19%
2019	\$28,841.98	\$18,872.00	512	\$47,713.98	\$48,068.04	\$23,992.00	\$72,060.04	51.03%
2020	\$33,238.89	\$18,978.00	508	\$52,216.89	\$55,395.93	\$24,058.00	\$79,453.93	52.16%

*Under the assumption that everyone paid the full price. Not everyone pays the full price due to the expanded amenity fee qualifying for 50% off with an Access or Senior America the Beautiful Passes.

All undeveloped boat access sites (e.g., Wolf Flats and Heise Bridge) within the South Fork Fee Program area will be included in the fee program when they are developed meeting the expanded amenity recreation sites and services guidelines (See Appendix A). The boat access sites are interdependent of each other. For example, boaters will launch at one boat access and float downriver to another boat access, while vehicles are shuttled to the downriver location. The fee paid at the launch location covers the fee for the entire South Fork Fee Program area.

The BLM will also begin selling RUP's for the South Fork Fee Program through a secure online permitting system. Currently fees are paid at the boat access sites by placing the fee in an envelope and depositing the envelope in a metal fee tube. Since 1997, there have not been theft problems at the boat access sites until last year. Last year the metal fee tubes were vandalized twice. The public has also requested an alternative method for paying fees. An online permitting system would improve customer service by allowing river users to complete routine permitting transactions on their own time. The metal fee tubes would still be located on-site for those individuals who would still like to pay the fee utilizing that method. This may be phased out as on the ground issues are addressed and public demand for increased alternative pay methods are pursued.

D. Expenditures/Operating Costs

The South Fork working group maintains an extensive infrastructure that supports private and commercial use along the river corridor. The largest annual expense is labor costs for a four-month BLM maintenance position and a supporting vehicle to maintain the ten boat access sites. The toilets at the sites are cleaned daily, in some cases, to every few days. Toilets are cleaned using a high pressure, hot water system, garbage/litter collected and general maintenance of the sites. The cleaning duties are performed by the maintenance position and on their days off

performed by other BLM staff (not funded by fee program). Garbage service is provided at some of the boat access sites through a contract with a garbage disposal company for dumpsters. Many of sites have garbage cans for waste disposal, staff collects this garbage and places in dumpsters or removes from site. Toilet effluent is pumped as needed through a contract with a local vendor. Maintenance of the drinking water systems is provided at sites which have the service. The costs of cleaning and maintenance includes buying toilet paper, garbage bags and cleaning supplies, as well as paying for garbage and sewage contracts.

Other annual costs are associated with administering the fee program. One work month is funded for a park ranger to help pay for costs associated with collecting and reconciling fees. Printing of season passes, fee envelopes, and public reports are other administrative costs associated with the program. Annual operating costs are approximately \$34,200. The rest of the fees collected are distributed to projects (e.g., solar lights, replacing metal fee tubes, seed money for large projects such as asphalt parking areas) based on annual input from the working group. Projects could be identified at any of the ten boat access sites depending on the need. See Appendix C for the public report from 2020. The document displays to the public how funds are expended.

Table 5 identifies the annual collections and expenditures in the South Fork Fee Program account, including the net gain/loss and fund balance for the last five fiscal years. It does not include additional program costs that are paid for with annual appropriated funding. The fund balance is the amount of revenue the South Fork Fee Program account carries over at the end of the fiscal year. The fund balance should be sufficient to cover at least a year's worth of program costs:

Table 5: Costs, Collections, and Fund Balance of South Fork Fee Program

Federal Fiscal Year	Labor Costs*	Operations Costs**	Collections	Net Gain/Loss***	Fund Balance
FY 2020	\$18,723	\$40,921	\$52,217	-\$7,427	\$186,869
FY 2019	\$12,015	\$33,387	\$47,714	\$2,311	\$186,041
FY 2018	\$17,000	\$30,824	\$45,102	-\$2,722	\$166,002
FY 2017	\$17,960	\$24,604	\$37,424	-\$5,140	\$146,090
FY 2016	\$10,000	\$28,031	\$45,507	\$7,476	\$110,204
5-Year Average	\$15,140	\$31,553	\$45,593	-\$1,100	\$159,041

*Includes maintenance vehicle

**Includes operations and projects determined by the working group.

***Many years there is carryover in the account that allows for projects to be funded. See Public Report (Appendix C)

Table 5 is a ledger of the South Fork Fee Program account and does not show the actual annual costs and collections associated with the South Fork Fee Program. To determine the actual annual costs and collections of the fee program annual appropriated funding and revenue generated from South Fork Special Recreation Permit (SRP) fees, which covers a large portion of program expenditures and subsidizes the South Fork Fee Program, need to be added to the total annual costs (see Table 6, page 31).

The BLM manages a large recreation program on the South Fork, Henry's Fork and Main Snake Rivers (River Program). There are four distinct areas where staff focus their time: managing the South Fork Fee Program, managing the SRP program, managing designated overnight camping, and maintaining facilities (e.g., campground, trails, boat accesses) and undeveloped areas (e.g., Wolf Flats, Hibbard Bridge and Trestle Bridge on the Henry's Fork). Table 6 is more representative of managing the entire recreation program on the river corridors since the staff is completing a multitude of tasks related to the identified focus areas. It is difficult to parse out the exact amount of SRP and appropriated funds that goes directly to funding the South Fork Fee Program due to all the tasks that are completed while staff is working within the river corridor.

Additional costs to the government of administering the South Fork Fee Program include managerial and administrative support, work by recreation planners and maintenance staff, hosting volunteer staff, and office overhead (including information services to the public). These costs are generally paid for through annual appropriated funds from the BLM's Recreation Resources Management account or the Annual Maintenance account. The interagency and county partners complete the needed improvements funded by the fee program at their respective sites. Their labor and equipment associated with these projects is generally paid for through their respective budgets. These additional costs are not reflected in Table 6.

Table 6 shows a breakdown of the total cost of operating the River Program with the inclusion of expenses paid with annual appropriated funds (includes five work months of permanent labor for GS-7 ORP and five work months for career seasonal maintenance worker, does not include lead ORP time). The River Program is not self-sufficient. This is in-line with the intent of FLREA, fees should only be part of the funding strategy for a field office and complement appropriated funds.

Table 6: Fiscal Year 2020 Total Costs and Revenues of River Program

Cost Type	Fiscal Year 2020 Costs				Total Costs	Total Collections (South Fork Fee Program and SRP program)	Difference
	South Fork Fee Program	SRP Account	Appropriated Funds				
			Recreation Resource Management	Annual Maintenance			
Labor	\$18,723	\$25,045	\$47,959*	\$21,240**	\$112,967		
Operations	\$40,921	\$26,904	0	\$8,000	\$75,825		
Total	\$59,644	\$51,949	\$47,959	\$29,240	\$188,792	\$83,301	-\$105,491

*5 work months permanent river ORP, 2 work months maintenance worker

** 3 work months for maintenance worker

Positive Fund Balance

The South Fork Fee Program currently has a high fund balance due to reserving funds for a large asphalt project determined by the working group. Approximately \$130,000 will be committed to an asphalt contract in 2021. The South Fork Fee Program is a year behind expending funds in this account. For example, the fees were collected during the summer of 2020 and the working group met in January 2021 to determine how to expend the 2020 funds. The 2020 collected fees

will be expended in 2021. It is essential that the revenue is carry-overed in the fund balance to ensure that projects are completed the following year based on working group recommendations.

E. Revenues

South Fork Fee Program revenues are currently generated from two sources: fees charged per vehicle per day for commercial and non-commercial South Fork users and fees related to the sale of season passes (\$30 for single pass, \$45 for double pass, and \$60 for commercial pass). The South Fork fee is charged for use of the South Fork between May 24th and September 30th each year. Recreation users pay this fee upon arrival at the respective boat access they launch from or display a season pass in their vehicle. No fee is charged for use of the South Fork outside the fee season window.

Graph 3 identifies the annual collections in the South Fork Fee Program account. It does not include additional program costs that are paid for with annual appropriated funding.

Graph 3: Annual Fee Revenue from 2004-2020 (See Appendix D for actual numbers)



At the current fee rate, projected annual South Fork RUP revenues are expected to remain relatively the same as the last several fiscal years. However, demand for permits is driven by river flow and unforeseen events such as high use of the river corridor during the World Wide Covid-19 Pandemic in 2020. With the water levels varying frequently and unforeseen events, these unpredictable variables make it difficult to accurately project future annual revenues.

F. Priorities for Future Expenditures

The South Fork working group's priorities for future expenditures for the South Fork Fee Program are as follows:

- The continuation of on-going program services.
- Maintaining the South Fork facilities.
- Program improvements that benefit visitors and improve fee program operations.

Future Expenditures for On-going Program Services

Priorities for future expenditures for the South Fork Fee Program include all aspects of maintaining current levels of service for river users. This includes maintaining a standard of visitor contact and customer service (including interpretive and information services) that promotes visitor health and safety, as well as protects the South Fork resources and the quality of the recreation experience. Services include compliance checks for natural resource protection and visitor safety; and regular maintenance of South Fork facilities including drinking water systems, visitor center, toilets, trash facilities, boat ramps, day-use and picnicking structures, educational kiosks, signage, and parking lots. Additional revenues from the proposed fees would cover the rising costs (e.g., vault pumping and dumpster contracts) of operating the South Fork Fee Program.

The following table identifies the expenditures for on-going services and future improvements. The annual occurrences are those items that are the day-to-day operating costs associated with managing the South Fork Fee Program. These costs are funded annually by the working group and benefit all ten boat access sites. After annual operating costs are funded the working group determines small projects to fund with the remainder of the yearly collected funds. The short-term occurrences are examples of small projects that are currently funded based on recommendations by the working group. The long-term projects would require major expenditures in the future, and in most cases would require that funds be maintained in the fund balance to save for the cost of the project. This is the main rationale/justification for the proposed fee increase by the working group. The increase would support more capital improvements at the sites.

Table 7: On-going and Future Expenditures

Expenditures	Fund Amount	Occurrence
Interagency maintenance position and vehicle	\$15,000	Annual
Maintenance supplies	\$2,000	Annual
Vault Pumping and Dumpster Contracts	\$8,000	Annual
Work Month for collections, supplies, season passes, public report	\$9,000-\$10,000	Annual
Conant - Gravel bar removal	\$2,000	Short-Term
Replacement of fee tube inserts	\$3,000	Short-Term
Dock repairs/new gangways	\$12,000	Short-Term
Gates	\$2,500	Short-Term
Lighting repairs	\$1,800	Short-Term
IT upgrades for online services	\$990	Short-Term
Monthly data for IT hardware	\$675 yearly	Long-Term
Palisades Dam/Palisades Creek – Asphalt	\$130,000	Long-Term
Asphalt at other sites	\$150,000-\$300,000	Long-Term
Boat ramp modifications at Twin Bridges	\$200,000	Long-Term

Future Expenditures for Program Improvements

To the degree available and consistent with maintaining an adequate fund balance, additional fee revenues would be used toward improving visitor services and maintaining the quality of the recreation experience. Planned visitor service improvements include:

- Implementation of the use of a secure online service for online payments. Users have been requesting an alternative way to pay the fee for years.
- The increased use of information technology tools to enhance and simplify selling permits and compliance of the fee program. Expenditures include software purchase, technology upgrades, and information security measures.
- Paving various facilities on the South Fork.
- Boat ramp modification at Twin Bridges Boat Access.
- Other improvements as decided on by the South Fork Fee Program working group.

In addition, there is a need to construct boat access sites planned for in the 2008 Snake River Activity/Operations plan, including Heise Bridge and Wolf Flats. While these new facilities would be self-supporting at some point and brought into the South Fork Fee Program, the initial construction would require a combination of appropriated funds through capital improvement or deferred maintenance, grants, and potential donations. BLM would also continue its long-term efforts to request appropriated deferred maintenance funds for large projects. Currently, BLM will receive appropriated deferred maintenance funds for stabilization of the bank at Conant Boat

Access (\$1 million) and repairs to the fishing pier at Byington Boat Access (\$306,000). Additional recreation facilities (i.e., Cress Creek Nature Trail, Wolf Flats Recreation Area, Kelly Island Campground) along the South Fork should receive appropriated deferred maintenance funds in the next five years.

Maintaining the Fund Account Balance and Reducing Annual Appropriated Funding

It is critical to maintain a positive fund balance in the South Fork Fee Program account so that the working group can provide required services, quickly address threats to public health and safety, and allocate revenue for future investments at South Fork boat access sites. It is also critical that fees associated with the South Fork Fee Program are used solely for operations and projects on the South Fork, since fees are collected from non-BLM sites and the working group determines how to expend the funds. In normal budget years, regular non-fee program appropriated funds are not available for seasonal employee labor, on-going purchasing, or project work until more than half of the fiscal year has elapsed. A positive fund balance, or working capital fund, is necessary for the recreation program to provide program services.

The proposed fee increase would increase the South Fork Fee Program's carry-over fund balance to a level that would ensure program stability and continuity over the long-term. The revenue that is accrued as a result of the South Fork Fee Program fee increase can be utilized by the working group to support larger boat access improvements, needs, and maintenance backlogs.

In summary, the proposed fee rate would provide the South Fork Fee Program with long-term sustainability and continuity of operations. The program would have the ability to fund improvements when necessary, as well as afford costly unplanned and emergency expenses. In addition, the fund balance would be ample enough to decrease the amount of annual appropriated funding necessary to support the program.

G. Analysis of Recreation Fee Rates

South Fork Fee Program fees have been at their current rates since 1997. Since that time, the costs of operating the river recreation program have only increased. Increases in costs have come in every category, including labor, fuel, vehicles, supplies, and maintenance. This section uses both the Cost Recovery fee calculation method; as well as the Fair Market Value fee calculation method, which compares the fees charged by other offices and/or agencies for allocated river use with similar facilities and services.

Cost Recovery Fee Calculation Method

Fee rates are based on the concept that revenues should cover a program's operating costs where direct benefits are provided to users. Table 6 (page 31) compared the operating costs and fee revenues for the River Program. As is typically the case, appropriated recreation management and operations funds paid for a significant portion (41% or \$77,199) of the River Program's labor and operations costs in 2020. The other portion was split between the SRP program (28% or \$51,949) and South Fork Fee Program (31% or \$59,644). The operating costs for the last five years have been very similar to 2020. At current fee levels, the River Program could not meet annual expenses without that level of appropriated funding. In 2020, the South Fork Fee Program

revenues were \$136,576 less than the River Program's total expenditures. As has been the case since the beginning of the South Fork Fee Program, appropriated recreation management funds paid for a portion of office staff salaries for program administration and site maintenance. Costs of the South Fork Fee Program include only the direct costs and do not include overhead costs for management services or for office support.

Since the inception of the South Fork Fee Program in 1996, the main driver of the fee program was to support the maintenance of the sites and make improvements to the sites when funding allowed. In many cases the working group sets aside funding for multiple years before there is enough funding for a large project. For example, the working group has finally saved enough in the fund balance to fund asphaltting at two boat access sites. Under this scenario it has always been difficult to generate 100% of the revenues needed to cover the operating costs of the fee program without the use of any appropriated funding.

In conclusion, if the fee program were to be run on fee revenue alone (that is, without appropriated funding), the fee would be insufficient to cover expenditures or save for improvements at the sites. If appropriated funds were to disappear, operations costs would be reduced to cover only basic cleaning and services; and only very limited capital improvements could occur under this scenario. The USFO does not anticipate a complete reduction in appropriated funds. In addition, to keep fees as low as possible for the recreating public, the working group recommends an increase of 15%-40% to allow for the ability to fund more capital improvement projects in the future.

Fair Market Value Fee Calculation Method

The Fair Market Assessment approach compares the fees charged at similar boat access sites administered by federal and state land management agencies. Table 8 presents a comparison of fees at areas that have similar facilities to the South Fork Fee Program.

Table 8: Comparison of Fees

Boat Access	Agency	Fees	Amenities Offered
Current South Fork Fee Program	BLM, USFS, IDFG, Bonneville, Jefferson and Madison Counties	\$3.00 per vehicle. Season Passes - \$30.00 single pass, \$45.00 double pass, and \$60.00 commercial pass	Flush toilets, vault toilets, paved/gravel parking, water, picnic tables, host services, boat ramps
Henry's Fork of the Snake River Boat Access	USFS, Fremont County, BLM	Free	vault toilets, gravel parking, boat ramps
Teton River Boat Access	IDFG, Teton County	Free	vault toilets, gravel parking, boat ramps
Snake River, Jackson, WY-Boat Access	Snake River Fund – supported by the USFS	Donation	vault toilets, paved/gravel parking, picnic tables, boat ramps
Burley Field Office Recreation Sites proposed fees.	BLM	\$5 per vehicle, \$50 season pass covers day use admission and reduced \$5 camping rate.	River/ Lake access, boat ramp, restrooms, electric, picnic tables, fire rings, paved access, dump station, potable water
Cover Recreation Site	Bruneau Field Office, BLM	\$2 per vehicle	Lake access, boat ramp, restrooms, electric, dump station, potable water
Lake Walcott State Park	Idaho State Parks	\$7 per vehicle	River access, boat ramp, restrooms, picnic tables, fire rings, paved access, dump station, disc golf, visitor center
Massacre Rocks State Park	Idaho State Parks	\$7 per vehicle	River access, boat ramp, restrooms, picnic tables, fire

			rings, paved access, dump station, disc golf, visitor center
Payette River	Four Rivers Field Office BLM and USFS	\$3 per vehicle, \$20 season pass	launching ramp
Green River State Park	Utah State Parks	\$5 per vehicle. \$75 season pass	Boat dock, launch facilities, restrooms, picnic sites
Mineral Ridge Boat Launch	Coeur d' Alene Field Office BLM	\$6 per vehicle, \$40 season pass	concrete launching ramp, docks and asphalt surfaced parking area
Black Warrior and Tombigbee Lakes	Army Corps of Engineers (Alabama)	\$5 per vehicle, \$40 season pass	concrete launching ramp, docks, asphalt surfaced parking area, restrooms
Lake O' The Pines	Army Corps of Engineers (Texas)	\$5 per vehicle/\$2 walk-in, \$40 season pass and \$20 commercial vehicle	concrete boat launch, docks, restrooms
Padre Island National Seashore	NPS	\$5 per vehicle, \$30 season pass	boat ramp
Benbrook Lake	Army Corps of Engineers (Texas)	\$5 per vehicle, \$40 season pass	Boat ramp, swim beach, and picnic sites

The South Fork Fee Program is the only program that charges a fee in eastern Idaho/western Wyoming. The fee has been in place since 1997 and has provided continuity of services, facility maintenance, and improvements to the facilities. The Snake River Fund is a unique situation for the area. Jackson, Wyoming is a relatively wealthy community that can donate significant funds to the Snake River Fund for providing access opportunities to the Snake River watershed in Wyoming. Other fee programs with similar facilities throughout Idaho and other parts of the United States have comparable fees.

In conclusion, the fee on the South Fork is more than other boat access sites in the local area but like other fee programs with similar facilities. By approving this business plan, it would help provide operating capital for the maintenance and improvement of facilities on the South Fork.

H. Impacts from Changing and Not Changing Recreation Fee Rates

Anticipated Results of Modifying the Current Fee Rates

Benefits to Recreational Users

If the fees were raised, current services and facility maintenance standards in the South Fork Fee Program would continue uninterrupted for recreational users. The modified fees would offset the rising costs of operating the South Fork Fee Program and additional revenues would be used to improve boat access sites as part of routine upgrades and by providing additional amenities for the users on the South Fork.

The modified fees would also be used to enhance aspects of the South Fork Fee Program permitting process, using information technology to make paying fees easier and more user-friendly.

Benefits to the Local Economy

It is important to the local economy for the South Fork Fee Program to have the financial ability to maintain and improve, as necessary, the current services and facilities associated with commercial and private recreational boating on the South Fork. The South Fork provides a high-quality eco-tourism experience that draws over 200,000 recreational users annually. These visitors purchase food, gas, lodging, and vehicle shuttle services in the community. Some visitors also utilize commercial fishing outfitters to experience the South Fork.

Benefits to the Environment

The South Fork Fee Program enables the working group to operate facilities along the South Fork. This serves to reduce negative impacts to sites and to resources associated with higher levels of visitation in the area. Human waste is contained and processed properly at approved facilities. Garbage is collected and disposed of at a proper facility. Vehicles are parked in established facilities to limit impacts to the resources.

Socioeconomic Impacts, including Low-Income Populations and At-Risk Communities

The socioeconomic data on users who visit the South Fork is unknown. The river corridor draws visitors locally, regionally, nationally, and internationally. The South Fork is also located near some of the world's best-known recreation areas including Yellowstone and Grand Teton National Parks, Island Park, Targhee National Forest, Teton River, Henry's Lake State Park and the Henry's Fork of the Snake River. Among recreationists throughout the country, the South Fork is known as a premier blue-ribbon trout fishery. Increasing fees by 15%-40% will have minimal impact on the ability of private boaters or commercial passengers to afford to recreate on the South Fork. Most users of the South Fork participate in day trips and, therefore, their fees would only be increased from \$3.00 to \$5.00. This is a minimal increase for the average user and would not greatly impact low-income populations that recreate on the South Fork. The fee is a small part of the total cost of a river trip.

While low-income populations do not generally choose to vacation on the South Fork, some individuals or groups still look for an inexpensive way to recreate on the South Fork. There are numerous other locations along the South Fork to access for bank fishing that do not charge a fee. BLM Idaho has a state-wide policy that Native American Tribal members do not have to pay fees at fee sites, which is beneficial to this community.

Anticipated Result of Not Modifying Recreation Use Permit Fee

A failure to increase fees would mean the South Fork Fee Program would continue to rely heavily on appropriated funding to support the public's river recreation opportunities. While the current funds can support the operations on the South Fork, not increasing the fee would inhibit the ability to implement more improvements at the sites. A disruption or decrease in the current level of service would have negative impacts on recreational users, the local economy, and the environment.

Negative Impacts to Recreational Users

A shrinking balance in the South Fork Fee Program account would result in a decrease in essential staffing, and deterioration in infrastructure and timely facility maintenance. As some recreational users have pointed out, some necessary improvements at some of the sites have not been implemented and the users are getting frustrated with the lack of work that is done at certain sites. With appropriated funding, sometimes it takes years to complete necessary projects. Projects that have been necessary but difficult to complete due to lack of funding include a bank stabilization project at Conant Boat Ramp, repairs or replacing the boat ramp and Twin Bridges, and removing gravel buildup at the Lorenzo Boat Ramp.

Many of the improvements that need to be made are very costly and would take years to save enough money to complete the project. If the fee increase is not implemented, many of these projects will not be completed for many years if at all if the funding is not available.

Negative Impacts to Local Economy

Not increasing the fee could lead to erosion of services, such as limited cleaning of sites, or limited development or improvements to facilities. This could impact the recreation sector of the local economy. Quality of the recreational experience could decrease causing people not to visit the area causing a decrease in spending in the local areas for services like gas, food, etc.

Negative Impacts to the Environment

The boat access sites along the South Fork started to improve in 1997 with the establishment of the South Fork Fee Program and the interagency approach to managing the sites. Many of the sites needed general maintenance and improvements. Dispersed and unmanaged boat access occurred along the river corridor, resulting in impacts to riparian resources, water quality, floodplains, cultural resources, and the enjoyment of other recreation visitors. Human sanitation was also an issue at the undeveloped sites or limited maintenance creating sanitation issues. Failure to maintain the boat access sites would result in the reestablishment of many of the negative impacts to the environment that provided some of the impetus to develop the South

Fork Fee Program. For example, should the working group be unable to regularly service the toilets along the river, people would be less likely to utilize toilets. However, the need for a restroom would not go away and people may find other inappropriate places to meet their needs. Additionally, limiting future development of undeveloped sites or improvements to existing sites would lead to negative impacts to the environment.

Socioeconomic Impacts, including Low-Income Populations

Not increasing the fee would most likely benefit low-income populations by allowing a lower cost to utilize the sites. However, the quality of experience would decrease which could prevent people from visiting in low-income populations.

I. Public Outreach

In accordance with the FLREA, the South Fork Fee Program working group provided the public with an opportunity to review and comment on the proposed fee changes and intended use of fees. The fee proposal and draft business plan will be presented to the BLM Idaho Recreation Resource Advisory Council for its formal review on April 14, 2021.

The South Fork Fee Program working group originally approved introducing the proposed fee increase in 2015 and a letter (See Appendix F) was sent to previous season pass holders, as well as posted at all the fee sites. Since 2015, the proposed increase has been identified on the yearly public report (see Appendix E). The following statement has been on the Public Report 2015-2020: “The fee program was established in 1997 with a daily fee of \$3.00. The Working Group compiled public comments from 2015-2019. The Working Group propose to increase the fees, starting in 2020. The fees would increase to a daily fee of \$5.00. The season passes would increase to one (1) pass being \$40.00 and two (2) passes being \$55.00. The final decision has to be approved by the Resource Advisory Council.”

The public has made comments on the subject since May 2015 to September 2020. Written comments could be submitted by email, letter, and on the fee envelopes placed in the fee tubes at the individual sites. The Draft Business Plan for the South Fork Fee Program and notice of the public comment period will be posted on the BLM Idaho, BLM USFO, and USFS Caribou Targhee National Forest websites. A news release will be sent to statewide print and broadcast media, as well as to regional print media in Idaho Falls, Idaho, and surrounding communities.

To date the USFO has received 56 written comments. Comment details and responses are available in Appendix G of this plan. A general summary of the comments and major themes is provided below:

- 57% or 32 support the proposed fee changes
- 39% or 22 opposed the proposed fee changes
- 3% or 2 were neutral, ambiguous, general questions, or did not apply to the proposed fee changes

Many commenters that both supported and opposed the proposed fees would like the South Fork Fee Program working group to prioritize the use of fee revenues for improvements within the river corridor, such as improving docks, facility improvements or continued maintenance, creating new boat access sites, and weed control. The working group recognizes the benefits these improvements would provide to river users. The first step to addressing these issues is the implementation of the proposed fee increase. Many of the commenters that support the fee increase recognize that a \$2.00 fee increase is relatively low compared to the many other costs related to fly fishing, which is the main activity participated in on the South Fork. Commenters suggested using the additional fees collected to improve some of the smaller sites that do not receive as much attention. The proposed fee increase will provide the fiscal resources to maintain current operations and services and fund greater improvements that are needed at the boat sites. The suggested improvements and their impacts on resources are beyond the scope of this document and will be considered in future interagency river management planning efforts.

Appendix A: Expanded Amenity Recreation Sites and Services.

This category includes sites and services that provide direct benefits to individuals or groups. It is appropriate that the individual or group receiving a direct service or using a specialized facility should bear a greater share of the direct costs of providing the service or facility.

Expanded amenity fees cover specialized outdoor recreation sites and services. When deciding whether to charge a standard amenity fee (Category 2) or an expanded amenity fee (Category 3), the BLM weighs local considerations described in the business plan analysis, including fees charged at nearby sites that are similar in nature, in addition to considering the value received for fee paid and the degree of development.

Expanded amenity recreation sites and services include the following:

- (1) Developed campgrounds with at least five of the following nine amenities: tent or trailer spaces, picnic tables, drinking water, access road, refuse containers (trash receptacles), toilet facilities, fee collection by an employee or agent of the BLM, reasonable visitor protection, and (if campfires are permitted in the campground) simple devices for containing a campfire.
- (2) Highly developed boat launches with specialized facilities or services, such as mechanical or hydraulic boatlifts or facilities, multilane paved ramps, paved parking, refuse containers, restrooms, and other improvements (e.g., boarding floats or docks, loading ramps, fish cleaning stations). Highly developed boat launches may feature ramp or parking lighting, security services, changing rooms, mooring floats, picnic areas, or playground areas.
- (3) Developed swimming or hot spring sites with at least four of these amenities: bathhouse with plumbing (showers and/or flush toilets), changing rooms, refuse containers, picnic areas, paved parking, attendants (including lifeguards), and swimming floats and decks.
- (4) Rental cabins, boats, stock animals, lookout towers, historic structures, trail shelters, audio tour devices, portable sanitation devices, or any equipment.
- (5) Group day-use sites.
- (6) Group overnight sites.
- (7) Use of hookups for electricity, cable, or sewer.
- (8) Use of sanitary dump stations.
- (9) Participation in an enhanced interpretive program, such as guided tours, movies, and seminars.
- (10) Use of reservation services.
- (11) Use of transportation services.
- (12) Use of areas where emergency medical or first-aid services are administered from facilities staffed by public employees under a contract or reciprocal agreement with the federal government.

Appendix B: Recreation Visits to the Upper Snake Field Office

Federal Fiscal Year	Recorded visits to Upper Snake Field Office
FY 2020	1,118,428
FY 2019	1,052,406
FY 2018	1,051,428
FY 2017	1,215,575
FY 2016	1,137,200

Appendix C: South Fork and Main Snake River Recreation Visitation (number of people per site, based on road counter data) for 2004-2020 (BLM data)

Year	Palisades Dam	Palisades Creek	Spring Creek	Conant	Fullmer	Byington	Twin Bridges	Lorenzo	Menan	Mike Walker	Totals
2004	17,360	11,120	52,896	34,650	9,000	43,225	20,589	17,607	9,747	N/A	216,194
2005	15,537	8,070	22,064	38,437	5,613	43,893	15,732	20,000	14,943	N/A	184,289
2006	27,123	9,138	26,320	32,218	7,911	46,448	15,255	27,381	14,943	5,922	212,659
2007	15,234	9,591	28,487	31,476	8,376	53,557	4,581	33,672	15,045	8,499	208,518
2008	18,084	9,924	28,091	29,656	9,204	53,340	2,859	23,553	15,045	6,795	196,551
2009	19,080	10,101	27,766	25,890	9,702	57,008	3,195	27,225	15,045	6,795	201,807
2010	15,063	8,205	27,444	28,368	11,568	34,734	2,889	25,824	13,641	7,137	174,873
2011	12,651	8,322	20,713	22,862	7,095	33,502	3,120	16,290	15,513	4,605	144,673
2012	10,106	9,367	28,321	32,760	10,290	45,534	3,717	40,320	33,801	6,132	220,348
2013	16,506	8,887	27,265	39,093	7,026	35,878	3,561	31,040	17,415	7,345	194,016
2014	16,111	8,607	29,163	48,107	8,118	42,882	3,910	27,625	15,516	6,260	186,299
2015	16,377	9,174	27,767	56,304	9,871	47,103	4,558	19,2015	16,413	10,209	216,991
2016	11,656	8,245	20,357	63,374	8,466	52,923	4,764	26,082	21,597	4,959	222,423
2017	12,479	5,437	23,336	46,578	4,791	173,453	1,945	20,924	22,212	4,218	315,373
2018*	111,834	84,030	163,856	54,124	35,592	59,052	11,919	22,824	24,060	15,837	583,128
2019	90,060	86,250	213,847	62,367	49,473	43,040	13,404	29,430	6,753	36,186	630,810
2020	93,849	80,877	223,178	65,800	37,695	45,105	9,678	33,069	8,394	19,431	617,076

*Change in road counters

Appendix D: Annual Fee Revenue from 2004-2020

Year	Fees Collected
1997	\$14,001.00
1998	\$27,960.65
1999	\$30,469.00
2000	\$36,401.00
2001	\$38,278.79
2002	\$37,991.00
2003	\$35,457.70
2004	\$34,391.90
2005	\$37,348.21
2006	\$40,492.67
2007	\$44,697.77
2008	\$48,862.00
2009	\$46,156.00
2010	\$43,026.00
2011	\$33,248.00
2012	\$39,688.00
2013	\$41,566.00
2014	\$40,619.00
2015	\$45,808.64
2016	\$45,507.26
2017	\$37,424.03
2018	\$45,101.84
2019	\$47,713.98
2020	\$52,216.89
Total	\$943,132.33

Appendix E: 2020 South Fork Public Report



RECREATION ENHANCEMENT PROJECTS 2020

2019 COLLECTIONS: \$46,418.98 2018 CARRYOVER: \$19,182.87 TOTAL: \$65,601.85
(May 24 - September 30)

2020 PLANNED PROJECTS AND EXPENDITURES

The 2018 carryover funds and those funds collected in 2019 will be expended in fiscal year 2019. Each agency and county involved in the South Fork Recreation Enhancement Project had an opportunity to propose projects that they would like to have funded for 2020. The South Fork Interagency Working Group selected priority projects suggested from each entity.

Interagency Maintenance Position and Supporting Vehicle

Four month position provides maintenance along entire river corridor \$15,000.00

Maintenance Supplies

Vault toilet cleaning supplies and maintenance equipment \$ 2,000.00

Administrative Costs

One work month for River Technician, printing season passes, and supplies \$ 9,200.00

Vault Toilet Pumping and Dumpster Contracts

All sites \$ 8,000.00

Palisades Dam & Palisades Creek

Pave entrance road and parking lot using seed money \$120,000.00

Palisades Creek

New boat dock (previous years seed money) \$ 0.00

Conant

Bank stabilization work done with non-fee dollars \$ 0.00

Conant/Lorenzo

Gravel bar removal (part of the work will be done by non-fee dollars) \$ 2,000.00

Fullmer

Grade and gravel parking lot and loop \$ 5,000.00

Byington

Repairs to fishing pier—done in-house \$ 0.00

Menan

Dock and ramp—repairs done in-house \$ 0.00

Mike Walker

Chip seal entrance road \$ 3,000.00

Jefferson Road & Bridge will grade and gravel entrance road \$ 0.00

Total expenditures for 2020 projects = \$164,200.00



THE SOUTH FORK FEE PROGRAM

If you use the facilities or park at any of the ten fee sites, you are required to purchase a daily pass or display a season pass. The daily fee is \$3.00 per vehicle per day and is accepted at all ten sites. Two season pass options are available, one (1) pass for \$30.00 or two (2) passes for \$45.00. Season passes are currently on sale at the BLM Upper Snake Field Office, Palisades Ranger District, and will be on sale at Byington and Conant boat ramps starting mid-May.

The fee program was established in 1997 with a daily fee of \$3.00. The Working Group compiled public comments from 2015-2019. The Working Group proposed to increase the fees, starting in 2020. The fees would increase to a daily fee of \$5.00. The season passes would increase to one (1) pass being \$40.00 and two (2) passes being \$55.00. The final decision has to be approved by the Resource Advisory Council (RAC).

SUMMARY

As a reminder, regulations on the South Fork (Palisades Dam to Mike Walker) and Henry's Fork (St. Anthony to the confluence) include:

- All boaters (day and overnight) must carry a portable toilet or waste disposal device (e.g., WAG Bag®, Restop®).
- All campsites have been designated between Conant Boat Access to Byington Boat Access on the South Fork. Camping in this area may only take place at designated camp sites.
- All campers must complete a camping permit and have one copy in possession with them throughout the river trip.
- Campfires or cooking fires must be contained in an elevated fire pan. All fire remains must be carried out of the river corridor.

Recreation technicians and law enforcement will continue to monitor designated camping areas. Human waste and fire remains are still a problem and law enforcement agents will ticket all parties not in compliance with the rules and regulations. WAG Bags® can be purchased from Conant and Byington hosts and River Technicians for \$2.00 a piece. Fire Pans are also available, ranging from \$10 to \$60.

When considering all people who paid the facility parking fee, those that were issued warnings, and those that chose to pay the warnings; the compliance rate for 2018 was 92%. If you are issued a warning, please comply with this program and pay the facility and parking fee. Your cooperation is greatly appreciated!

There is illegal guiding on the South Fork. The permitted outfitters are World Cast Anglers, Natural Retreats South Fork, Henry's Fork Anglers, Westbank Anglers, Teton Valley Lodge, The Lodge at Palisades Creek, and Three Rivers Ranch. These outfitters must display their company logo on the front of their boats and their guides must display assigned numbers issued by the BLM and USFS. If you suspect illegal guiding, obtain as much identifying information as possible and contact the BLM at (208) 524-7500. The BLM, U.S. Forest Service, Idaho Outfitter and Guide Licensing Board, and Idaho Department of Fish and Game are teamed up to address illegal guiding. If you are approached by law enforcement, please cooperate.

PROJECTS COMPLETED OVERVIEW

A solar light was installed at the Fullmer Boat Ramp.

Cold patch was used to repair the pothole on the Mike Walker Boat Ramp.

The old boat dock at Menan was removed will be replaced with the boat dock from Lorenzo.

Gravel bars were removed at both the Conant and Lorenzo Boat Ramps.

IF YOU HAVE QUESTIONS OR CONCERNS...

The county, state, and federal agencies are responsible for the fee program and are devoted to developing a system that works for the boaters and visitors along the South Fork. If you see any vandalism or if you have any questions or concerns, please contact Danielle Winterholler at (208) 524-7525 or e-mail her at dwinterholler@blm.gov. You may also call a local county commissioner in Bonneville, Jefferson, and Madison counties for information, questions, or concerns regarding the program.

Appendix F: 2015 Fee Increase Letter



Dear South Fork Visitor,

The South Fork Fee Program began in 1997. Since that time, the fee for facility-use (i.e. boat ramp access) and/or parking has been \$3.00 per vehicle per day. With several large-scale projects being contemplated for the future, we are requesting your input into whether or not a fee increase from \$3.00 to \$5.00 would be a viable and an acceptable option for improving the South Fork facilities. The fee increase would not only allow the working group partners to continue maintaining sites, but would result in more updates to fishing access sites and the completion of other large-scale projects such as, improving access at Heise Bridge, paving Palisades Creek boat access, and improving or relocating the Wolf Flats boat access. Please keep in mind we are in the very preliminary stages of this discussion and a final decision has not been made.

Each year the Bureau of Land Management, U.S. Forest Service, Idaho Department of Fish and Game, and Bonneville, Jefferson, and Madison counties meet as a working group to determine the needs and projects for the South Fork Fee Program. The Fee Program covers ten boat access sites (Palisades Dam, Palisades Creek, Spring Creek, Conant, Fullmer, Byington, Twin Bridges, Lorenzo, Menan, and Mike Walker) stretching from Swan Valley to Roberts. There are certain fixed costs associated with these boat accesses, including such things as pumping vault toilets, maintaining dumpster contracts, employing a technician with a vehicle to keep restrooms clean and operational, and printing envelopes, season passes, and public reports.

Over the past five years, the fee program has averaged collections of around \$39,600 per year. Due to increasing costs related to contracts, approximately 83% of those dollars are used to cover the fixed costs of maintaining boat access sites. This leaves 17% (approximately \$6,700) for projects such as dock replacements or improvements, parking lot constructions or alterations, light installations, and ramp extensions. As a result, it often takes several years to set aside enough money to complete certain projects or to obtain dollars through recreation grants.

A fee increase of \$2.00 has the potential to generate an additional \$26,000 in annual revenue which would allow for the completion of more projects in a shorter timeframe. However, the working group does not want to impose an undue hardship on our user base. Your input or insight into this matter would be greatly appreciated.

If you have any suggestions or comments on the necessity of a fee increase on the South Fork of the Snake River, please email blm_id_south_fork@blm.gov between March 30, 2015 and September 1, 2015. Written comments may also be mailed or hand delivered to 1405 Hollipark Dr. Idaho Falls, ID 83401.

Appendix G: Public Comments 2015-2020

#	Received via	Summary
1	Fee envelope	Charge more
2		You should charge more (\$10/day) to keep up great work
3		Just charge \$5
4		Charge more
5		You should charge more
6		Charge more \$5
7		Take credit cards or charge \$5 (who has change in 2020?)
8		We support increasing the day fee to at least \$7-\$10, such a great resource!
9		Make your fee even \$5, all of us can afford it!
10		Charge \$ for campsites to fund improvements
11		Increased fee is fine – good luck and thank you
12		Fee that is in actual tender – like \$5
13		Make free for locals
14		Ridiculous price for people not using boat ramp
15		Not pay extra for public land use!!! Already pay \$240 for license. \$3 just another reason for gov to write a ticket. Petty!
16		No fee for working class
17		Make this free!
18		Make it free. It's public access, don't charge people to do every single thing. Let it be a fun trip. We won't catch anything most likely (first time fishers) and we have to pay this stupid thing.
19		Cut fees to \$0. Why do we pay taxes?
20		Charge less. Improve dock.
21		Take the \$3.00 out of the taxes I pay
22		Stop charging for public use
23		Quit charging
24		Free, you get our tax
25		Not having tax payers pay extra money for public access, this isn't Utah!
26		Drop the fees. Big pain & no change
27		No fee (2x)
28		Quit charging us for public access
29		Free parking
30		Make it free (3x)
31		Stop charging people to use land resources find another way for your money thanks
32		Should be free parking
33		Parking should be free
34		Stop fees
35		No rate raise
36	Mail	We are OK with the \$2.00 increase in fees ☺
37		Pass increase to \$5.00 OK with me

38		I would support a \$2 a day fee increase, also a \$5 increase in the season pass.
39		OK for fee increase to \$5
40	Email	I'd be happy to pay more (\$5) or \$45.00 for a season as long as the money goes to facility improvements or maintenance but <u>not</u> if we are going to hire enforcement or administrative staff. I think you would find there are hundreds of fisherman so passionate about their sport that they will volunteer their time to so much of what a secretary/administrator does. Let's <u>not</u> hire anymore "invasive species" inspectors for heaven sakes! What a perfect waste of time & money especially for a drift boat fisherman.
41		Raise the fee
42		A \$2.00 fee increase is negligible when compared to the cost of using the South Fork of the Snake River. I am in favor of the increase, especially when the use of the money is shown to be going directly to river improvements, access points, et al. facilities.
43		YES to fee increase
44		I vote to increase fees from \$3.00/day to \$5.00/day
45		<p>I live in Idaho Falls Idaho I do some fishing in the summer but what I use the ramps mostly for is the water fowl hunting so what about extending the fee season at least another month October the usage at the boat ramps still seems high that time of year it may not warrant the cost of services just an idea and it may not bring in enough revenue. The other idea would be to increase it to \$4 a day and then bump it a 3 to 4 years not sure when the last fee increase was.</p> <p>I buy the pass even though it would be cheaper for me to pay as I go I appreciate and want to support of keeping the facilities updated and improved.</p> <p>Just my thoughts! Thanks</p>
46		<p>Because the area is so beautiful, accessible and popular the need for proper facilities and safe access are needed but in our attempt to achieve these goals let's not lose sight of the need for a balance between nature and over processing the area. The plans listed in the paper asking for comment might be nice but are they truly needed? Is asphalt needed at Husky? Wolf is empty 90% of the time. The two month of the year the place is a zoo and building out for that seems wasteful. Granted \$3.00 might be insufficient but why not \$4.00? The cost to recreate is adds up and if we were able to actually collect on the large number of people using the facilities that might make a bigger difference than causing those who do pay additional burden.</p> <p>Thanks for the opportunity</p>

47		<p>First, it is refreshing that you start each year with a report on how you spent the previous year's funds!!</p> <p>As for the proposed increase. I believe the current fee of three dollars per day is ridiculously low. A fee of \$5-\$10 per day would be a bargain. I pay a minimum of \$20 for a shuttle. I personally buy two season passes each year, one for each of my vehicles. You mention not wanting to impose an undue hardship; oh please!!! Most of the drift boats on the river cost in excess of \$7000, we users can't consider a \$2 fee increase a hardship. I would gladly pay \$100-\$200 for a season pass!</p> <p>I like the improvements you have planned, but what I would really like to see is a south side ramp between Conant and Byington. You could close Cottonwood. Just east of the Conservancy property would be perfect.</p> <p>Thank you for the comment opportunity,</p>
48		<p>A comment for the south fork access fees. Raise the daily up by one dollar (3 to 4) less of a bite for one time users. For the annual forks try something the Fish and Game are doing. For those that buy a permit every year, keep it the same, 30 for one and 45 for two. For those who are new or miss a year, make it 32 for one and 47 for two.</p>
49	Email (cont.)	<p>I would support a fee increase. An increase from \$3.00 to \$5.00 to improve and maintain the boat access sites is not an unreasonable request.</p>
50		<p>I am very much in favor of increasing the fee to \$5/day. The additional revenue is greatly needed.</p> <p>As far as I'm concerned BLM's first priority would be to replace the Irwin Slide at the end of the county road. This put-in is used extensively by the public and guides. Since the county does not maintain this river access, it is in deplorable condition.</p> <p>The money that the BLM used for the Irwin Recreation Site was a complete waste. There is very little usage of this Site as the access is too far from the river. And when there is water in the irrigation ditches, it is almost impossible to cross these ditches to get to the river. And if you are going as a family and wanting to carry coolers and kids, you would not make it. I know because I've tried to access the river and had to drag logs over the irrigation ditches and help others across.</p> <p>The increase in the South Fork Fee would allow the BLM to create a boat ramp at the Irwin Recreation Site. This new river access would be used as much as the accesses at Palisades Creek and Conant. I have pictures of the parking issues on the county road</p>

	<p>for the past several years and I'm sure Julie's Shuttle Service could provide date regarding the number of vehicles that they shuttle from there to prove to the BLM the need for this new river access.</p> <p>For your information, I have requested the BLM's attention to this need through Ms. Monica Zimmerman in prior years.</p> <p>I would be happy to discuss this further if you are so inclined. You may call my cell phone anytime.</p>
51	<p>I would strongly encourage you to raise the fee to \$5. Work on improving wolf flats boat access and making people aware how to get to it would be great.</p> <p>Fly fishing by boat is not a cheap sport so the \$3 increase would be a drop in the bucket.</p>
52	<p>Considering the wonderful resource we have right in our back yard as well as the great job the BLM does in managing it, I do not feel a small increase is an unreasonable request. Anyone who uses the river and the various amenities should be more than willing to pay for it.</p> <p>Thanks for all your hard work and effort in keeping the South Fork such a wonderful place!</p>
53	<p>I do not have a problem with an increase of 2.00 as long as it is spent wisely. Two boat ramps in the last ten years at Lorenzo is not wisely. I'd also like to see more of those funds spent on other ramps other than the famous ones that get used the most on the South Fork like Spring Creek, Byington and Conant.</p> <p>Also another option, what about charging non-residents a \$1.00 more. (\$6.00) or if the fee increase stays at 3.00, charge them \$4.00. During the summer it seems the non-residents out-number the residents. When I travel out of state to hunt or fish, it seems I'm always charged more. Thanks</p>
54	<p>We strongly support raising the daily permit fee for South Fork River use from \$3 to \$5. We have been floating the South Fork for 25 years and are more than happy to pay the higher fee. We appreciate the public access to this beautiful recreational resource.</p> <p>We compliment the Idaho Bureau of Land Management for its upkeep of the river accesses along the South Fork. We use the Palisades River Access, Spring Creek Access and Conant Access. The washrooms at these accesses are clean. The grounds at the Conant access are well maintained. The asphalt sealing at the Spring Creek Access this summer was a big improvement. We know it takes public funds to keep these accesses available to the public. Over the years we have seen an increase in river usage, which translates to increased costs.</p>

	<p>We do have additional comments to make about the South Fork accesses:</p> <p>We strongly support invasive weed control at the Palisades Creek Access and campground. We have noticed a dramatic increase in the growth of knapweed there. Perhaps a portion of the fee increase, if approved, could be used toward weed control. We realize that invasive weed control is a never-ending challenge and that manpower and equipment are stretched thin in the "War on Weeds."</p> <p>We strongly support the development of a public access at the BLM recreational site in the town of Irwin, instead of the current "Slide" access, also in Irwin. We have used this access over the years and have seen it degrade to become a dangerous one. We have seen vehicles with boat trailers almost slide into the river at this steep access. We are also concerned for the neighboring homeowners who are subjected to increased traffic, increased dust, and proliferation of invasive weeds.</p> <p>Thank you for the opportunity to provide input on the suggested fee increase. We appreciate the efforts of the men and women who work at this agency in trying to provide safe, clean river accesses.</p> <p>If possible, we would like to be added to an e-mail list to be updated on the outcome of this survey, and the fee increase proposal.</p> <p>Respectfully submitted</p>
55	<p>It has been brought to my attention that a fee increase is being considered for the South Fork. I am opposed to any increase. The river is already overcrowded. Improvements of any kind are likely to increase pressure on the resource and are not needed.</p> <p>Thank you,</p>
56	<p>I strongly support a fee increase for the South Fork. The facilities are a big investment that need to be maintained to keep them from deteriorating. An increase to \$4 for a day permit and to \$40/60 for the season permit would certainly be reasonable. I would even support raising the daily fee to \$5 and the permits to \$50/75 if that level of increase can be justified.</p>