activities and/or provides new initiatives or actions aimed at improving efficiency and progress towards refuge goals and objectives. Some of the major strategies proposed include increasing grassland, shrubland, and forest habitats, replacing non-native conifer plantation with native forest species, restricting public access to designated areas of the refuge year-round, and implementing a permit system for hunting upland game, migratory birds, and big game. This alternative would increase some existing wildlife-dependent recreational activities, including wildlife observation and hunting. We would co-locate the Lower Great Lakes Fish and Wildlife Conservation Office (LGLFWCO) with a new visitor contact station and administrative building by adding on to the existing building. If funds permit, we would expand our existing staff to include a full-time permanent law enforcement officer, maintenance worker, biological technician, and one part-time biological technician.

**Selected Alternative**

We have selected alternative B for implementation, with the following modifications:

- Due to comments directed at closing the refuge to wandering, we decided to allow visitors unrestricted access off designated trails, but only during the hunting season (October 1 to the end of February). All visitors, including those wandering on the refuge, must wear hunter orange during the firearm deer seasons. Hunter orange must be visible from 360 degrees and must be at least 400 square inches of solid fluorescent orange on head, chest, and back. There will be no wandering in any refuge wetlands, only upland wandering will be permitted. The refuge will continue to restrict public access for hiking and walking to designated trails from March 1 to September 30.

- Based on feedback we received from our partners and the public, we decided to modify the alternative B turkey hunting proposal. The new framework will consist of two seasons. The first season will run from May 1 to May 15 with 50 permits available. The second season will run from May 16 to May 31 with 25 permits available. Permits will be allocated on a lottery system basis with hunters choosing their desired season in order of preference. Hunters may receive a permit for one season only.

- The refuge also reconsidered its decision to not allow fall turkey hunting on the refuge. There will be no additional administrative burden on the refuge by having this season added to the refuge hunts.

**Public Availability of Documents**

In addition to any methods in **ADDRESSES**, you can view or obtain documents on our regional planning Web site: http://www.fws.gov/northeast/planning/.

Dated: September 16, 2011.

Theresa E. Rabot,
Acting Regional Director, Northeast Region, U.S. Fish and Wildlife Service, Hadley, Massachusetts.
LRTP for Region 1 available for public review and comment. We developed the Draft LRTP to achieve the following:

• Establish a defensible structure for transportation planning and decision-making.
• Establish a vision, mission, goals, and objectives for transportation planning.
• Implement coordinated and cooperative transportation partnerships in an effort to improve the Service’s transportation infrastructure.
• Comply with SAFETEA–LU.
• Integrate transportation planning and funding for refuges and fish hatcheries into our existing and future management plans and strategies (e.g., comprehensive conservation plans and comprehensive hatchery management plans).
• Increase awareness of alternative transportation systems and associated benefits.
• Develop best management practices for transportation improvements on Service lands.
• Serve as a pilot project for the implementation of a regional transportation planning process within the Service.

Draft LRTP Mission, Goals, and Objectives

The Draft LRTP’s mission, goals, and objectives are intended to provide a systematic approach to guide the process for evaluating and selecting transportation improvement projects for lands managed by Region 1. These guiding principles have shaped the development, conclusions, and recommendations of the Draft LRTP.

The mission of the LRTP is to support the Service’s mission, by connecting people to fish, wildlife, and their habitats, through strategic implementation of transportation programs. The LRTP has six overall goals:

(1) Protecting natural resources; (2) ensuring reliability and safety; (3) welcoming and orienting visitors; (4) integrating with larger Service planning; (5) developing and enhancing partnerships; and (6) adopting and promoting sustainability. Each goal includes distinct objectives that identify how the Service will accomplish each goal. The objectives for each goal follow.

Goal 1: Protecting Natural Resources

• Objective 1: Identify and reduce safety problems and modal conflicts (i.e., between pedestrians, automobiles, horseback riders, off-road vehicles, maintenance vehicles, etc.) to and within Service lands.
• Objective 2: Ensure that mission-critical transportation assets are maintained in good condition.

Goal 2: Providing a Safe and Reliable Transportation Network to and Within Service Lands

• Objective 1: Provide information that enables visitors to easily find and navigate refuge and hatchery sites.
• Objective 2: Engage visitors in wildlife conservation and enhance their enjoyment of natural resources by providing compelling information about the National Wildlife Refuge System and Fisheries Program.
• Objective 3: Create a consistent and recognizable identity throughout Service units by using standard materials for readily observed physical elements associated with the transportation system.

Goal 3: Integrating Transportation Planning Into Service Plans and Processes

• Objective 1: Ensure consistency and coordination between the project, unit, and regional and national levels of planning.
• Objective 2: Define need for transportation improvements and prioritize projects using a scientific and objective process.

Goal 4: Developing Partnerships To Leverage Resources and Develop Integrated Transportation Solutions

• Objective 1: To the extent authorized by law, pursue opportunities for transportation funding and resources.
• Objective 2: Cooperate with public and private sector partners to address shared transportation issues that impact Service goals.

Goal 5: Adopting and Promoting Sustainable Transportation Practices

• Objective 1: Address climate change and other environmental factors at all levels of transportation planning, design, project delivery, operations, and maintenance.
• Objective 2: Reduce the Service’s carbon footprint by improving access to and within Service lands by transit and nonmotorized transportation modes, and providing improved visitor information systems.
• Objective 3: Reduce fossil fuel energy consumption by staff and visiting public.

Next Steps

After this comment period ends, we will analyze the comments and address them in the form of a final LRTP.

Public Availability of Comments

Before including your address, phone number, email address, or other personal identifying information in your comment, you should be aware that your entire comment—including your personal identifying information—may be made publicly available at any time. While you can ask us in your comment to withhold your personal identifying information from public review, we cannot guarantee that we will be able to do so.

Dated: September 19, 2011.

Richard R. Hannan,
Acting Regional Director, Region 1, Portland, Oregon.

Public Availability of Comments

Written comments concerning this information collection should be sent to the Office of Information and Regulatory Affairs, Office of Management and