



Categorical Exclusion Documentation Form (CE Form)

Project: Implement Pilot of Day-use Reservation System and Begin Collection of Entrance Fees at Tuweep

PEPC Project Number: 105366

Description of Action (Project Description):

This proposal would implement a pilot day use reservation/permit system, including advance collection of park entrance fees, for the Tuweep Area and all other Western Grand Canyon areas west of River Mile 143.

The Tuweep Area includes, but is not limited to, Toroweap Overlook, Brady Canyon, and Kanab Plateau. The 1995 Grand Canyon National Park General Management Plan (GMP) and Environmental Impact Statement (EIS) identifies the Tuweep area as a location that is "unique within the Grand Canyon because it is remote yet still accessible by car. It has spectacular views of Lava Falls, and its highly sensitive natural resources require protection... this area should continue to provide uncrowded, semi-primitive experiences that are dominated by nature and solitude. Visitor facilities should remain minimal, and the ranger station should retain its historic character but also reflect sustainable design principles" (1995 GMP, pg. 11). Due to the increasing visitation to the Tuweep and Western Grand Canyon areas, the "uncrowded, primitive, rustic and remote visitor experience that is dominated by nature and solitude" is at risk of degradation without further management action.

The 1995 GMP established day-use limits at Tuweep specifically to preserve the uncrowded, primitive experience of the area. To ensure this kind of experience, limits would be established at a maximum of 30 vehicles, or 85 visitors at one time. Most of the visitation to Tuweep occurs at the same time of day (mid-day) due to driving and visitation patterns unique to the area, causing the greatest amount of congestion and conflicts. The 1995 GMP also directed that the NPS attempt to achieve these limits through roadside signs and other information sources first. It stated that if these measures were unsuccessful a reservation system may be required.

In accordance with the 1995 GMP, several management actions have been taken through the Superintendent's Compendium in the last eight years. These actions (required camping permit, fire ban, and daytime-hours visitation restrictions) have proven beneficial to resource protection, visitor experience, and overall management of visitors. These have substantially reduced alcohol, weapons, and safety related incidents.

During peak visitation, however, current visitor limits are difficult to manage due to the lack of accountability and trip preparation afforded by a permit system. Remoteness of the area and limitations on access and personnel add to the management challenges. Vehicle noise-limits identified in 36 CFR 2.12 are being violated by the increasing visitation of off-highway vehicles (OHVs) and others with high-velocity mufflers. Visitor complaints related to noise have increased as well. Visitor use at Tuweep tends to exceed capacity conditions mid-day during the spring, fall, and holidays. Organized groups visit regularly, traveling in large convoys (5 to 80 OHVs or other overland vehicles), surpassing use limits of four vehicles (11 people) and causing congestion and impacting the primitive experience. Vehicle noise-limits identified in 36 CFR 2.12(a)(1) have been posted and require a creative means to gain compliance and effectively negate the negative impacts to wildlife, visitor experience, physical impacts to visitors and employees, and the social aspects of the natural area (i.e., solitude).

A day-use permit system would mitigate illegal noise impacts from vehicles as well and illegal group sizes, as well as reduce impacts to fragile archaeological sites, critical soils and vegetation types, and limit social impacts related to motorized recreation. A day-use permit system would also provide an efficient way to ensure a safe, legal, and positive visitor experience. Visitors would provide proof of entrance fee payment and agree to park policies prior to embarking on their

trip (a 4 - 6 hour drive roundtrip on remote dirt roads) and assist them in developing their expectations and aligned decisions.

The 1995 GMP identified tight controls on commercial services at Tuweep and requests for such activities would be evaluated on a case-by-case basis. There is currently no limit to the number of CUAs that can be granted if it is an authorized service. Also, unauthorized activities at Tuweep continue to increase, including illegal photography workshops and organized non-profit groups that are required to (but do not) operate under a Special Use Permit.

Additional threats to resources and their protection include potential opening of adjacent airstrip on State land for commercial use, potential commercial developments adjacent Tuweep, road improvements from expanding uranium mining operations, and increased organized group and commercial interests on the Kanab Plateau.

This proposed pilot and day-use reservation/permit system would be focused on visitor education and outreach before consideration of a permanent permit system. The length of the pilot day-use reservation/permit system would be approximately three years, the first year being a "soft" roll-out with primary emphasis on education about the reservation/permit and entrance fee requirements, and the following two years focusing on full implementation and monitoring of the program. If needed, the pilot may continue an additional 1-2 years for additional data collection to determine the program's efficacy. However, a management decision regarding the permanence of a day-use reservation system shall be made no later than the sunset date of five years after implementation of the pilot.

Under this proposed day-use reservation permit pilot program, a day-use permit system and payment of entrance fees would be administered through recreation.gov. The day-use pilot program would authorize 20 vehicles and 57 people per day for the Tuweep Area of Grand Canyon National Park, including Toroweap Overlook, Brady Canyon, and the Kanab Plateau. Each group would be permitted a maximum of 4 vehicles (11 people). Of the 20 vehicles allowed under the permit system per day, up to two may be permitted for commercial day trips for all companies (1 vehicle and up to 15 people maximum per trip). The overnight permit system would continue to operate at its current quotas.

The day use permit would allow the permit holder and their group to enter Grand Canyon National Park's Tuweep area from official Grand Canyon National Park sunrise to 30 minutes past sunset on the permitted day. A portion of the allocated daily quota of day-use permits would be available for reservation in advance of the visitors' arrival and a portion would be available for day-of reservation. Any permits not reserved in advance would automatically become available for day-of visit permit reservations. It is proposed that 70% of the available permits would be released four months prior to the visit and the remaining 30% would be available two days before the visit. These ratios and timing of release of permits may be changed based on visitor use trends and needs during the course of the pilot. Permit reservations would entail a nominal fee to off-set the recreation.gov processing fee. Permit cancellation fees or permit change fees may also be considered.

Outreach and education would begin prior to the start of the pilot (early 2022) including public outreach, coordination for dissemination of the Tuweep Day Use Permit information with local and regional cooperators, a dynamic and up to date Tuweep park webpage and bulletin, signage at designated locations to include advance entrance fee and permit information signed at:

- (1) Sunshine Route at Hwy 389,
- (2) Clayhole Route at Colorado City,
- (3) Main St. Route at St. George, UT,
- (4) Mt Trumbull 115/5 Junction,
- (5) Tuweep Area and Kanab Plateau park entrances, and
- (6) other western GRCA boundary areas.

The complete list of sign locations, message, and type of placement (add to existing signs, in-kind replacement, installation on existing posts, or new installations) is located in PEPC Step 5, Project Review Package, File 03 - Sign Updates. These signs will all be placed in roadside-adjacent locations. An educational kiosk would also be installed adjacent to the Tuweep Barn. For signs located outside of the NPS boundaries, the NPS will coordinate with the land managing agencies for placement and any additional environmental and cultural compliance requirements not covered under this compliance package prior to the installation of those signs.

As part of the recreation.gov platform to administer the collection of entrance fees and permit reservations, the permit holders would need to agree (check the box format) to the following:

Vehicle Regulations

- High clearance highway vehicles necessary.
- 4 vehicles (up to 11 people) maximum per trip.
- Highway license plate (and insurance) required.
- Many states do not allow modification of OHVs for legal operation on state highways and cannot be legally operated on county roads or within the park.
- 22 ft maximum total length end-to-end, including anything towed.
- Vehicle noise limit (60 dBA) sounds like normal conversation at 50 ft (15.2m).
- Driving on muddy roads is prohibited, and unsafe. Plan ahead.

Preparedness

- No water, gas, lodging, or cell coverage.
- Travel <30 mph and reduce tire pressure.
- Flats most frequent on smooth sections hiding unseen fractured, sharp limestone.
- Ensure you have adequate fuel, inflated spare tire, tire plugs, bike pump or air compressor, lug wrench, tire lift, and owner's manual.
- Tow service costs \$1,000-2,000, and assistance is not guaranteed.
- Carry extra water, food, and warm clothing. Due to rapidly changing conditions, be equipped to spend the night.
- During summer monsoon season, travel prior to afternoon storms. Flooding may occur when chance of precipitation is 10%. • During muddy winter conditions, travel routes may be hazardous when frozen and overnight temperatures can drop below 20°F (-7°C).

General Regulations

- Day use area: gate open sunrise to 30 minutes past sunset.
- Overnight use requires advance permit; permitted campers must arrive by sunset.
- Fires and charcoal grills prohibited; fossil fuel stoves allowed.
- Most filming requires permit.
- Photography requires a permit when it may interfere with public access, impact resources, uses a model or prop, or is outside day use hours.
- No hunting or collecting of any park objects, including antlers, cultural objects, vegetation, or rocks.
- Pets must be leashed and are restricted to open roads.
- No drones, wingsuits, or base jumping.
- Commercial use requires valid Tuweep Commercial Transportation Permit (CUA).

The reservation/permit system would be evaluated to determine its efficacy and to identify any modifications needed to address resource and/or visitor experience concerns. During the pilot program, GRCA would complete any additional environmental compliance needed to create a permanent permit system if deemed the appropriate management action.

Implementation of the pilot day-use reservation/permitting system and collection of entrance fees for the Western Grand Canyon area is expected to begin in spring 2022. The Superintendent's Compendium will be updated for 2022 to reflect any changes associated with this pilot program.

Project Locations:

Location

County: Mohave **State:** AZ

Mitigation(s):

Cultural

- Section 106 requirements will be completed for all other sign placements that are not covered under the Nationwide Programmatic Agreement in this compliance package prior to their installation.

Other Project Requirements

- Project lead shall work with the planning office and appropriate SMEs during the initial year (soft roll-out) of the pilot to develop a monitoring/data collection plan that will establish indicators of success or failure of the pilot that will inform long-term future planning for visitor use and resource management in the Tuweep area. This monitoring and data collection plan shall be active by no later than the start of the second year of the pilot study.
- Should significantly adverse unintended consequences occur as a result of this pilot study, the pilot will be suspended, re-evaluated, and adjusted as necessary to mitigate any significantly adverse unintended consequences before resuming.

Comment: IDT and SME involvement will be necessary should this situation occur.

- **Communications:** Civic engagement to include educational information related to the purpose and need for this pilot action will be conducted prior to the implementation of this pilot study and in accordance with the requirements of FLREA and fee programs. Civic engagement will be coordinated through the use of the PEPC public-facing comment system. Comment analyses will be completed and substantive comments shall receive a response. A press release shall be utilized to announce civic engagement opportunities as well as the initiation of the pilot program. This pilot will also be included in the 3-week out report to WASO.

Comment: Project lead shall coordinate with the Communications and Compliance offices for civic engagement and other communications efforts, both internally and externally.

CE Citation: 3.3.D.3 Minor changes in programs and regulations pertaining to visitor activities.

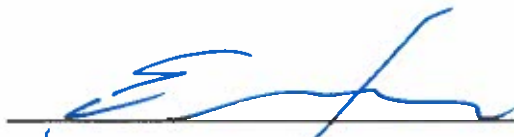
CE Justification:

Implementation of actions described in the 1995 Grand Canyon General Management Plan related to visitor capacities and day use permitting to retain the remote, uncrowded, rugged character of the Tuweep area. Implementation of the capacities and day use permitting system are not going to result in more than minor changes to visitor use of the area.

Decision: I find that the action fits within the categorical exclusion above. Therefore, I am categorically excluding the described project from further NEPA analysis. No extraordinary circumstances apply.

Signature

Superintendent:



Edward T. Keable

Date:

0315.22

Extraordinary Circumstances:

If implemented, would the proposal...	Yes/No	Explanation
A. Have significant impacts on public health or safety?	No	Implementation of a day-use permitting system will increase educational opportunities for visitors and help improve visitor preparedness for the conditions at Tuweep. This will likely result in beneficial impacts to public health and safety.
B. Have significant impacts on such natural resources and unique geographic characteristics as historic or cultural resources; park, recreation, or refuge lands; wilderness areas; wild or scenic rivers; national natural landmarks; sole or principal drinking water aquifers; prime farmlands; wetlands (Executive Order 11990); floodplains (Executive Order 11988); national monuments; migratory birds; and other ecologically significant or critical areas?	No	Actions will result in beneficial impacts to resources by providing additional educational opportunities through the permitting system that in part address resource concerns.
C. Have highly controversial environmental effects or involve unresolved conflicts concerning alternative uses of available resources (NEPA section 102(2)(E))?	No	There are no controversial effects or unresolved conflicts related to use of available resources as a result of this action. Use of the area and resources will remain unchanged.
D. Have highly uncertain and potentially significant environmental effects or involve unique or unknown environmental risks?	No	Environmental effects and risks are known and documented in PEPC Step 4, ESF, NEPA, NHPA, and Other Compliance and Consultations sections.
E. Establish a precedent for future action or represent a decision in principle about future actions with potentially significant environmental effects?	No	Managed access programs, and especially pilot programs, are widely used and implemented across the NPS to address visitor use and experience, safety, and resource concerns. This pilot program is consistent with other manage access programs and is not a precedent-setting action.
G. Have significant impacts on properties listed or eligible for listing on the National Register of Historic Places, as determined by either the bureau or office?	No	A finding of "No Adverse Effect" is documented in PEPC Step 4, NHPA/S. 106.
H. Have significant impacts on species listed or proposed to be listed on the List of Endangered or Threatened Species, or have significant impacts on designated Critical Habitat for these species?	No	A finding of "No Effect" is documented in PEPC Step 4, Other Compliance/Consultations.
I. Violate a federal, state, local or tribal law or requirement imposed for the protection of the environment?	No	Action is not in violation of any laws or regulations. Permitting requirements will be added to the Superintendent's Compendium.
J. Have a disproportionately high and adverse effect on low income or minority populations (EO 12898)?	No	Socioeconomic impacts are documented in PEPC Step 4, ESF.
K. Limit access to and ceremonial use of Indian sacred sites on federal lands by Indian religious practitioners or adversely affect the physical integrity of such sacred sites (EO 13007)?	No	Action is primarily administrative in nature and will not limit or change the ability to access sacred sites or will it adversely affect the integrity of scared sites.
L. Contribute to the introduction, continued existence, or spread of noxious weeds or non-native invasive species known to occur in the area or actions that may promote the introduction, growth, or expansion of the range of such species (Federal Noxious Weed Control Act and Executive Order 13112)?	No	Action will not contribute to the introduction or spread of non-native species.



ENVIRONMENTAL SCREENING FORM (ESF)

Updated Sept 2015 per NPS NEPA Handbook

A. PROJECT INFORMATION

Project Title: Implement Pilot of Day-use Reservation System and Begin Collection of Entrance Fees at Tuweep
PEPC Project Number: 105366
PMIS Number:
Project Type: Special Use Permit (SUP)
Project Location:
County, State: Mohave, Arizona
Project Leader: Robert Seliga

B. PROJECT DESCRIPTION

This proposal would implement a pilot day use reservation/permit system, including advance collection of park entrance fees, for the Tuweep Area and all other Western Grand Canyon areas west of River Mile 143.

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to the management challenges. Vehicle noise-limits identified in 36 CFR 2.12 are being violated by the increasing visitation of off-highway vehicles (OHVs) and others with high-velocity mufflers. Visitor complaints related to noise have increased as well. Visitor use at Tuweep tends to exceed capacity conditions mid-day during the spring, fall, and holidays. Organized groups visit regularly, traveling in large convoys (5 to 80 OHVs or other overland vehicles), surpassing use limits of 4 vehicles (11 people) and causing congestion and impacting the primitive experience. Vehicle noise-limits identified in 36 CFR 2.12(a)(1) have been posted and require a creative means to gain compliance and effectively negate the negative impacts to wildlife, visitor experience, physical impacts to visitors and employees, and the social aspects of the natural area (i.e., solitude).

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Tuweep park webpage and bulletin, signage at designated locations to include advance entrance fee and permit information signed at:

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- No hunting or collecting of any park objects, including antlers, cultural objects, vegetation, or rocks.
- Pets must be leashed and are restricted to open roads.
- No drones, wingsuits, or base jumping.
- Commercial use requires valid Tuweep Commercial Transportation Permit (CUA).

The reservation/permit system would be evaluated to determine its efficacy and to identify any modifications needed to address resource and/or visitor experience concerns. During the pilot program, GRCA would complete any additional environmental compliance needed to create a permanent permit system if deemed the appropriate management action.

Implementation of the pilot day-use reservation/permitting system and collection of entrance fees for the Western Grand Canyon area is expected to begin in spring 2022. The Superintendent's Compendium will be updated for 2022 to reflect any changes associated with this pilot program.

C. RESOURCE IMPACTS TO CONSIDER:

Resource	Potential for Impact	Potential Issues & Impacts
Air Air Quality Fugitive Dust	Potential	Issue: Implementation of collection of entrance fees and day use permits will reduce the occurrence of use of the area above levels described in the 1995 GMP. Impact: Beneficial; reduction in fugitive dust resulting from OHV and other overland vehicle convoys that are currently violating group size limits.
Biological Nonnative or Exotic Species	None	
Biological Species of Special Concern or Their Habitat	None	
Biological Vegetation Vegetation	Potential	Issue: Current vehicle operation and use levels have resulted in vehicles leaving the established roadways and crushing vegetation. Impact: Beneficial; reduction in off-road vehicle use that crushes vegetation resulting from OHV and other overland vehicle convoys that are currently violating group size limits will result in less vegetation damage.
Biological Wildlife and/or Wildlife Habitat Including Terrestrial and Aquatic Species Wildlife	Potential	Issue: Current vehicle operation and use levels have resulted in some disturbance (related to noise) to wildlife and wildlife mortality. On the site visit on 10/25/2021 - 10/26/2021, a dead snake was observed in the road that had been run over by a vehicle. Impact: Beneficial; reduction in OHV and other overland vehicle convoys that are currently violating group size limits will result in less wildlife mortality and will also result in less noise impacts, which can disturb wildlife. Further, the adherence to 36 CFR 2.12 - Audio Disturbances as it relates to tailpipe noise staying below 60 decibels at 50 ft on an A-weighted scale will also reduce noise impacts and therefore, reduce disturbances to wildlife.
Cultural Archeological Resources Archaeological Resources	Potential	Issue: Continued high visitor use of the Tuweep Area mitigated by implementation of a day-use permit reservation system. Impact: Beneficial. Fewer visitor-related disturbances to archaeological resources can be anticipated with limiting the number of visitors each day into

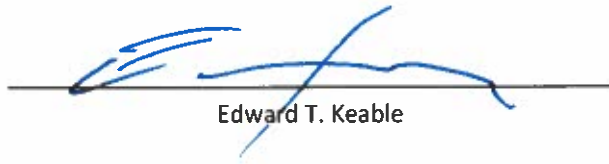
		the area. This especially true for certain areas that have many sensitive cultural resources.
Cultural Cultural Landscapes Tuweep Ranger Station Complex Cultural Landscape	Potential	Issue: Continued high visitor use of the Tuweep Area mitigated by implementation of a day-use permit reservation system. Impact: Beneficial. Better preserves the contributing features and values of the Tuweep Ranger Station Complex Cultural Landscape.
Cultural Ethnographic Resources Ethnographic Resources	Potential	Issue: Continued high visitor use of the Tuweep Area mitigated by implementation of a day-use permit reservation system. Impact: Beneficial. Better preservation of native vegetation and wildlife communities, songscapes/soundscapes, and views important to the Traditionally Associated Tribes.
Cultural Museum Collections	None	
Cultural Prehistoric/Historic Structures Prehistoric Structures	Potential	Issue: Continued high visitor use of the Tuweep Area mitigated by implementation of a day-use permit reservation system. Impact: Beneficial. Fewer visitor-related disturbances to archaeological resources can be anticipated with limiting the number of visitors each day into the area. This especially true for certain areas that have many sensitive cultural resources.
Geological Geologic Features Soils	Potential	Issue: Current vehicle operation and use levels have resulted in vehicles leaving the established roadways and compacting soils and destroying fragile biological soil crusts. Impact: Beneficial; reduction in off-road vehicle use that destroys biological soils and compacts soils resulting from OHV and other overland vehicle convoys that are currently violating group size limits will result in less soil compaction and preservation of biological soil crusts.
Geological Geologic Features	None	
Geological Geologic Processes	None	
Geological Paleontology	None	
Lightscares Lightscares	None	
Other Human Health and Safety Visitor Safety	Potential	Issue: Day-use reservation system will provide an additional educational opportunity for visitor preparedness for the rugged environmental conditions in the area. Impact: This will likely result in a beneficial impact to the preparedness of visitors and an improvement in visitor safety.

Paleontological Paleontological Resources	Potential	
Socioeconomic Land Use Land Use	Potential	<p>Issue: Retain remote, uncrowded feeling of the area.</p> <p>Impact: Beneficial; Implementation of management strategies identified in the 1995 GMP will maintain the undeveloped, remote, and uncrowded character and retain the expected use and visitor experience in the Tuweep area.</p>
Socioeconomic Minority and low- income populations, size, migration patterns, etc. Local and Low- income Populations	Potential	<p>Issue: The nearby local communities of Hildale, Utah, and Colorado City, Arizona have traditionally been (and still are) some of the more common day-users and visitors to the Kanab Plateau and Tuweep area. These communities do have a segment of their population that can be considered a "low-income" population. Further, with the establishment of the day-use permit system, this will allow for better management of group size/vehicle/user limits and in effect, may impact the ability for local community visitors to utilize the area in the manner in which they have in the past.</p> <p>Impact: The collection of entrance fees and requirement to obtain a day-use permit and pay a nominal permit fee may negatively impact some users from the local community who have historically accessed this area without payment of entrance fees and a day-use permit being required. This could result in a minor financial burden on these users and a decrease in utilization of the Tuweep and Kanab Plateau areas by the local community users. The requirement of obtaining a day-use permit may reduce the ability of local community users to access the Tuweep area and Kanab Plateau as they have done in the past. However, the permit system will allow for advanced and day-of reservations of permits and are set at a level that should minimize the impacts for local users wishing to visit the location on a day-of (or near term) basis. In addition, as the pilot program is being implemented, some adjustments may be made to the numbers and timing of release of available permits which may also mitigate local community access concerns, should they arise.</p>
Socioeconomic Socioeconomic	None	
Soundscapes Soundscapes Noise Impacts	Potential	<p>Issue: Current vehicle operation and use levels have resulted in noise disturbance and impacts to the natural soundscape, especially with the increased use of OHVs both in frequency individually and from the increased use patterns involving convoys of OHVs and overland vehicles. This is degrading the undeveloped, remote, and uncrowded characteristics of the area.</p> <p>Impact: Beneficial; reduction in OHV and other overland vehicle convoys that are currently violating group size limits and adherence to 36 CFR 2.12 - Audio Disturbances as it relates to tailpipe noise staying below 60 decibels at 50 ft on an A-weighted scale will reduce noise impacts and therefore, help retain the undeveloped and remote feeling of the area by maintaining more natural soundscapes and a quieter visitor experience.</p>
Viewsheds Viewsheds	None	

Catherine Lentz

Approved:

Superintendent:



Edward T. Keable

Date:

03.15.22



Other Compliance/Consultations Form

Park Name: Grand Canyon National Park

PEPC Project Number: 105366

Project Title: Implement Pilot of Day-use Reservation System and Begin Collection of Entrance Fees at Tuweep

Project Type: Special Use Permit

Project Location:

County, State: Mohave, AZ

Project Leader: Robert Seliga

ESA

Any Federal Species in the project Area? Yes
If species in area: No Effect
Was Biological Assessment prepared? No
If Biological Assessment prepared, concurred?
Formal Consultation required? No
Formal Consultation Notes:

Formal Consultation Concluded:
Any State listed Species in the Project Area? No
Consultation Information: Consultation with USFWS is not required. This project is an administrative pilot project for issuing day-use permits to limit access at Tuweep. There will be no effect to federally listed species or habitat as a result of this action.
General Notes: Of GRCA's federally listed species, only Mexican spotted owls and California condors are at times located in proximity to the Tuweep area. Condors are not frequently seen in far western GRCA and no nests have occurred as far west as Tuweep. MSO utilize areas below the rim and are fairly distant from the Tuweep use area. All other federally listed species within GRCA's boundary are found elsewhere in the park and therefore the project activities will have no effect to those species or habitat. Critical habitat does not occur in or adjacent to the project area and therefore there will be no effect to critical habitat. Reducing vehicle noise and the number of visitors at any location will benefit all wildlife species.

Data Entered By: Rosa Palarino **Date:** Nov 30, 2021

ESA Mitigations

No ESA mitigations are associated with this project.

Floodplains/Wetlands/\$404 Permits

Question	Yes	No	Details
A.1. Is project in 100- or 500-year floodplain or flash flood hazard area?		No	Not in floodplain or flash flood hazard area.

A.2. Is Project in wetlands as defined by NPS/DOI?		No	Not in wetland as defined by NPS/DOI.
B. COE Section 404 permit needed?		No	No placement of fill in waters of the United States.
C. State 401 certification?		No	
D. State Section 401 Permit?		No	Issue Date: Expiration Date:
E. Tribal Water Quality Permit?		No	
F. CZM Consistency determination needed?		No	Date Review Requested: Date Reply Received: Date State Concurred:
G. Erosion & Sediment Control Plan Required?		No	
H. Any other permits required?		No	Permit Information:
Other Information:			

Data Entered By: Erin Janicki Date: Mar 1, 2022

Floodplains & Wetlands Mitigations

No Floodplains & Wetlands mitigations are associated with this project.

Wilderness

Question	Yes	No	
A. Does this project occur in or adjacent to Designated, Recommended, Proposed, Study, Eligible, or Potential Wilderness?	Yes		
B. Is the only place to conduct this project in wilderness?	Yes		
C. Is the project necessary for the administration of the area as wilderness?	Yes		
D. Would the project or any of its alternatives adversely affect (directly or indirectly) Designated, Recommended, Proposed, Study, Eligible, or Potential Wilderness? (If Yes, Minimum Requirements Analysis required)		No	
E. Does the project or any of its alternatives involve the use of any of the Wilderness Act Section 4(c) prohibited uses: commercial enterprise, permanent road, temporary road, motor vehicles, motorized equipment, motorboats, landing of aircraft, mechanical transport, structure, or installation? (If Yes, Minimum Requirements Analysis required)		No	

If the answer to D or E above is "Yes" then a Minimum Requirements Analysis is required. Describe the status of this analysis in the column to the right.			Initiation Date: Completed Date: Approved Date:
Other Information: This project will not adversely affect the areas of proposed wilderness surrounding the developed parts of the Tuweep area.			

Data Entered By: Michael Kearsley **Date:** Nov 30, 2021

Other Permits/Laws Questions A & B are no longer used.

Question	Yes	No
C. Wild and scenic river concerns exist?		No
D. National Trails concerns exist?		No
E. Air Quality consult with State needed?		No
F. Consistent with Architectural Barriers, Rehabilitation, and Americans with Disabilities Acts or not Applicable? (If N/A check Yes)	Yes	
G. Other:		No

Other Information:

Data Entered By: Erin Janicki **Date:** Mar 1, 2022