5.13 WILD AND SCENIC RIVERS

The Wild and Scenic Rivers Act, as amended (16 USC § 1271-1287), provides protection for free-flowing river areas that “possess outstandingly remarkable scenic, recreational, geologic, fish and wildlife, historic, cultural or other similar values.”

5.13.1 SIGNIFICANCE CRITERIA

Federal Aviation Administration (FAA) Order 1050.1F, *Environmental Impacts: Policies and Procedures*, has not established a significance threshold for wild and scenic rivers.

5.13.2 WILD AND SCENIC RIVERS REGULATIONS AND POLICIES

The U.S. Department of the Interior (USDOI) is charged with the responsibility of identifying and inventorying rivers or river segments that could be potential candidates for inclusion in the National Wild and Scenic Rivers System. In addition to the National Wild and Scenic Rivers System, the National Park Service (NPS) has compiled and maintains the Nationwide Rivers Inventory (NRI). The NRI is a register of rivers that may be eligible for inclusion in the National Wild and Scenic Rivers System. The intent of the NRI is to provide information to assist in making balanced decisions regarding the use of the nation’s river resources.

A review of the NPS’s Wild and Scenic Rivers System list\(^1\) and the NRI register\(^2\) indicated that there are no State or National Scenic Rivers within Marin County. The Lower American River is the closest waterway systems to Gnoss Field Airport (DVO or Airport) that is designated as a State or National Scenic River. The Lower American River is located in Sacramento, California approximately 50 miles northeast of DVO and is not considered within close proximity to the Airport. Therefore, no wild and scenic rivers would be impacted by the implementation of Alternative B, D, or E.

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