



Travel Management on the Tonto National Forest

Record of Decision

Gila, Maricopa, Pinal, and Yavapai Counties, Arizona



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Introduction

Summary

This is the Record of Decision (ROD) for the U.S. Department of Agriculture, Tonto National Forest's travel management decision to comply with the 2005 Travel Management Rule, 36 CFR 212 Subpart B, to provide a system of National Forest System roads, trails, and areas on National Forest System Lands that are designated for motor vehicle use. After these roads, trails, and areas are designated, motor vehicle use, including the class of vehicle and time of year, not in accordance with these designations is prohibited by 36 CFR 261.13. Motor vehicle use off designated roads and trails and outside designated areas is prohibited by 36 CFR 261.13. The area affected by this ROD are the National Forest System lands administered by the Tonto National Forest.

A Final Environmental Impact Statement (FEIS) and a Final Supplemental Environmental Impact Statement (Final SEIS) were prepared for this project. A Revised Final Environmental Impact Statement (Revised FEIS) was subsequently prepared, combining the FEIS and Final SEIS into a single document, is the basis for this ROD. These documents, along with this ROD, have been prepared pursuant to the requirements of the National Environmental Policy Act (40 Code of Federal Regulations (CFR) 1500 through 1508¹), the National Forest Management Act, and the 1985 Tonto National Forest Land and Resource Management Plan (Forest Plan).

The FEIS and a Draft Record of Decision (Draft ROD) were released in June 2016. During the subsequent predecisional administrative review, following the 36 CFR 218 regulations, the reviewing officer received 13 letters of objection to the Draft ROD. A review by the Forest Service Southwestern Regional Office determined that additional analysis was required to adequately comply with laws and policy and provide the necessary disclosure for a set of narrowly defined issues brought forward in objections. In compliance with 40 CFR 1500-1508, a Draft Supplemental Environmental Impact Statement (Draft SEIS) addressing the additional analysis was released for public comment on April 5, 2019. Accompanying the Draft SEIS was an interactive map that provided further clarity in route designations at both large and small scales.

The Revised FEIS documents the analysis of the existing condition (no-action alternative) and three action alternatives developed to respond to issues raised by the public and to meet the purpose of and need for the project (Chapter 1). Comments received on the Draft Environmental Impact Statement (DEIS) and the Forest Service's responses to those comments were included in volume II of the Revised FEIS. Comments received on the Draft SEIS were included in Appendix A of the Final SEIS. The FEIS and Final SEIS collectively disclose the environmental impacts associated with the four alternatives considered in detail, including amendments to the Forest Plan.

In the context of this ROD, the full environmental analysis is incorporated into the Revised FEIS and includes both the FEIS and the Final SEIS. The Final SEIS addressed only those issues and

¹ On July 16, 2020, the Council on Environmental Quality published a final rule to amend its regulations implementing the National Environmental Policy Act of 1969 (Council on Environmental Quality 2020). The final rule went into effect on September 14, 2020. In accordance with 40 CFR 1506.13, the amended regulations apply to any National Environmental Policy Act review process begun after September 14, 2020; however, an agency may apply the amended regulations to ongoing activities and environmental documents begun before September 14, 2020. For this project, the Council on Environmental Quality 1978 regulations, as amended, are the guiding regulations for this NEPA process.

elements identified as needing additional analysis by the Regional Forester's 2016 objection review and that analysis supersedes the analysis in the FEIS. Issues and resource elements that were not addressed in the Final SEIS were deemed by the Regional Forester to have been adequately analyzed in the FEIS and were considered as final and complete for the purpose of this ROD.

This ROD complies with 40 CFR 1505.2 and Forest Service Handbook 1909.15, Chapter 20. The Forest Supervisor for the Tonto National Forest has authority to sign this decision. Arizona Game and Fish Department is a cooperating agency for this project in compliance with 40 CFR 1501.6.

This ROD outlines the decision to amend the Forest Plan to reflect the prohibition on cross-country motorized travel established by the Forest Service's 2005 Final Travel Management Rule, along with additional amendments, detailed in Appendix A of this document.

Location

The Tonto National Forest is one of eleven national forests in the Southwestern Region of the U.S. Forest Service. The Tonto National Forest covers approximately 2,964,000 acres in central Arizona within Gila, Maricopa, Pinal, and Yavapai Counties and is the fifth largest national forest in the National Forest System. The Tonto National Forest spans a range of ecosystems from the Sonoran Desert through a variety of chaparral and pinyon pine/juniper up to the mixed conifer and ponderosa pine of the Mogollon Rim. The Tonto National Forest is divided into six ranger districts: Cave Creek, Globe, Mesa, Payson, Pleasant Valley, and Tonto Basin (Figure 1).

The Tonto National Forest abuts the northern edge of the Phoenix metropolitan area², including the cities of Mesa and Scottsdale. The city of Phoenix has a population of approximately 1.6 million³, making it the fifth largest city in the United States. State Highway 87 provides access through the heart of Tonto National Forest, providing access to the town of Payson and the Mogollon rim country, while U.S. Highway 60 cuts along the southern portion of the forest, providing access to the towns of Superior and Globe.

² Per 2019 US Census Bureau accessed on November 21, 2020

³ Ibid

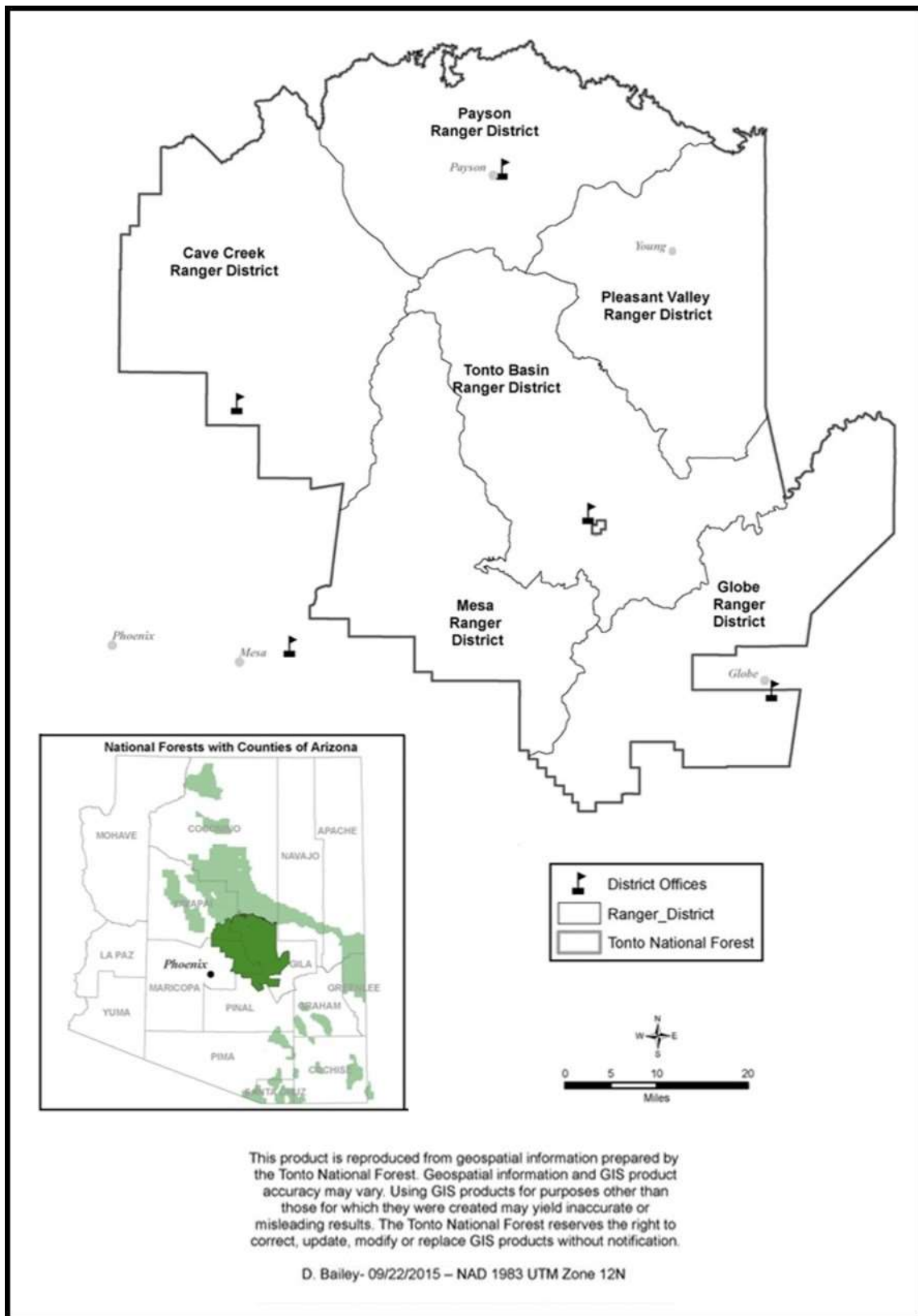


Figure 1: Map of the Tonto National Forest, including ranger districts

Background

On November 9, 2005, the Forest Service published travel management regulations governing off-highway vehicles and other motor vehicles on national forests and grasslands (36 CFR part 212). This is referred to as the Final Travel Management Rule. This final rule was developed in response to the substantial increase in use of off-highway vehicles on National Forest System lands and related damage to forest resources caused by unmanaged off-highway vehicle use over the past 20 to 30 years. The regulations implement Executive Orders 11644 and 11989 regarding off-road use of motor vehicles on Federal lands.

Subpart B of the rule “provides for a system of National Forest System roads, National Forest System trails, and areas on National Forest System lands that are designated for motor vehicle use. After these roads, trails, and areas are designated, motor vehicle use, including the class of vehicle and time of year, not in accordance with these designations is prohibited by 36 CFR 261.13. Motor vehicle use off designated roads and trails and outside designated areas is prohibited by 36 CFR 261.13” (36 CFR 212.50(a)).

Motor vehicles are used for many activities on the Tonto National Forest, such as sightseeing, camping, hiking, hunting, fishing, recreational riding, and collecting fuelwood and other forest products, as well as permitted and administrative uses. Motor vehicle use is both a form of access to nonmotorized activities on the Tonto National Forest and a form of recreation itself. On Arizona national forests and other public lands, off-highway vehicle use varies depending on terrain and user preferences:

- Off-road motorcycles, including dirt bikes, have a narrow wheelbase width and can be ridden on single-track trails.
- All-terrain vehicles often have a wheelbase width of 50 inches or less, and riders straddle the vehicle, with riders sitting one in front of the other.
- Utility-terrain vehicles allow riders to sit side-by-side and may have a wheelbase width greater than 50 inches.
- Full-sized, four-by-four vehicles have enough clearance and traction to drive off paved roads.

During the past ten years, off-highway vehicle use has increased dramatically across the Nation and on millions of acres of public land in the western U.S. In Arizona, sales of off-highway vehicles increased 623 percent from 1995 to 2006.⁴ Prior to 2001, the majority of off-highway vehicle sales in Arizona consisted of all-terrain vehicles. By 2008, utility-terrain vehicles had surpassed the sales of all-terrain vehicles in Maricopa County. According to a survey conducted by Arizona State Parks, 22 percent of adult Arizona residents have participated in motorized recreation, with nearly 11 percent indicating that motorized vehicle use accounts for the majority of their recreation.

Current regulations prohibit trail construction and operation of vehicles in a manner that is damaging to the land, wildlife, or vegetation (36 CFR 261—Prohibitions). However, these regulations have not proven sufficient to control the addition of user-created routes or environmental effects.

⁴ Arizona State Parks. 2009. Arizona Trails 2010: A Statewide Motorized and Nonmotorized Trails Plan. Available online at: <https://www.americantrails.org/files/pdf/AZ-Trails-Plan2010.pdf>

In the Forest Plan, cross-country travel on the Tonto National Forest was prohibited on the Cave Creek, Globe, Mesa, and Tonto Basin Ranger Districts unless posted open. Other restricted areas across all ranger districts are closed to cross-country travel. These areas have been closed by the Forest Plan, previous Tonto National Forest closure orders, and legislative actions, such as congressionally designated wilderness. Approximately 703,618 acres of land are currently open for unrestricted motorized cross-country travel on the Payson and Pleasant Valley Ranger Districts.

Purpose of, and Need for, Action

The purpose of this project is to comply with the Final Travel Management Rule by providing a system of roads, trails, and areas designated for motor vehicle use by class of vehicle and time of year on the Tonto National Forest. In addition, the magnitude and intensity of motor vehicle use has increased to the point that the intent of Executive Orders 11644 and 11989, both pertaining to the use of motorized vehicles on public land, cannot be met while still allowing unrestricted cross-country travel. There are several needs associated with this project:

- To determine which, if any, National Forest System roads currently open should be closed to motorized travel;
- To determine which, if any, National Forest System roads currently closed should be open to motorized travel;
- To identify any restrictions on allowed uses, classes of vehicles, and/or seasons of use for specific routes;
- To determine which, if any, unauthorized routes should be added to National Forest System as trails or roads open for motorized access;
- To determine if, when, where, and how far motor vehicles may be driven off designated roads for the sole purpose of motorized dispersed camping, motorized big game retrieval, and collection of forest products; and
- To amend the Forest Plan to prohibit motor vehicle use off designated National Forest System roads, trails, and areas except as shown on the motor vehicle use map and to revise wording for consistency to comply with the Final Travel Management Rule (36 CFR 261.13).

The Revised FEIS analyzed three action alternatives to meet the purposes of, and needs for, changes to current motor vehicle use on the Tonto National Forest. Alternative C was identified to the public as the proposed action during the scoping process and, after modification to address comments received, as the preferred alternative. Alternative C, with additional modifications, was identified as the chosen alternative in the 2016 Draft ROD.

Decision and Rationale

Decision

This ROD documents my decision and rationale for the actions I am authorizing under the Final Travel Management Rule. My decision is to implement a modified version of alternative C (Modified Alternative C) as described and analyzed in the Revised FEIS and summarized in detail below. In addition, it is my decision to also amend the Forest Plan as described in the Modified Alternative C. I select this alternative based upon my review of the alternatives and

environmental impacts described in the Revised FEIS, the comments submitted by other agencies and the public, the outcome of previous objection procedures, and other information available in the project record. The Modified Alternative C is within the range of alternatives described and analyzed in the Revised FEIS. This decision reflects over ten years of public involvement, collaboration, and consultation with individuals, groups, agencies, Tribes, and local governments with both common and widely diverse interests, coupled with the environmental analysis necessary for me to make an informed decision. I appreciate the time, energy, and viewpoints that were contributed by so many to shape the range of options considered for this decision.

The path to reaching this decision was not an easy one, and I found no simple solution that can fully achieve all the goals that I, the Forest Supervisor, and members of the public have for the management of motor vehicle use on the Tonto National Forest. In some instances, public access needs are incompatible with environmental protection goals. In other instances, motorized recreation opportunity goals are in direct conflict with nonmotorized recreation opportunity goals. In still other instances, the management of game species conflicts with needs of other wildlife species, especially those offered protection by the Endangered Species Act. Recognizing that no perfect solution exists, I believe my decision strikes a reasonable balance that is responsive to the majority of public input I received and is the best solution to achieve the multiple use mandate that is part of the Forest Service mission.

It is important that the reader understand that I consider this decision to be a starting point for the continued management and improvement of motor vehicle use on the Tonto National Forest in compliance with the Final Travel Management Rule. The motorized routes designated for use in this decision may be revised as needed to meet changing conditions and these changes will be informed by input from both the public and governmental entities while considering the criteria established within the Final Travel Management Rule for designations of roads, trails, and areas. I expect that future changes to the motorized route system will include the provision for a greater amount of single-track trails. Because this decision includes the cumulative input of thousands of comments on nearly 5,000 miles of roads and motorized trails, future modifications are likely to be made soon.

A series of maps have been developed for this analysis process, culminating with a set of maps in searchable pdf format⁵. These maps show the designated roads and motorized trails, along with the designated vehicle class for each route. These maps represent the best location information available to us within our geographical information systems (GIS) and database systems information (INFRA) is considered to be 95 percent accurate. Given this mapping uncertainty and the large number of designated route miles in this decision (4,215), there are perhaps as many as 200 miles of routes not accurately shown on the maps or in the GIS database. As evidenced by the numerous comments received on the inaccurate depiction of specific routes on the maps, there will be a need to continually update our mapping to correctly correspond to the “routes on the ground.” Updates to our GIS and INFRA data is a requirement of our forest service policy (FSM 7700) in order to maintain a current record of forest transportation facilities in a forest transportation atlas.

Roads and Trails Designated for Motor Vehicle Use

In compliance with the Final Travel Management Rule (36 CFR 212.51 Subpart B), I designate a total of 4,215 miles of motorized routes consisting of both roads and motorized trails. Of this

⁵ These maps can be found on the project website at: <https://www.fs.usda.gov/project/?project=28967>

total, 1,544 miles are designated as roads and 2,671 miles are designated as motorized trails.⁶ 166 miles of designated roads are restricted to administrative use only.⁷ Of the designated motorized trails, 406 miles are authorized only for administrative use. A summary of these designated routes is shown in Table 1.

Many recreational users stressed the need for motorized routes that provide a challenge and a range of opportunities greater than those provided by maintenance level 2 roads. This includes additional single track trails and the ability to “rock crawl” and experience the opportunity to traverse rough terrain while recreating using a motor vehicle. A significant number of comments were received that support the designation of motorized trails along with some commitments to help manage and maintain the motorized trails.

Designated National Forest System roads and motorized trails within existing seasonal closure areas are seasonally designated for motor vehicle use and will be managed as such.

Finally, I designate approximately 1,288 miles of roads for decommissioning.⁸ Some of these roads may already be effectively decommissioned on the ground from lack of use or due to previous road closure efforts.

Table 1. Summary of Designated Motorized Routes

Type of Road or Trail	Designated Miles within this ROD	Class of Use
Roads open to passenger vehicles (maintenance level 3-5)	512.26	Highway legal vehicle only
Roads open to high-clearance vehicles (maintenance level 2)	865.33	All motorized vehicles
Administrative use only road	166.41	N/A
Road subtotal	1,554	N/A
Motorized trails (single track)	135.13	Motorcycles and dirt bikes
Motorized trails (less than 60")	37.49	All-terrain vehicles and utility-terrain vehicles
Motorized trails (full-sized vehicles)	2,092.47	All motorized vehicle
Administrative use only motorized trail	405.96	N/A
Motorized trail subtotal	2,671	N/A

⁶ A detailed account of each route in this decision can be found in the project record.

⁷ “Administrative use only” means that motorized access is restricted, often with a locked gate, to Forest Service personnel or those that hold an authorized use permit to access the motorized route, such as for utility companies to maintain their facilities. These routes would not show up on the motor vehicle use map. Motorized users not authorized to be on these routes would be cited for being in violation of the motor vehicle use map. All activities associated with physically restricting use will be covered by additional environmental analysis in compliance with the National Environmental Policy Act.

⁸ The term decommissioning does not imply a commitment for a specific action associated with this decision. As such, the on-the-ground actions associated with decommissioning a road or trail, along with the effects, are not part of this analysis. All activities associated with decommissioning will be covered by additional environmental analysis, as applicable, in compliance with the National Environmental Policy Act. In some instances, decommissioning a route can include signing the route “closed to motorized use” and allowing the actions of natural processes; this may be true of routes within designated wilderness areas.

Type of Road or Trail	Designated Miles within this ROD	Class of Use
Total motorized roads and trails open to the public	3,642	N/A
Total motorized road and trail system	4,215	N/A

Numerous changes specific to individual routes designated for motorized use within this ROD are included because of the supplemental analysis described within Appendix E of the Revised FEIS. In the 2016 Draft ROD, the motorized routes open to the public totaled 3,690 miles. A total of 130.6 miles of routes were brought forward during the 2016 objection process. Of these routes, 49 miles were on Payson, 13.7 on Mesa, and 67.7 on Cave Creek Ranger Districts.

Of the specific routes cited during the 2016 objection process, designations have changed from the 2016 Draft ROD for 15.6 miles on the Cave Creek Ranger District, 9 miles on the Mesa Ranger District, and 1.3 miles on the Payson Ranger District. No other districts had changes from the 2016 Draft ROD resulting from objections or comments on the Draft SEIS. Designations changed from open to closed, as well as closed to open, and some involved only a change of vehicle type (full size to single track, or single track to less than 60 inches). The net change from the 2016 Draft ROD is an additional 7.1 miles of open routes. A description of the rationale used for not including some requested motorized route changes and clarifications on certain route designations are included in the Revised FEIS.

A summary of specific route changes accepted for designation by this ROD as a direct result of the supplemental analysis is shown in Table 2 through Table 4.

Table 2. Summary of individual route changes as result of supplemental analysis for Cave Creek Ranger District

Route #	In Existing System?	Designation within this ROD	Rationale
U3085	No	60-inch Trail	Part of the objection resolution process
U3089	No	Decommission	Error in GIS data
U3088	No	60-inch Trail	Part of the objection resolution process
U3089	No	60-inch Trail	Part of the objection resolution process
U3088	No	60-inch Trail	Part of the objection resolution process
U3053	No	Single Track Trail	Part of the objection resolution process
U3052	No	Single Track Trail	Part of the objection resolution process
U3051	No	Single Track Trail	Part of the objection resolution process
U2268	No	Single Track Trail	Part of the objection resolution process
FR513	Yes	60-inch Trail	Part of the objection resolution process
FR2090	Yes	60-inch Trail	Part of the objection resolution process
U3073	No	Single Track Trail	Part of the objection resolution process
U3075	No	Single Track Trail	Part of the objection resolution process
T619	No	Single Track Trail	Part of the objection resolution process
U2115	No	Single Track Trail	Part of the objection resolution process
FR2115	Yes	Decommission	Redundant route; minimize impacts
FR388	Yes	Decommission	Redundant route; minimize impacts

Route #	In Existing System?	Designation within this ROD	Rationale
FR2064	Yes	Full Size Trail	Part of the objection resolution process
Unauthorized	No	Administrative Trail	Part of the objection resolution process
2200/2201	Yes	60-inch Trail	Part of the objection resolution process
FR1064	Yes	Administrative Trail	Part of the objection resolution process
160	Yes	Full Size Trail	Part of the objection resolution process
393	Yes	Motorized Trail & Administrative Trail	Part of the objection resolution process
1117, 2034, 2134	Yes	Full Size Trail	Part of the objection resolution process
2060	Yes	Motorized Single Track	Part of the objection resolution process
2064	Yes	Full Size Trail	Part of the objection resolution process
2090	Yes	60-inch Trail	Part of the objection resolution process
2098	Yes	Motorized Single Track	Part of the objection resolution process
3456	Yes	Motorized Single Track	Part of the objection resolution process
3713	Yes	Full Size Trail	Part of the objection resolution process

Table 3. Summary of individual route changes as result of supplemental analysis for Mesa Ranger District

Route #	In Existing System?	Designation within this ROD	Rationale
3713	Yes	Full Size Trail	Part of the objection resolution process
3722	Yes	Full Size Trail	Part of the objection resolution process
3456	Yes	Full Size Trail	Part of the objection resolution process
3456A	Yes	Full Size Trail	Part of the objection resolution process
3456B	Yes	Full Size Trail	Part of the objection resolution process

Table 4. Summary of individual route changes as result of supplemental analysis for Payson Ranger District

Route #	In Existing System?	Designation within this ROD	Rationale
FR708 (Fossil Creek Rd)	Yes	Road open to all vehicles for 1.3 mile from Western forest boundary	Maintain recreation access and values for Fossil Creek Wild and Scenic River. See RFIES Appendix D for detailed information.
3722	Yes	Full Size Trail	Part of the objection resolution process
S004	No	Decommission	Part of the objection resolution process

Specific route changes from the 2016 FEIS to the 2016 Draft ROD were requested by utility companies for continued access required for utility line management and maintenance. Additionally, changes were made because of consultation efforts with the U.S. Fish and Wildlife

Service on listed species. A summary of these changes to be included in this decision is shown in Table 5 through Table 10.

As part of the formal consultation process with the U.S. Fish and Wildlife Service⁹ in compliance with the Endangered Species Act, we identified motorized routes with impacts to certain species and their habitat. Based on this information, I chose to either designate the route for decommissioning or restrict the use to administrative use only to minimize the effects in compliance with the Final Travel Management Rule (36 CFR 212.55(b)). U.S. Fish and Wildlife Service identified 123 spur routes accessing inventoried dispersed camping sites that also had impacts to listed species. These spur routes are not being designated for motor vehicle use in this decision, resulting in approximately 91 miles of spur routes remaining designated as full-sized motorized trails.

Of concern to U.S. Fish and Wildlife Service was access through designated wilderness that Forest Service Road 393 has historically provided for the management of two threatened fish populations. By designating 0.6 miles of this route (where it is within the legal boundary of the Mazatzal Wilderness) as decommissioned to prohibit motor vehicle use within the wilderness, changes in route designation for the management of the powerline by Arizona Public Service (APS) and alternative access to Hidden Water Spring to manage the fish habitat became necessary. This alternative access is necessary to allow for the use of high-clearance vehicles, potentially pulling a trailer with a backhoe, for both power line maintenance and fish habitat management needs. Prior to this decision, the U.S. Fish and Wildlife Service and Arizona Game and Fish Department accessed the spring via the most direct route: from State Highway 87, southwest on Forest Service Road 627 to Forest Service Road 393, then southwest on Forest Service Road 393 through the southern end of the designated wilderness to Forest Service Road 2138. APS would also access their powerline southwest of the wilderness boundary by using the section of the road within the wilderness. Currently, access for APS originating from near Bartlett Lake has been difficult due to the current condition of the road.

After much communication and consideration, I am designating Forest Service Road 393 as an administrative use only maintenance level 2 road from where it crosses the Verde River near Bartlett Lake to where it intersects with route 3456 (approximately 4.3 miles); then as a maintenance level 2 road open to the public from the intersection with route 3456 to the edge of the wilderness boundary (as displayed in the existing condition and alternative D). This will provide the necessary access for APS powerline maintenance and for species management. In addition, I designate Forest Service Road 2138 as a maintenance level 2 road from where it intersects with Forest Service Road 393 to the wilderness boundary (as displayed in the existing condition and alternative D) to provide access to Hidden Water Spring for the management of the endangered fish population.

On February 18, 2015, the Tonto National Forest met with Salt River Project representatives to discuss their concerns about motorized access to conduct powerline management activities. They had identified several routes proposed for decommissioning in the alternative C of the 2016 DEIS (Table 5 through Table 10, which are all incorporated into this ROD). While these changes were not made to alternative C in the FEIS, they are represented in either the existing condition or alternative D.

⁹ The concurrence letter and biological opinion from U.S. Fish and Wildlife Service can be found in the project record.

My decision modifies alternative C for Forest Service Roads 1100 and 409B. In my decision regarding these two roads, I considered recent information to minimize impacts to cultural sites and to coordinate nonmotorized recreation.

Table 5. Summary of changes from Alternative C in FEIS to 2016 Draft ROD for Cave Creek Ranger District

Route #	In Existing System?	Designation within this ROD	Rationale
1100	Yes	Administrative use only; full-sized motorized trail	Motorized access for utility company to maintain their facilities; possible use for Maricopa County nonmotorized loop hiking trail
393	Yes	Maintenance level 2 road	Access for continued management of endangered fish in Hidden Water Spring

Table 6. Summary of changes from Alternative C in FEIS to 2016 Draft ROD for Globe Ranger District

Route #	In Existing System?	Designation within this ROD	Rationale
P002	No	Maintenance level 2 road	Salt River Project request to maintain their facilities

Table 7. Summary of changes from Alternative C in FEIS to 2016 Draft ROD for Mesa Ranger District

Route #	In Existing System?	Designation within this ROD	Rationale
3443	Yes	Maintenance level 2 road	Salt River Project request to maintain their facilities
1891	Yes	Maintenance level 2 road	Salt River Project request to maintain their facilities
2138	Yes	Maintenance level 2 road	Access for continued management of endangered fish in Hidden Water Spring
393 ¹⁰	Yes	Maintenance level 2 road	Access for continued management of endangered fish in Hidden Water Spring
393A	Yes	Maintenance level 2 road	Access for continued management of endangered fish in Hidden Water Spring

Table 8. Summary of changes from Alternative C in FEIS to 2016 Draft ROD for Payson Ranger District

Route #	In Existing System?	Designation within this ROD	Rationale
1569	Yes	Decommissioned	Minimize effects to narrow-headed gartersnake and northern Mexican gartersnake

Table 9. Summary of changes from Alternative C in FEIS to 2016 Draft ROD for Pleasant Valley Ranger District

Route #	In Existing System?	Designation within this ROD	Rationale
3010	Yes	Maintenance level 2 road	Salt River Project request to maintain their facilities

¹⁰ The 0.6 miles of 393 on the Mesa Ranger District that is within the southern part of the Mazatzal Wilderness boundary is designated as decommissioned; all motorized use on this section will be prohibited.

Route #	In Existing System?	Designation within this ROD	Rationale
775	Yes	Maintenance level 2 road	Salt River Project request to maintain their facilities
905	Yes	Maintenance level 2 road	Salt River Project request to maintain their facilities
1002	Yes	Administrative use only; full-sized motorized trail	Minimize effects to Chiricahua leopard frog
PV4063	No	Decommissioned	Minimize effects to Chiricahua leopard frog
720	Yes	Decommissioned	Minimize effects to Chiricahua leopard frog
PV4062	No	Full-sized motorized trail	Minimize effects to Chiricahua leopard frog
3025A	Yes	Decommissioned	Minimize effects to Chiricahua leopard frog and peregrine falcon

Table 10. Summary of changes from Alternative C in FEIS to 2016 Draft ROD for Tonto Basin Ranger District

Route #	In Existing System?	Designation within this ROD	Rationale
409B	Yes	Administrative use only; maintenance level 2 road	Minimize effects to archaeological site
1491A	No	Administrative use only; maintenance level 2 road d	Salt River Project request to maintain their facilities
641B	No	Maintenance level 2 road	Salt River Project request to maintain their facilities
3362	Yes	Maintenance level 2 road	Salt River Project request to maintain their facilities
1391	Yes	Maintenance level 2 road	Salt River Project request to maintain their facilities
2917	Yes	Maintenance level 2 road	Salt River Project request to maintain their facilities
1512B	Yes	Decommissioned	Minimize effects to southwestern willow flycatcher
1512A	Yes	Decommissioned	Minimize effects to southwestern willow flycatcher
1512D	No	Nonmotorized (possible conversion to hiking trail)	Minimize effects to southwestern willow flycatcher
397A	No	Decommissioned	Minimize effects to southwestern willow flycatcher
1775A	No	Decommissioned	Minimize effects to southwestern willow flycatcher
333C	No	Decommissioned	Minimize effects to southwestern willow flycatcher
333D	No	Decommissioned	Minimize effects to southwestern willow flycatcher
397D	No	Decommissioned	Minimize effects to southwestern willow flycatcher

Route #	In Existing System?	Designation within this ROD	Rationale
333	Yes	Decommissioned	Minimize effects to southwestern willow flycatcher
U3777A	No	Decommissioned	Minimize effects to southwestern willow flycatcher
333	Yes	Decommissioned	Minimize effects to southwestern willow flycatcher
333A	Yes	Decommissioned	Minimize effects to southwestern willow flycatcher
U333	No	Decommissioned	Minimize effects to southwestern willow flycatcher
U397H	No	Decommissioned	Minimize effects to southwestern willow flycatcher
88	Yes	Decommissioned	Minimize effects to southwestern willow flycatcher
397C	Yes	Full-sized motorized trail	Minimize effects to southwestern willow flycatcher
397B	Yes	Full-sized motorized trail	Minimize effects to southwestern willow flycatcher
396A	No	Decommissioned	Minimize effects to southwestern willow flycatcher
465C	No	Decommissioned	Minimize effects to southwestern willow flycatcher
U3396A	No	Decommissioned	Minimize effects to southwestern willow flycatcher
U465B	No	Decommissioned	Minimize effects to southwestern willow flycatcher
U465A	No	Decommissioned	Minimize effects to southwestern willow flycatcher
U396B	No	Decommissioned	Minimize effects to southwestern willow flycatcher
U1391A	No	Decommissioned	Minimize effects to southwestern willow flycatcher
465B	No	Decommissioned	Minimize effects to southwestern willow flycatcher and western yellow-billed cuckoo

I recognize that the mapping and related database information used to inform this ROD is not completely accurate and some routes “on the ground” are not accurately depicted on the maps used to inform this ROD. These maps and database information used represent the best location and vehicle class information available to the forest within our geographical information systems (GIS) and the information is considered to be 95 percent accurate. Given this mapping uncertainty and the large number of designated route miles in this decision (4,215), there are perhaps as many as 200 miles of routes not accurately shown on the maps or in our GIS database.

Table 11 details minor changes that have been found by my staff that reflect inaccurate mapping and database information. In consultation with my staff, I have determined that these minor changes are within the scope of analysis within the Revised FEIS and will lead to a more manageable and sustainable system. In total, these minor changes result in an overall change in

the designated motorized route system of an additional 6.64 miles of motorized routes or 0.15 percent of the total mileage described in the Revised FEIS.

Table 11. Summary of Minor Changes based on corrected mapping and data errors

Route #	In Existing System?	Designation within this ROD	Rationale and Net Mileage Changes
T1057	Yes	Decommissioned	Correct Database Error – Add 0.39 mi. Decommission; Reduce 0.39 mi. Motorized Trail.
T571	No	Motorized Single Track	Correct Database Error – Add 1.2 mi. Single Track; Reduce 1.2mi. Motorized Trail
T325	No	Motorized Single Track	Correct Database Error – Add 1.49 mi. Single Track; Reduce 1.49 mi. Motorized Trail
T273	No	Motorized Single Track	Correct Database Error – Add 0.72 mi. Single Track; Reduce 0.72 mi. Motorized Trail.
T472	No	Motorized Single Track	Correct Database Error – Add 1.36 mi. Single Track; Reduce 1.36 mi. Motorized Trail.
U2218	No	Full-sized motorized trail	Correct Mapping Error – Add 0.76 mi. Full Size Motorized Trail; Reduce 0.76 mi Decommission
2123	Yes	Decommissioned	Correct Mapping Error – Add 0.76 mi. Decommission (decommission adjacent to route 2218)
T739	No	Motorized Single Track	Correct Mapping Error – Add 0.56 mi. Single Track; Reduce 0.56 mi. Motorized Trail.
U4001	No	Decommissioned	Correct Mapping Error – Add 0.08 mi. Decommission; Reduce 0.08 mi. Single Track
U2259	No	Motorized Single Track	Correct Database Error – Add 0.15 mi. Single Track; Reduce 0.15 mi. Decommission
U3024	No	Motorized Single Track	Correct Database Error – Add 0.02 mi. Single Track; Reduce 0.02 mi. Decommission
U3090	No	Motorized Single Track	Correct Database Error – Add 0.20 mi. Single Track; Reduce 0.20 mi. Decommission
U3052	No	Motorized Single Track	Correct Database Error – Add 0.27 mi. Single Track; Reduce 0.27 mi. Motorized Trail.
U3075	No	Motorized Single Track	Correct Database Error – Add 0.2 mi. Single Track; (segment west of PST010)
U3035	No	Motorized Single Track	Correct Database Error – Add 0.22 mi. (eastern segment) Single Track; Reduce 0.22 mi. Decommission
T149	No	Motorized Single Track	Correct Database Error – Add 0.75 mi. Single Track; Reduce 0.75 mi. Decommission
T4417	No	Motorized Single Track	Correct Database Error – Add 0.2 mi. Single Track; Reduce 0.2 mi. Motorized Trail
U2256	No	Motorized Single Track	Correct Database Error – Add 0.94 mi. Single Track; Reduce 0.94 mi. Decommission
U2256A	No	Motorized Single Track	Correct Database Error – Add 0.55 mi. Single Track; Reduce 0.55 mi. Decommission
U2255A	No	Motorized Single Track	Correct Database Error – Add 0.05 mi. Single Track; Reduce 0.05 mi. Decommission
T221	No	Motorized Single Track	Correct Database Error – Add 0.23 mi. Single Track; Reduce 0.23 mi. Motorized Trail

Route #	In Existing System?	Designation within this ROD	Rationale and Net Mileage Changes
2124	Yes	Motorized Single Track	Correct Database Error – Add 0.73 mi. Single Track; Reduce 0.73 mi. Motorized Trail
T1088	No	Motorized Single Track	Correct Database Error – Add 1.15 mi. Single Track; Reduce 1.15 mi. Motorized Trail
T4227	No	Motorized Single Track	Correct Database Error – Add 1.38 mi. Single Track; Reduce 1.38 mi. Motorized Trail
T4079	No	Motorized Single Track	Correct Database Error – Add 1.16 mi. Single Track; Reduce 1.16 mi. Motorized Trail
U2215/ U2215A/2215 B/	No	Motorized Single Track	Correct Database Error – Add 1.43 mi. Single Track; Reduce 1.43 mi. Decommission
T1266	No	Motorized Single Track	Correct Database Error – Add 0.27 mi. Single Track; Reduce 0.27 mi. Motorized Trail.
2137	Yes	Motorized Single Track	Correct Database Error – Add 0.34 mi. Single Track; Reduce 0.34 mi. Decommission
T1315	No	Motorized Single Track	Correct Database Error - Add 0.08 mi. Single Track; Reduce 0.08 mi. Motorized Trail
T1351	No	Motorized Single Track	Correct Database Error - Add 0.17 mi. Single Track; Reduce 0.17 mi. Motorized Trail
T1371	No	Motorized Single Track	Correct Database Error - Add 0.25 mi. Single Track; Reduce 0.25 mi. Motorized Trail
T1406	No	Motorized Single Track	Correct Database Error - Add 0.68 mi. Single Track; Reduce 0.68 mi. Motorized Trail
T1614	No	Motorized Single Track	Correct Database Error - Add 0.1 mi. Single Track; Reduce 0.1 mi. Motorized Trail
T1898	No	Motorized Single Track	Correct Database Error - Add 0.69 mi. Single Track; Reduce 0.69 mi. Motorized Trail
T2002	No	Motorized Single Track	Correct Database Error - Add 0.41 mi. Single Track; Reduce 0.41 mi. Motorized Trail
T2127	No	Motorized Single Track	Correct Database Error - Add 1.29 mi. Single Track; Reduce 1.29 mi. Motorized Trail
T2216	No	Motorized Single Track	Correct Database Error - Add 0.55 mi. Single Track; Reduce 0.55 mi. Motorized Trail
U2227	No	Motorized Single Track	Correct Database Error - Add 0.59 mi. Single Track; Reduce 0.59 mi. Motorized Trail
U2229	No	Motorized Single Track	Correct Database Error - Add 0.8 mi. Single Track; Reduce 0.8 mi. Motorized Trail
T3976	No	Motorized Single Track	Correct Database Error - Add 0.46 mi. Single Track; Reduce 0.46 mi. Motorized Trail
T4059	No	Motorized Single Track	Correct Database Error - Add 0.11 mi. Single Track; Reduce 0.11 mi. Motorized Trail
T4210	No	Motorized Single Track	Correct Database Error - Add 0.29 mi. Single Track; Reduce 0.29 mi. Motorized Trail
U2228	No	Motorized Single Track	Correct Database Error - Add 0.09 mi. Single Track; Reduce 0.09 mi. Motorized Trail
T4406	No	Motorized Single Track	Correct Database Error - Add 0.05 mi. Single Track, Reduce 0.05 mi. Motorized Trail
T1440	No	Motorized Single Track	Correct Database Error - Add 0.3 mi. Single Track, Reduce 0.3 mi. Motorized Trail

Areas Designated for Motor Vehicle Use

In compliance with the Final Travel Management Rule (36 CFR 212.1), I designate eight off-highway vehicles areas described under alternative C in chapter 2 of the Revised FEIS, as follows:

- Specific locations around Bartlett Lake (Cave Creek Ranger District) between the variable water level and the high water mark;
- Golf Course (Globe Ranger District);
- Specific locations around Roosevelt Lake (Tonto Basin Ranger District) between the variable water level and the high water mark; and
- Sycamore (Mesa Ranger District).

In addition to the four areas above, four tot lots would be designated and limited to children, allowing them an area to learn to ride without the presence of other motorized users (Table 11).

Table 12. Designated off-highway vehicle area tot lots on Tonto National Forest

Name of Tot Lot	Ranger District
532	Cave Creek
Wildcat	Cave Creek
Sycamore	Mesa
The Rolls	Mesa

OHV Permit Zones

I designate, the following three OHV permit zones, along with the continuation of the Bulldog Canyon OHV permit zone (Mesa Ranger District) as detailed under alternative C in Chapter 2 of the Revised FEIS. Within these OHV permit zones, motorized vehicles are still required to stay on designated routes and cannot travel cross-country.

1. Desert Vista (Cave Creek Ranger District);
2. The Rolls (Mesa Ranger District); and
3. St. Clair (Cave Creek Ranger District).

I recognize that designated OHV permit zones are unique to the Tonto National Forest. However, the land within these zones have been negatively affected by off-highway vehicle use. That said, complete exclusion of off-highway vehicles from the lands within the zones is not currently desirable. A permit system is an effective tool for minimizing negative recreational impacts within high-use or sensitive natural environments. Within these designated OHV permit zones, individuals will need to acquire an OHV permit to use these areas for motorized recreation.

Motor Vehicle Use for Big Game Retrieval

In compliance with the Final Travel Management Rule (36 CFR 212.51(b)), I designate motor vehicle use up to 1 mile on both sides of all designated roads and motorized trails solely for

retrieving legally harvested elk and bear in game management units 21, 22, 23, 24A, 24B, and 37B (see alternative C in chapter 2 of the Revised FEIS). My decision results in approximately 1,904,459 acres¹¹ where motorized retrieval is permitted.

Big game retrieval using a motor vehicle is prohibited in the following areas:

- Within all congressionally designated areas, such as wilderness areas and wild and scenic river corridors, where motorized travel is not authorized.
- Private property within and adjacent to the Tonto National Forest.
- The following special management areas, in compliance with the Forest Plan:
 - Buck Mountain Research Natural Area (Management Area 6D);
 - Proposed Upper Forks Parker Creek Research Natural Area (Management Area 5F);
 - Sierra Ancha Experimental Forest (Management Area 5E); and
 - Three Bar Wildlife Area (Management Area 6C).
- Any closure orders that restrict motorized travel that are not superseded by this decision.

The following restrictions are placed on all motorized hunters retrieving legally harvested elk and bear:

- Hunters will be required to use the most direct and least ground-disturbing route in and out of the area to accomplish the retrieval;
- Motorized retrieval will not be allowed in existing off-road travel restricted areas;
- Motorized retrieval will not be allowed when conditions are such that travel would cause damage to natural and/or cultural resources; and
- Motor vehicle use for retrieval will not be permitted to cross riparian areas, creeks, and rivers except at hardened crossings or crossings with existing culverts.

Motorized off-road travel for other hunting activities, such as scouting or accessing hunting sites, will be prohibited.

Motor Vehicle Use for Dispersed Camping

My decision designates motor vehicle use for dispersed camping on approximately 91 miles of full-sized motorized trails that access nearly 2,750 inventoried, existing, dispersed camping sites on the Tonto National Forest.¹² These routes have already been designated previously in this decision (see the “Roads and Trails Designated for Motor Vehicle Use” section).

Motor Vehicle Use for Gathering Personal Use Fuelwood

Currently, if a Tonto National Forest user receives a permit for personal use fuelwood, he or she is permitted to gather wood in specific areas during specified times (indicated by a packet with maps and regulations for gathering). The use of motorized vehicles to gather wood is not

¹¹ As the acreage for retrieval is directly linked to the designated route system, the total acres for this decision are slightly different from what is in the Revised FEIS because designated roads and motorized trails have been modified from alternative C in chapter 2 of the Revised FEIS.

¹² For more information about how these sites were inventoried and how the mileage to them was calculated, see the Arizona Game and Fish Department Report for Inventory of Motorized Dispersed Campsites on the Tonto National Forest in the project record.

distance limited if the user is within the permitted area and not causing resource damage. It is my decision to continue to allow motor vehicle use for this activity within the designated fuelwood cutting areas within the Tonto National Forest, as detailed in both alternatives A and D. However, as part of the formal consultation process with the U.S. Fish and Wildlife Service in compliance with the Endangered Species Act, approximately 36,000 acres will not be designated for fuelwood gathering using a motor vehicle to minimize impacts to habitat for yellow-billed cuckoo, Chiricahua leopard frog, narrow-headed gartersnake, northern Mexican gartersnake, and Arizona hedgehog cactus in compliance with the Final Travel Management Rule (36 CFR 212.55(b)).

As with motor vehicle use for big game retrieval, fuelwood gathering using a motor vehicle is prohibited in the following areas:

- Within all congressionally designated areas, such as wilderness, where motorized travel is not authorized.
- Private property within and adjacent to the Tonto National Forest.
- The following special management areas, in compliance with the Forest Plan:
 - Buck Mountain Research Natural Area (Management Area 6D);
 - Proposed Upper Forks Parker Creek Research Natural Area (Management Area 5F);
 - Sierra Ancha Experimental Forest (Management Area 5E); and
 - Three Bar Wildlife Area (Management Area 6C).
- Any closure orders that restrict motorized travel that are not superseded by this decision.

This results in approximately 1,282,600 acres open to motor vehicle use off a designated route for those who have a permit to gather personal use fuelwood.

Motor Vehicle Parking

With my decision to designate motorized routes for dispersed camping and not the 100- or 300-foot corridors that were part of the Draft EIS (chapter 2, alternatives C and D, respectively), there is the need to allow motor vehicles to park off Forest Service routes in a manner that is safe for the public and minimizes effects to natural resources.

I have decided to allow vehicle parking up to 30 feet on either side of an open road or motorized trail unless otherwise identified in compliance with Forest Service regulations found at 36 CFR 261. Parking would not be allowed in the instances listed below; however, this list is not exhaustive. State, county, and city law enforcement may cite for additional infractions, especially on state and county roads:

- Blocking, restricting, or otherwise interfering with the use of a road, trail or gate;
- Placing a vehicle or other object in such a manner that it is an impediment or hazard to the safety or convenience of any person;
- Operating a vehicle off road in a manner that damages or unreasonably disturbs the land, wildlife, or vegetative resources;
- Damaging any natural feature or other property of the United States; and
- Damaging any plant that is classified as a threatened, endangered, sensitive, rare, or unique species.

Forest Plan Amendments

As part of my decision, there will be two amendments to the Forest Plan. One forest-wide amendment will modify the Forest Plan to restrict motor vehicle use to designated roads, trails, and areas per 36 CFR 261.13. The second amendment updates the percentages of recreation opportunity spectrum classification by management area in the Forest Plan. A detailed list of these amendments can be found in appendix A of this decision.

Forest Orders

Any existing Tonto National Forest orders that are not consistent with this decision will be rescinded¹³.

Motor Vehicle Use Exemptions

The Final Rule contains specific language regarding use and exemptions (36 CFR 261.13). My decision includes the following provisions applicable under Federal regulations, existing agency policy, or changing circumstances:

After National Forest System roads, National Forest System trails, and areas on National Forest System lands have been designated pursuant to 36 CFR 212.51 on an administrative unit or a ranger district of the National Forest System, and these designations have been identified on the motor vehicle use map, it is prohibited to possess or operate a motor vehicle on National Forest System lands in that administrative unit or ranger district other than in accordance with those designations, provided that the following vehicles and uses are exempted from this prohibition:

- (a) Aircraft;
- (b) Watercraft;
- (c) Over-snow vehicles;
- (d) Limited administrative use by the Forest Service;
- (e) Use of any fire, military, emergency, or law enforcement vehicle for emergency purposes;
- (f) Authorized use of any combat or combat support vehicle for national defense purposes;
- (g) Law enforcement response to violations of law, including pursuit;
- (h) Motor vehicle use that is specifically authorized under a written authorization issued under Federal law or regulations; and
- (i) Use of a road or trail that is authorized by a legally documented right-of-way held by a state, county, or other local public road authority.

Decision Rationale

Although my decision will reduce the number of miles of motorized opportunities available compared to the existing condition, there is a compelling need for change.

I selected alternative C, with modifications based on comments and objection resolutions, because I believe this combination of actions meets the intent of the Final Travel Management Rule and the purpose and need as detailed in chapter 2 of the Revised FEIS. Alternative C, with

¹³ Orders are posted at <http://www.fs.usda.gov/detail/tonto/alerts-notices/?cid=stelprdb5246945>

modifications, is most responsive to the issues identified, as further modified through objection resolutions. My conclusion is based on a review of the entire project record, which includes a thorough review of relevant scientific information and a consideration of responsible opposing views.

Meets Project Purpose and Need

The purpose of this project, as detailed in chapter 1 of the Revised FEIS, is to comply with the Final Travel Management Rule by providing a system of roads, trails, and areas designated for motor vehicle use by class of vehicle and time of year on the Tonto National Forest. In addition, there is a need to do the following:

- Determine which, if any, National Forest System roads currently open should be closed to motorized travel.
- Determine which, if any, National Forest System roads currently closed should be open to motorized travel.
- Identify any restrictions on allowed uses, classes of vehicles, and/or seasons of use for specific routes. Determine which, if any, unauthorized routes should be added to National Forest System as trails or roads open for motorized access.
- Determine if, when, where, and how far motor vehicles may be driven off designated roads for the sole purpose of motorized dispersed camping, motorized big game retrieval, and collection of Forest products. Amend the Forest Plan¹⁴ to prohibit motor vehicle use off designated National Forest System roads, trails, and areas except as shown on the motor vehicle use map and to revise wording for consistency to comply with Travel Management Rule, 36 CFR 261.13.

As detailed in the “Decision” section, my decision meets all elements associated with the purposes of, and needs for, this project.

Prevents Proliferation of Unregulated Motorized Access

The purpose of the Final Travel Management Rule is to prevent the proliferation of unregulated motorized routes on the landscape and, by doing so, to address impacts from unregulated motorized vehicle use. My decision to implement alternative C, with modifications, meets the purpose of the Final Travel Management Rule because it prohibits motorized access except on designated roads and motorized trails and designated off-highway vehicle areas on the Tonto National Forest.

Most motorized users are responsible drivers and riders, committed to staying on designated routes when they understand where they are permitted to ride. However, resource damage from unregulated motorized access does occur on the Tonto National Forest. My decision to implement alternative C, with modifications, addresses the resource impacts associated with the proliferation of unregulated motorized access by limiting motorized access to designated routes and areas and establishing specific limited conditions for motorized access for big game retrieval and personal fuelwood gathering. Designated routes and areas also ensure consistent, defensible enforcement, as detailed in the “Law Enforcement” section in chapter 3 of the Revised FEIS.

¹⁴ A detailed account of plan amendments associated with the action alternatives can be found in appendix A of this decision.

Designates Motorized System that Focuses on Minimization Criteria

The development of the environmental impact statement to comply with the Final Travel Management Rule has been a multi-year, iterative process as outlined in 36 CFR 220.5(e)(1). Shortly after the notice of intent to prepare an environmental impact statement was published in the Federal Register (February 1, 2013), the Tonto National Forest engineering staff reviewed the existing road system being managed by the Tonto National Forest. They developed a system for classifying roads to establish a desired road network from the engineering staff perspective (appendix B of the Revised FEIS). This assessment was based on the transportation utility, maintenance history, and appropriate vehicle use class¹⁵.

Once nearly every road had been analyzed, the information was reviewed on a ranger district level, involving district rangers, Forest Service personnel familiar with the existing road and resource conditions, and Arizona Game and Fish Department Wildlife Managers whose wildlife management responsibilities overlapped with the corresponding district boundaries. This review involved comprehensive discussions about public use patterns, permitted user access, and resource protection needs, based on the resource risks and the information gathered as part of the Travel Analysis Process completed in 2011. The result was the proposed road and motorized trail system for alternative C in the Draft EIS.

A second review of the route system was done in response to the comment process required for an environmental impact statement (40 CFR 1503.4). Reexamination of the preferred alternative route system was done at the district level and included input from district biologists, silviculturalists, para-archaeologists, and range and recreation staff, along with Forest Service law enforcement officers and district rangers, many of whom participated in trips to the field to assess current conditions on the ground.

Additionally, to address instructions raised during the objection resolution process to the 2016 Draft ROD, the forest contracted with Cardno—a global infrastructure, environmental and social development company—to document and provide transparency in decision making for compliance with the travel management rule for designation of motor vehicle use on the Tonto National Forest. They conducted a decision problem framing, data review, and an in-person workshop with agency resources specialists to develop a multiple criteria decision analysis tool to evaluate the four alternatives presented in the Revised FEIS¹⁶.

Motorized Access for Dispersed Camping Provides Best Balance of Reasonable Use and Resource Protection

Alternative C, with modifications, provides interconnected loops and passages into the backcountry for hunting access, and it maintains access to popular dispersed recreation opportunities. While some members of the public wanted all unauthorized routes to be added and cross-county travel to continue, such an action would not adequately protect areas containing sensitive cultural sites or soils or habitats for threatened, endangered, or sensitive plants, animals, and fish. Adding all unauthorized routes would not provide a balance for those seeking additional areas for nonmotorized use. My decision is the result of responsible stewardship that

¹⁵ For a detailed discussion of how minimization criteria were applied at a route-specific, landscape, and forest-wide scales, please see “Application and Analysis of Minimization Criteria” in the supplemental FEIS and in the Revised FEIS.

¹⁶ For more information, see “Tonto Minimization Criteria Decision Analysis Report; Tonto National Forest Travel Management Planning” in the project record.

limits the addition of unauthorized routes to those necessary for access or to enhance recreation opportunities. Alternative C, with modifications, provides ample access to the Tonto National Forest through a manageable system of roads, trails, and areas for local residents and Tonto National Forest visitors to use. Careful consideration was given to creating loop opportunities in locations popular with off-highway vehicle users.

Alternative C, with modifications, provides the best balance of motorized access for dispersed camping and resource protection when considering the overall intent of the Final Travel Management Rule and local uses. Commenters on the Draft EIS raised several concerns regarding the initial 100-foot corridor on both sides of the designated routes:

- The corridor would allow for negative impacts to resources, including cultural sites and wildlife habitat, particularly in areas that have not been affected by previous motorized use, either legal or illegal;
- The corridor would substantially decrease access to historically used sites, especially for those popular with hunters; and
- The corridor would be challenging to enforce, as many Tonto National Forest users cannot visualize 100 feet correctly, resulting vehicle use outside of the corridor.

There was little reliable, existing information to determine if the first assertion was correct. To address this, the Arizona Game and Fish Department (the cooperating agency for this project) engaged in an effort to get GIS data (latitude and longitude) for all known dispersed camping sites accessed from an existing route, most of which are unauthorized routes across the Tonto National Forest. As data collection took place, the interdisciplinary team for the project reviewed comments received on the Draft EIS. One of the issues discussed was dispersed camping corridors and their relationship to inventoried roadless areas. During the discussion, the Tonto National Forest patrol captain and the Arizona Game and Fish Department wildlife manager supervisor (both part of the interdisciplinary team) indicated it would be much easier to implement designated spur routes to known, inventoried dispersed camping sites instead of 100- or 300-foot corridors. Based on this information, alternative C was modified. Furthermore, nearly 123 proposed spur routes have not been designated because they affected wildlife and habitat, such as the listed southwestern willow flycatcher, narrow-headed gartersnake, and northern Mexican gartersnake.

Concern Regarding Motor Vehicle Use for Big Game Retrieval

My decision for motorized big game retrieval lies between the range of big game retrieval considered in alternatives B, C, and D. I made this decision based on comments received on this subject and discussions between the Arizona Game and Fish Department and the U.S. Fish and Wildlife Service. While my decision may not satisfy all those who commented, I did consider their input when identifying the species (elk and bear) for which motorized retrieval is allowed.

My decision to limit motorized big game retrieval to legally harvested elk and bear reduces motor vehicle use in the lower elevational habitat of Sonoran desert tortoise. On October 5, 2015, the U.S. Fish and Wildlife Service made a finding to remove the Sonoran desert tortoise from the Endangered Species Act candidate list. This finding is the result of long-term commitments by Federal agencies under an interagency agreement (the Tonto National Forest is a signatory) and the Arizona Game and Fish Department to address the primary threats to the tortoise.

The ability of Tonto National Forest users to travel off-road to retrieve big game (especially bear and elk) is the primary area of concern for those who hunt big game. In their comment letter on the notice of intent and the proposed action, the Arizona Game and Fish Department requested that the Forest Service “analyze the cumulative effects of this proposed decision (PA) (as well as allied travel management decisions) on the programmatic provision for wildlife conservation by the Department.” In response, we analyzed four big game species: bear, elk, mule deer, and white-tailed deer. After analyzing the effects of these actions on both the natural resources and the impacts to Arizona Game and Fish Department’s ability to meet its conservation mission, the U.S. Fish and Wildlife Service was asked to review the effects to listed species. It was found that the effects associated with motorized retrieval of legally harvested bear and elk are negligible and will not irreparably harm listed species habitat or result in a jeopardy determination for listed species present on the Tonto National Forest.

Although many hunters strongly prefer the ability to drive off-road to retrieve game to prevent spoilage and provide for a satisfactory hunting experience, other hunters have experienced off-road motorized use as a barrier to their satisfactory hunting. Furthermore, many commenters expressed concern about the environmental damage that often occurs during hunting season from off-road motor vehicle use.

Conflict Reduction between Users with Improvement in Long-Term Recreation Experiences

My decision to limit motorized use to designated routes, trails, and areas provides a better opportunity to focus limited resources on providing high quality recreation opportunities for all users, both motorized and nonmotorized. Both motorized and nonmotorized users will be able to know where, and under what conditions, motorized access is allowed and plan their recreational uses accordingly. Of the alternatives considered, alternative C, with modifications, establishes the simplest and most consistent conditions, along with effective enforcement, for motorized access for dispersed camping.

My decision to limit motorized access to designated roads, trails, and areas and modify the conditions for motorized access will reduce user conflicts (see the “Recreation” and “Socioeconomic” sections in chapter 3 of the Revised FEIS). Use of the Tonto National Forest (including motor vehicle use) is expected to continue and likely increase as discussed in the “Introduction” section of this document and in the “Recreation” and “Socioeconomic” sections of chapter 3. Alternative C, with modifications, will prohibit motorized cross-country travel for the general public on a substantial amount of the Tonto National Forest.

Fostering Citizen Stewardship in National Forest Management of Roads and Trails

The successful implementation of this decision will, in large part, be based on local community members, visitors, and land managers working together to sign routes, implement mitigation measures, and encourage compliance with regulations. Because of this, I instructed my staff to prepare a draft implementation strategy¹⁷ for the management of proposed motorized trails. Already, several user groups have indicated their interest in partnering with the Tonto National Forest to implement and maintain designated motorized trails. These groups have also expressed

¹⁷ Made available along with the Draft EIS electronically at <http://data.ecosystem-management.org/nepaweb/fs-usda-pop.php?project=28967>.

interest in assisting with monitoring and maintenance of designated roads, to the extent practicable.

Access to Private Lands or Other Jurisdictions

This decision maintains reasonable access to other ownerships where appropriate, where required by law, where it makes sense environmentally, and/or where the public interest is best served. I have made every effort to follow the principle that access for one is access for all so single-purpose or restricted use of routes on public lands is the exception in accordance with Forest Service policy.

Scientific Consistency

My decision is based on the best available science. All practicable means to avoid or minimize environmental harm have been adopted in the design of the selected alternative. My conclusion is based on a review of the record that shows a thorough analysis using the best available science. The resource analyses disclosed in the Revised FEIS, along with all of the final resource reports incorporated by reference, identify the analysis methodologies, assumptions associated with the analysis, and scientific sources used in the analyses and disclose limitations of the analyses. In addition, all opposing science that has been presented to the Tonto National Forest during the preparation of the Revised FEIS has been considered. Documentation of these considerations can be found in the Revised FEIS, Volume II.

Public Involvement

Environmental Analysis Conducted Prior to the Environmental Impact Statement

In October 2009, the Tonto National Forest released a proposed action based on the 2006 travel analysis process. Seven public meetings were held throughout the communities in and proximate to the Tonto National Forest in November and December 2009 to gather input about the proposed action, including roads and trails proposed for motorized use. Comments to the proposed action were accepted through December 4, 2009. A draft version of an environmental assessment was released for public comment on January 6, 2012 for a 30-day comment period. Due to the length and complexity of the environmental assessment and requests from the public, an additional 30-day comment period began on February 5, 2012. Approximately 300 letters were received during the two comment periods.

Scoping for the Notice of Intent

On February 1, 2013, a notice of intent to prepare an environmental impact statement was published in the *Federal Register*, initiating a 30-day scoping period that ended March 4, 2013. Approximately 1,800 postcards and 1,670 emails were sent to interested and affected parties.¹⁸ Approximately 120 replies were received, including 20 form letters from Rim County Riders ATV Club members.

¹⁸ There was duplication in some instances with the postcards and emails where individuals and groups received both notifications.

Identification of Issues

Issues serve to highlight effects or unintended consequences that may occur from the proposed action and alternatives, giving opportunities during the analysis to reduce adverse effects and compare trade-offs for the decision maker and public to understand. Issues help set the scope of the actions, alternatives, and effects to consider in our analysis (Forest Service Handbook 1909.15.12.4).

Comments from the Tribes, the public, and other agencies submitted during the scoping period were used to formulate issues concerning the proposed action. An issue is a point of dispute or disagreement with the proposed action based on some anticipated environmental effect. A detailed discussion of issues raised in response to the proposed action and how the alternatives were developed to address these issues can be found in the Revised FEIS.

Draft Environmental Impact Statement Comment Period

On July 3, 2014, the Tonto National Forest published a notice of availability of the Draft EIS in the Federal Register. Over 1,340 postcards and 1,680 emails were sent to interested and affected parties inviting them to provide timely and specific written comments (per 36 CFR 218) on the Draft EIS. In conjunction with the publication of the Federal Register notice, all supporting documents, including draft specialist reports, full-sized maps, and the draft implementation strategy for managing motorized trails, were made available electronically. The initial 45-day comment period was extended to September 17, 2014, to respond to several requests for additional time to review the Draft EIS. Approximately 2,500 response letters, emails, and faxes were received. Of these, only 85 were unique submissions; the rest were form letters generated by environmental groups. Volume II (Revised FEIS) details the comments received and the Forest Service responses.

As part of the requirement to consult and cooperate with other agencies, the Forest Service received a comment from Region 9 of the Environmental Protection Agency. To better understand their comments and concerns, a teleconference was set up with the Environmental Protection Agency project lead on February 10, 2015 to discuss their comments and identify how the interdisciplinary team could work with them to address their concerns. Nine areas were identified where the Forest Service and the Environmental Protection Agency would work together:

- Emissions inventory calculation;
- General conformity determination and National Ambient Air Quality Standards compliance;
- Air quality cumulative effects;
- Lack of site-specific information;
- Hydrologic resources;
- Project implementation;
- Funding;
- Clean Water Act Section 404; and
- Climate change.

Volume II (Revised FEIS) has the detailed responses of how the Tonto National Forest staff, in collaboration with the Environmental Protection Agency, addressed each of these points.

Final Environmental Impact Statement and Draft Record of Decision, Objection Period 2016

On June 7, 2016, the Tonto National Forest notified the public of the Final Environmental Impact Statement (FEIS) and the draft record of decision (draft ROD) in the *Arizona Capitol Times*, the official paper of record, which began the predecisional objection process (36 CFR 218). This process allowed individuals or entities who have participated during designated comment periods, by submitting specific written comments, to object to those aspects of the draft decision for which they have previously commented. The Forest also made the FEIS¹⁹, along with support documentation, available for public review on its schedule of proposed actions website²⁰. Thirteen letters of objection to the Tonto National Forest's travel management planning project were received by the Southwestern Region Regional Forester. This review determined that: "the analysis presented in the EIS and supporting documentation does not adequately address Forest Service responsibilities under the Clean Air Act, Wild and Scenic Rivers Act, National Forest Management Act, and the Travel Management Rule and other related guidance".²¹ The Regional Forester instructed the Forest Supervisor to: "proceed with the development of additional analyses, rationale, and documentation through a supplemental EIS to properly demonstrate compliance with these laws and regulations and to address and be responsive to individual route concerns brought forward by objectors and explained in further detail in objection resolution meetings held September 19 through 21 and 30, 2016".²²

Draft Supplemental Environmental Impact Statement Comment Period

On April 5, 2019, the Tonto National Forest published a notice of availability of the Draft Supplemental Environmental Impact Statement (Draft SEIS) in the Federal Register, initiating a 45-day comment period.²³ Interested and affected parties were contacted and asked to provide specific written comments (per 36 CFR 218) on information specific in the draft supplemental environmental impact statement. Notifications specified that comments would only be considered for the issues brought forward from the objection review and included in the supplemental environmental impact statement. Other comments would be considered outside the scope of this narrowly targeted analysis. Comments were accepted using interactive web maps, an online comment form, or by U.S. mail. In conjunction with the publication of the Federal Register notice, all supporting documents for the original analysis as well as the supplemental analysis were made available on the Forest's schedule of proposed actions website. As a result of this solicitation, thirty-one comment letters were received²⁴.

¹⁹ The Notice of Availability in the Federal Register for the FEIS published on May 3, 2019.

²⁰ <https://www.fs.fed.us/sopa/forest-level.php?110312>

²¹ From the objection response letters sent to the objectors. These can be found in the project record.

²² Ibid

²³ Per 40 CFR 1502.9(c)(1), there was no scoping period for the SEIS process.

²⁴ Response to these comments were addressed in Appendix A of the final SEIS.

Final Supplemental Environmental Impact Statement and Draft Record of Decision Objection Period 2019

On October 4, 2019, the Tonto National Forest notified the public of the Final Supplemental EIS (Final SEIS) and modified Draft Record of Decision (2019 Draft ROD) in the *Arizona Capitol Times*, the official paper of record, which began the second predecisional objection process (36 CFR 218) for this project. Again, this process allows individuals or entities who have participated during designated comment periods, by submitting specific written comments, to object to those aspects of the draft decision for which they have previously commented. The Forest also made the Final SEIS, along with support documentation, available for public review on the Tonto National Forest Schedule of Proposed Actions website²⁵. Twelve letters of objection to the Tonto National Forest's travel management planning project were received by the Southwestern Region Regional Forester. Broadly, objections included contentions about access to wilderness areas, concerns about specific routes, as well as assertions that the forest failed to comply with the Travel Management Rule or generally failed to take a hard look at the effects of the project.

The Deputy Regional Forester, the Reviewing Official for this project, reviewed these objections and responded to the objectors with individual letters. The Regional Forester decided that because of the narrow scope of the decision to be made within the supplemental analysis, and the remedies suggested by the objectors, did not reveal opportunities for resolution; no meetings were offered.

The Deputy Regional Forester determined the project complied with all applicable laws and the 1985 Tonto National Forest Plan, as amended, and decided that this decision could be signed with a few corrections or clarifying points. In response to instructions from this second objection process, the following actions were taken:

- Typographical route numbers or designations were corrected in the Forest's database as pointed out by the objectors²⁶;
- Language was inserted to clearly reflect that the environmental analysis of the effects of the proposed changes to the Forest Plan was completed with the environmental analysis of the effects of the alternatives²⁷; and
- A searchable PDF map of the routes and designations is available on the project website²⁸, along with this Decision.

Revised Final Environmental Impact Statement 2021

On May 28, 2021, the Tonto National Forest published a Notice of Availability for the Revised Environmental Impact Statement (Revised FEIS) in the Federal Register. While this action did not initiate a public comment period, it did serve as public notice that both the 2016 Final Environmental Impact Statement (FEIS) and the 2019 Final SEIS were combined into one document and posted to the Federal Register, as required by 40 CFR 1506.10(b). Nineteen letters were submitted by the public in response to this notice. Concerns raised include: Road and trail closures on public land; Limiting dispersed camping and fuelwood gathering; Prohibiting access

²⁵ <https://www.fs.fed.us/sopa/forest-level.php?110312>

²⁶ These changes can be found in the project record: "20210111_RouteSpecificObjections-Documentation".

²⁷ This detailed information can be found at the beginning of Appendix A in this document.

²⁸ <https://www.fs.usda.gov/project/?project=28967>. These maps are also part of the project record.

to areas; and Objection to the required prohibition of motorized vehicle access on routes within designated wilderness areas, including the Forest Service Road 203 (Cherry Creek Road). All of these concerns have been addressed previously, in either response to comments on the Draft EIS or Draft SEIS or through the two objection processes.

The Revised FEIS serves as the basis and foundation for this Record of Decision.

Consultation and Communication with Tribes

Communication with Tribes interested in, and affected by, travel management on the Tonto National Forest has been ongoing since 2009. The following is a list of the Tribes and Tribal communities that provided comments about travel management and a summary of their input:

- **Fort McDowell Yavapai:** Supports closure of routes that access their adjacent reservation to protect Tribal resources from vandalism.
- **Gila River Indian Community and Salt River Pima-Maricopa Indian Community:** Wants the Tonto National Forest to maintain existing roads as they are now, without adding roads or unauthorized routes, and focus on enforcement to protect heritage sites.
- **Hopi:** Supports the most restrictive action for travel management, limiting motorized access, decreasing motorized route mileage, and prohibiting cross-country travel.
- **San Carlos Apache Tribe:** Wants the identification and protection of historic sites, while allowing for continued access for Tribal members to sacred, holy, traditional, cultural, and heritage resource sites. They also encourage the Tonto National Forest to decommission all unauthorized routes and as many roads as possible.
- **White Mountain Apache Tribe:** Wants all cultural heritage resources to be protected by closing routes and limiting motorized access in areas on the Tonto National Forest that are adjacent to Tribal land.
- **Yavapai Apache Nation and Tonto Apache Tribe:** Supports an action that is most restrictive for motorized access and use.
- **Yavapai Prescott Indian Community:** Also supports an action that is most restrictive for motorized access and use.
- **Ak-Chin Indian Community:** Supports a plan that will protect the land and wildlife from damage associated with motor vehicle use.

Alternatives Considered

The following sections present the other alternatives considered in detail but not selected, the alternatives considered but eliminated from detailed study, and the environmentally preferred alternative.

Chapter 2 of the Revised FEIS describes and compares the alternatives considered in detail for the Tonto National Forest Travel Management Project. It presents the alternatives in comparative form, defining the differences between each alternative and providing a clear basis for choice among the options for the responsible official and the public. These include the preferred alternative (alternative C, not selected as described here), the no-action alternative (alternative A), and two additional action alternatives (B and D) that provide a comprehensive range for the

decision-maker. The two tables at the end of chapter 2 of the Revised FEIS provide a summary of the alternatives and the effects by resource area for each alternative.

The following information briefly describes the alternatives considered in detail in the Revised FEIS, along with my reasons for not selecting them.

Alternative A

This alternative proposes no change from the existing condition, which consists of nearly 5,000 miles of roads and approximately 740 miles of inventoried unauthorized routes. In addition, cross-country travel would be permitted, per the Forest Plan, on the two northern ranger districts, Payson and Pleasant Valley. Current management plans would continue to guide management of the project area. No changes would be made to the current National Forest Transportation System nor would a Forest Plan amendment be necessary. The Final Travel Management Rule would not be implemented; no motor vehicle use map would be produced. While this alternative proposes no actions associated with the designation of motor vehicle use on the Tonto National Forest, it addresses the following issue:

- Authorizing motorized big game retrieval off designated routes could impact water and soil resources, wildlife habitat, cultural resources, and nonmotorized recreational experiences.

I did not select this alternative because it does not comply with the Final Travel Management Rule.

Alternative B

This alternative proposes approximately 2,367 miles of roads for decommissioning, resulting in approximately 894 miles of designated roads and 1,666 miles of motorized trails open to public use. This alternative would prohibit cross-country motorized travel except within 300 feet on both sides of designated roads and motorized trails for personal fuelwood gathering in permitted areas. A Forest Plan amendment would be necessary for this alternative. The emphasis of alternative B is limited motorized access across the Tonto National Forest, and it was developed in response to comments received during scoping. This alternative addresses the following issues:

- Designation of roads and motorized trails would result in user conflict;
- Designation of roads, motorized trails, and off-highway vehicle areas would result in impacts to water and soil resources;
- Designation of roads and motorized trails would result in impacts to wildlife habitat;
- Designation of roads and motorized trails would result in impacts to cultural resources;
- Authorizing motorized big game retrieval off designated routes could impact water and soil resources, wildlife habitat, cultural resources, and nonmotorized recreational experiences; and
- Motorized dispersed camping corridors allow motorized use in areas that can cause impacts to water and soil resources, wildlife habitat, and cultural resources.

While this alternative focuses on resource protection and would allow more nonmotorized recreational opportunities across the Tonto National Forest, I did not select it because it does not provide the following:

- Current and future motorized recreational opportunities, particularly for motor vehicle use for dispersed camping;
- Any retrieval of big game using a motor vehicle; and
- Enough opportunity for fuelwood gathering using a motor vehicle, which has the potential to negatively affect those below the poverty level, one of the potential environmental justice populations.²⁹

Alternative C

This alternative proposes approximately 1,276 miles of roads for decommissioning, resulting in approximately 1,311 miles of designated roads and 2,341 miles of motorized trails open to public use, some of which would provide access to dispersed camping across the Forest. This alternative would prohibit cross-country motorized travel except in eight proposed off-highway vehicle areas totaling approximately 2,089 acres. It would allow motorized access, up to 1 mile on both sides of designated roads and motorized trails, for retrieval of legally harvested elk and bear (totaling approximately 1,575,382 acres) and corridor 300 feet on both sides of designated roads and motorized trails for personal use fuelwood gathering in permitted areas. A Forest Plan amendment would be necessary for this alternative. This alternative addresses the following issues:

- Designation of roads and motorized trails would result in user conflict;
- Designation of roads, motorized trails, and off-highway vehicle areas would result in impacts to water and soil resources;
- Designation of roads and motorized trails would result in impacts to wildlife habitat;
- Designation of roads and motorized trails would result in impacts to cultural resources;
- The amount of roads and motorized trails in the proposed action does not meet the current and future needs for motorized recreation and access throughout the Tonto National Forest;
- The proposed action does not meet the needs for diverse motorized recreation opportunities;
- Authorizing motorized big game retrieval off designated routes could impact water and soil resources, wildlife habitat, cultural resources, and nonmotorized recreational experiences; and
- Motorized dispersed camping corridors allow motorized use in areas that can cause impacts to water and soil resources, wildlife habitat, and cultural resources.

Alternative C was the preferred alternative in the Draft EIS. However, as indicated in the “Decision and Rationale” section of this document, I did not select this alternative (as analyzed in the Revised FEIS) because it would not provide enough protection for threatened and endangered species and their habitat in compliance with the *Endangered Species Act*. It also would not provide enough opportunity for fuelwood gathering using a motor vehicle, which has the potential to negatively affect those below the poverty level, one of the potential environmental justice populations.³⁰

²⁹ For more information see the “Socioeconomics” section of chapter 3 of the Revised FEIS.

³⁰ Ibid.

Alternative D

Alternative D was developed in response to public comments received on the proposed action and provides the highest level of motorized recreation opportunities and access across the Tonto National Forest. This alternative proposes approximately 194 miles of roads for decommissioning, resulting in approximately 3,347 miles of designated roads and 1,520 miles of motorized trails open to public use. This alternative would prohibit cross-country motorized travel except in eight proposed off-highway vehicle areas totaling approximately 6,791 acres. It would allow motorized access, up to 1 mile on both sides of designated roads and motorized trails, for retrieval of legally harvested mule deer, white-tailed deer, elk, and bear (totaling approximately 2,068,208 acres), and a corridor of 300 feet on both sides of designated roads and motorized trails for dispersed camping and for personal use fuelwood gathering in permitted areas. A Forest Plan amendment would be necessary for this alternative. This alternative addresses the following issues:

- The amount of roads and motorized trails in the proposed action does not meet the current and future needs for motorized recreation and access throughout the Tonto National Forest;
- The proposed action does not meet the needs for diverse motorized recreation opportunities; and
- Limiting motorized access for dispersed camping to 30 feet from designated roads may reduce motor vehicle use for dispersed camping access, cause user conflict, and concentrate resource impacts.

While this alternative focuses on the greatest motorized access and would allow more motorized recreational opportunities across the Tonto National Forest, I did not select it because it does not provide the following:

- Enough protection for threatened and endangered species and their habitat in compliance with the *Endangered Species Act*;
- A balance for nonmotorized recreational opportunities across the Tonto National Forest; and
- The level of motorized trails that public comment indicated is necessary for the current and future motorized access and use.

Alternatives Considered but Eliminated from Detailed Study

The *National Environmental Policy Act* requires that Federal agencies rigorously explore and objectively evaluate all reasonable alternatives and briefly discuss the reasons for eliminating any alternatives that were not developed in detail (40 *CFR* 1502.14). Chapter 2 of the Revised FEIS includes a description of alternatives that were considered but eliminated from detailed study and the rationale for why those alternatives were not considered in detail. These alternatives are summarized below.

Original Proposed Action Published in the Federal Register

The original proposed action would result in approximately 3,812 miles of designated National Forest System roads and trails and 1,411 acres of designated off-highway vehicle areas open to motor vehicle use on the Tonto National Forest, with approximately 280 miles of user-created routes added to the Tonto National Forest transportation system. Motorized retrieval of big game

species would be limited to 1 mile on both sides of designated roads. Motorized travel for the purpose of dispersed camping would not be allowed off designated roads and trails. Vehicles would be allowed to park one vehicle length, or up to 30 feet, from the edge of the designated road or trail.

Use of Decommissioned and Closed Roads in the Existing Condition

Roads in the infrastructure database that were identified as decommissioned or maintenance level 1, either as operational or objective, were eliminated from detailed study as part of the baseline or existing condition. All routes from the infrastructure database that are maintenance level 2 through maintenance level 5 are part of the baseline and represented in alternative A.

Alternative Submitted by the Center for Biological Diversity

Limit motorized use in the following:

- Critical wildlife habitat and water resources (such as streams, lakes, and riparian areas) to decrease potential effects. This includes prohibiting motorized use within 300 feet of streams and lakes and in areas that provide critical habitat for sensitive, threatened, and endangered wildlife species.
- Areas with primitive and semi-primitive nonmotorized recreation opportunity spectrum classes from the 1985 Tonto National Forest Plan. This includes prohibiting motorized use for dispersed camping and big game retrieval in these areas.
- Areas with high cultural resource site densities or sensitive cultural resource areas. This includes prohibiting motorized use for dispersed camping and big game retrieval in these areas.
- In proximity to designated wilderness areas and inventoried roadless areas to decrease potential effects associated with noise pollution and possible illegal intrusions by motorized vehicles. This includes prohibiting motorized use within 0.25 mile of the wilderness boundary and within all inventoried roadless areas.

Environmentally Preferable Alternative

The environmentally preferable alternative is often interpreted as the alternative that causes the least damage to the biological and physical environment or the alternative which best protects and preserves historic, cultural, and natural resources. But, other factors relevant to this determination are provided in section 101 of the *National Environmental Policy Act (42 USC 4321)* which states that it is the continuing responsibility of the Federal government to:

- Fulfill the responsibilities of each generation as a trustee of the environment for succeeding generations;
- Assure for all Americans safe, healthful, productive, and aesthetically and culturally pleasing surroundings;
- Attain the widest range of beneficial uses of the environment without degradations, risk to health of safety, or other undesirable and unintended consequences;
- Preserve important historic, cultural, and natural aspects of our national heritage and maintain, wherever possible, an environment which supports diversity and variety of individual choice;

- Achieve a balance between population and resource use which will permit high standards of living and a wide sharing of life's amenities; and
- Enhance the quality of renewable resources and approach the maximum attainable recycling of depletable resources.

Based on my consideration of the factors listed above and the effects disclosed in the Revised FEIS, I believe modified alternative C is the environmentally preferred alternative because it best meets the criteria identified by the Council on Environmental Quality. As described in detail in chapter 3 of the final environmental impact statement, alternative C would have similar effects to the biological and physical components of the environment as alternative B for most resources, protecting, preserving, and enhancing historic, cultural, and natural resources. Alternative C would better position the Tonto National Forest to adapt to future changes in climate conditions by promoting regulated, responsible motor vehicle use. This would allow future generations more options about how and where motor vehicles are used on the Tonto National Forest, while still providing a balance between motorized and nonmotorized opportunities.

Legal and Regulatory Compliance

My decision complies with the laws, policies and executive orders listed below and described in the Revised FEIS. The Tonto National Forest Travel Management Project was prepared in accordance with all applicable laws and regulations.

National Forest Management Act

The *National Forest Management Act* amends the *Forest and Rangeland Renewable Resources Planning Act* of 1974 and sets forth the requirements for land and resource management plans for the National Forest System. It requires that all permits, contracts, and other instruments for the use and occupancy of National Forest System land be consistent with forest land and resource management plans. Under the act (*16 USC 1604(f)(4)*), forest plans may “be amended whatsoever after final adoption and after public notice.” Federal regulations at *36 CFR 219.17(b)(2)* allow forests to use the provisions of the planning regulations in effect before November 9, 2000, in order to amend forest plans. These regulations are the 1982 Planning Rule. The agency directives associated with these regulations state that the responsible official shall: (1) determine whether proposed changes to a land management plan are significant or not significant in accordance with the requirements of sections 1926.51; (2) document the determination of whether the change is significant or not significant in a decision document; and (3) provide appropriate public notification of the decision prior to implementing the changes.

In the notice of intent to prepare an environmental impact statement and proposed action, the public was notified that a Forest Plan amendment would be part of this proposal and the decision. The public was advised of the need for this amendment and the effects of such amendments were analyzed in the Revised FEIS.

My decision to designate motor vehicle use on the Tonto National Forest, as detailed in the “Decision” section of this document, is consistent with Forest Plan goals and objectives, standards and guidelines, as documented in the Revised FEIS, with the following two exceptions:

- **Nonsignificant forestwide Forest Plan amendment:** This amendment will prohibit motor vehicle travel off designated roads, trails, and outside open riding areas where

such motor vehicle use is currently permitted to comply with the Final Travel Management Rule.

- **Nonsignificant management area Forest Plan amendments:** The recreation opportunity spectrum percentages will be updated to reflect the current condition across the Tonto National Forest and changed to match designated motor vehicle use in the decision. This applies to nearly every management area in the Forest Plan. While the percentages within classes of motorized use (semi-primitive motorized, rural, urban) and within classes of non-motorized use change from the 1985 inventory, the overall acreage of non-motorized areas increases slightly (1.9 percent), while the acreage for motorized areas decreases slightly (0.6 percent), as shown in table 1 of the Revised FEIS.

Appendix A of this decision contains specific amendment language related to these Forest Plan amendments.

Evaluation of Significance

The *National Forest Management Act* requires evaluation of whether proposed forest plan amendments would constitute a significant change in the long-term goods, outputs, and services projected for the national forest. The following criteria are used to determine the significance of forest plan amendments (Forest Service Manual 1926.51-52) associated with this decision.

Changes to the Forest Plan that are not significant and can result from:

Actions that do not significantly alter the multiple-use goals and objectives for long-term land and resource management:

- Adjustments of management area boundaries or management prescriptions resulting from further on-site analysis when adjustments do not cause significant changes in the multiple-use goals and objectives for long-term land and resource management;
- Minor changes in standards and guidelines; and
- Opportunities for additional management practices that will contribute to achievement of the management prescription.

Changes to the Forest Plan that are significant:

- Changes that would significantly alter the long-term relationship between levels of multiple-use goods and services originally projected (section 219.10(e) of the planning regulations in effect before November 9, 2000 (36 CFR parts 200 to 299, revised as of July 1, 2000)); and
- Changes that may have an important effect on the entire land management plan or affect land and resources throughout a large portion of the planning area during the planning period.

Conclusions

I have determined the Forest Plan amendments included in my decision:

- Do not significantly alter the multiple-use goals and objectives for long-term land and resource management;
- Do not cause significant changes in the multiple-use goals and objectives for long-term land and resource management;

- Represent minor changes in standards and guidelines;
- Provide opportunities for additional management practices that contribute to achievement of the management prescription;
- Do not alter the long-term relationships between the levels of goods and services projected in the Forest Plan; and
- Do not change land allocations or management direction for other elements of the Forest Plan.

Based on consideration of the factors above, and the analysis contained in the Revised FEIS, I determined that neither Forest Plan amendment is significant in the context of the *National Forest Management Act*. I hereby amend the Forest Plan with the nonsignificant amendments as detailed in appendix A of this decision.

Clean Air Act

The *Clean Air Act* of 1970 and its amendments provide for protecting and enhancing the Nation's air resources. The Federal and State ambient air quality standards are not expected to be exceeded as a result of implementing this decision. This action is consistent with the *Clean Air Act* as analyzed in the "Air Quality" sections of Revised FEIS.

Clean Water Act

The *Clean Water Act*, as amended, regulates dredging and filling freshwater and coastal wetlands. Section 404 (33 USC 1344) of the *Clean Water Act* prohibits discharging dredged or fill material into waters (including wetlands) of the United States without first obtaining a permit from the U.S. Army Corps of Engineers. Wetlands are regulated in accordance with Federal Non-Tidal Wetlands Regulations (sections 401 and 404). No dredging or filling is part of this action and no permits are required. In addition, my decision will improve conditions with respect to sedimentation on State-listed impaired streams as detailed in the "Hydrological Resources" and "Soil Resources" sections of chapter 3 of the Revised FEIS. This project is consistent with the *Clean Water Act*.

Endangered Species Act

The *Endangered Species Act* (16 USC 1531 *et seq.*) requires that any action authorized by a Federal agency does not jeopardize the continued existence of a threatened or endangered species, or result in the destruction or adverse modification of the critical habitat of such species.

On March 1, 2016, the Fish and Wildlife Service issued a biological opinion³¹ on the agency's biological assessment³² (AESO/SE 02EAAZ00-2014-F-0463), which identified that alternative C, with modifications, "may affect, is likely to adversely affect":

- Endangered southwestern willow flycatcher and its designated critical habitat;
- Threatened western distinct population segment of the yellow-billed cuckoo and its proposed critical habitat;
- Threatened narrow-headed gartersnake and its proposed critical habitat; and

³¹ This document can be found in the project record.

³² This document, which also contains consultation history for this project, can be found in the project record.

- Threatened northern Mexican gartersnake and its proposed critical habitat.

Alternative C, with modifications, “may affect, but is not likely to adversely affect” ten species:

- Endangered Arizona cliffrose;
- Endangered Arizona hedgehog cactus;
- Threatened Chiricahua leopard frog and its designated critical habitat;
- Endangered Gila chub and its designated critical habitat;
- Endangered Gila topminnow;
- Proposed threatened headwater chub;
- Threatened Mexican spotted owl and its designated critical habitat;
- Endangered ocelot;
- Proposed threatened roundtail chub; and
- Endangered Yuma clapper rail.

Alternative C, with modifications, is not likely to jeopardize the continued existence of the experimental, non-essential population of the Mexican wolf nor will there be any negative impacts to the Sonoran desert tortoise if implementation complies with the Sonoran Desert Tortoise Candidate Conservation Agreement.

Since the 2016 biological opinion was issued, Fish and Wildlife Service issued two final rules associated with species present on the Tonto National Forest:

On April 28, 2020, the Fish and Wildlife Service published proposed Northern Mexican Gartersnake Critical Habitat data (50 CFR Part 17, pp. 23608-23668) and then a Final Rule on Northern Mexican Gartersnake Critical Habitat on April 28, 2021 (50 CFR Part 17, pp. 22518-22580).

On Feb 27, 2020, the Fish and Wildlife Service published proposed Yellow Billed Cuckoo Critical Habitat data (50 CFR Part 17, pp. 11458-11594) and then a Final Rule on Yellow Billed Cuckoo Critical Habitat on April 21, 2021 (50 CFR Part 17, pp. 20798-21005).

After a review of these changes by the Tonto National Forest Wildlife Biologist, in communication with species leads at the Fish and Wildlife Service, it was determined that there is no need for reinitiation of consultation and the 2016 biological opinion is still valid³³.

Analysis of the effects to listed species and compliance with the *Endangered Species Act* can be found in the “Wildlife and Plant Habitat Resources” section of chapter 3 in the Revised FEIS

National Historic Preservation Act

Section 106 of the *National Historic Preservation Act* requires Federal agencies to consider the potential effects of a preferred alternative on historic, architectural, or archaeological resources that are eligible for inclusion on the National Register of Historic Places and to afford the President’s Advisory Council on Historic Preservation an opportunity to comment. Section 110

³³ Detailed information about this review and subsequent findings can be found in the project record: “20210701_WildlifeSupplimentalInformation_ESA2021”.

of the act requires Federal agencies to identify, evaluate, inventory, and protect National Register of Historic Places resources on properties they control. Potential impacts to archaeological and historic resources have been evaluated and will continue to be evaluated for routes still requiring clearance, in compliance with section 106 of the *National Historic Preservation Act*.

The Southwestern Region of the Forest Service developed a programmatic agreement with the State Historic Preservation Office in which Tonto National Forest personnel outlined a plan to complete National Register of Historic Places evaluations prior to project implementation for all unevaluated cultural sites located in the area of potential effect. The programmatic agreement allows each national forest in the region to sign a decision with a designated system of roads, trails, and areas and implement this system over time by including these aforementioned routes and areas on the motorized vehicle use map as they are cleared for cultural resource impacts. Analysis of the effects to cultural resources and compliance with the National Register of Historic Places can be found in chapter 3 of the Revised FEIS in the “Heritage Resources” and “Contemporary Indian Uses” sections.

Other Laws and Executive Orders

Executive Order 11644, as Amended by Executive Order 11989

These executive orders seek to ensure that use of off-road vehicles on public lands is controlled and directed to protect resources, promote the safety of all users of those lands, and minimize conflicts among the various users of those lands. The purpose and need for this project addresses these elements by seeking to comply with the Final Travel Management Rule. The action alternatives address resource protection, user safety, and conflict among Tonto National Forest users in different ways. The effects of the alternatives with respect to these objectives are disclosed, by resource area, in the Revised FEIS. This decision complies with the terms of these orders.

Executive Order 12898

A specific consideration of equity and fairness in resource decision-making is encompassed in the issue of environmental justice. Executive Order 12898³⁴ provides that, “each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as

³⁴ On January 25, 2021, Executive Order 13985 (Advancing Racial Equity and Support for Underserved Communities Through the Federal Government) was published in the Federal Register and states “...Federal Government should pursue a comprehensive approach to advancing equity for all, including people of color and others who have been historically underserved, marginalized, and adversely affected by persistent poverty and inequality. Affirmatively advancing equity, civil rights, racial justice, and equal opportunity is the responsibility of the whole of our Government” (p. 7009). Also published to the Federal Register on January 25, 2021 was Executive Order 13990 (Protecting Public Health and the Environment and Restoring Science To Tackle the Climate Crisis), which states “...the policy of my Administration to listen to the science; to improve public health and protect our environment; to ensure access to clean air and water; to limit exposure to dangerous chemicals and pesticides; to hold polluters accountable, including those who disproportionately harm communities of color and low-income communities; to reduce greenhouse gas emissions; to bolster resilience to the impacts of climate change; to restore and expand our national treasures and monuments; and to prioritize both environmental justice and the creation of the well-paying union jobs necessary to deliver on these goals” (p. 7037). Then on February 1, 2021, Executive Order 14008 (Tackling the Climate Crisis at Home and Abroad) was published to the Federal Register and states, “It is the policy of my Administration to organize and deploy the full capacity of its agencies to combat the climate crisis to implement a Governmentwide approach that reduces climate pollution in every sector of the economy; increases resilience to the impacts of climate change; protects public health; conserves our lands, waters, and biodiversity; delivers environmental justice; and spurs well-paying union jobs and economic growth, especially through innovation, commercialization, and deployment of clean energy technologies and infrastructure” (p. 7622). Currently, the analysis in the Revised FEIS and my consideration in this decision demonstrate compliance with these Executive Orders.

appropriate, disproportionately high, and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.” No adverse effects from alternative C, with modification, have been identified on minority or low-income populations. Detailed analysis and compliance with this executive order can be found in the “Socioeconomics” section of chapter 3 of the Revised FEIS.

Executive Order 13443

This executive order directs Federal agencies to facilitate the expansion and enhancement of hunting opportunities and the management of game species and their habitat by working with state and Tribal wildlife agencies, considering economic and recreational values of hunting, and evaluating the effect of agency actions on hunting participation. This decision is a result of direct cooperation and coordination with the Arizona Game and Fish Department, along with consultation with Fish and Wildlife Service, on the issue of motorized use for big game retrieval. As detailed in the “Game and Nongame Species” section of chapter 3 in the Revised FEIS, effects to hunters and their satisfaction were analyzed and were taken into account in making my decision.

Implementation

This decision designates motor vehicle use on the Tonto National Forest. Prior to implementation of this decision, it will be necessary to prepare a Motor Vehicle Use Map (MVUM), in compliance with the Final Travel Management Rule. For successful compliance with my decision, I understand the need to mark and number routes and areas where motor vehicle use is permitted for the general public. This will require partnerships with user groups, along with identifying priority areas as we begin this task. Prior to the release of the MVUM, Tonto National Forest personnel will develop management objectives and specific trail maintenance standards for motored trails, determine a numbering system for motorized trails, and provide all roads and motorized trails with appropriate signs and markers. This is critical to the success of implementing my decision and assisting the public in understanding these forestwide changes.

Before the designated trails to existing, dispersed camping sites will be shown on the MVUM and made available for public use, they will need to be surveyed for cultural resources and appropriate consultation performed. Some routes will also need physical surveys to make sure they are not within congressionally designated areas, inventoried roadless areas, or special management areas that restrict the use of motor vehicles. Routes pose a threat to resources, including cultural and wildlife, may not be designated for motor vehicle use, resulting in them not being displayed on the MVUM. After these routes are determined to pose a threat, they may need to be rerouted or decommissioned to protect cultural and prehistoric sites and certain wildlife habitat. Rerouting or decommissioning may require additional environmental analysis in compliance with the National Environmental Policy Act. These survey requirements will also be required for all unauthorized routes that have been designated by my decision but have not yet been surveyed, such as many of the single-track routes accidentally omitted from analysis in the DEIS as indicated in the Revised FEIS. Additionally, the areas for designated motor vehicle use which have not been surveyed for cultural resources will need survey and appropriate consultation prior to inclusion in the MVUM.

Additional field survey and environmental analysis prior to implementation may also need to occur for the following activities, as necessary:

- Placement of fencing and gates to implement the three additional permit zones;

- Actively decommissioning routes where ground disturbance will be necessary to permanently remove these routes;
- Rehabilitation of routes not designated as part of my decision³⁵;
- Placement of fencing, gates, and signs to implement administrative-use-only routes or those under special road use permit; and
- Any additional ground-disturbing activities not already covered in my decision.

I recognize that the mapping and related database information used to inform this decision is not completely accurate and some routes “on-the-ground” are not accurately depicted on the maps used to inform this ROD. A series of maps showing the designated roads and motorized trails have been developed that show the locations of the designated routes along with the designated vehicle class for each route, when applicable. These maps represent the best location information available to the forest within our geographical information systems (GIS) and the information is considered to be 95 percent accurate. Given this mapping uncertainty and the large number of designated route miles in this decision (4,215), there are perhaps as many as 200 miles of routes not accurately shown on the maps. As evidenced by the numerous comments received about the inaccurate depiction of specific routes on the maps, there will be a need to continually interpret the mapping and the routes, as they are on-the-ground, during implementation and make changes. Any changes to the mapping or designation of motorized routes will be done to ensure that the changes are within the scope of analysis contained within the Revised FEIS and support the desired condition to provide a motorized transportation system that is managed and sustainable while minimizing the impacts to the natural resources are required by the Final Travel Management Rule. When it is determined by forest Line Officers that changes do not fall within the scope of analysis, additional consideration will be required in accordance with NEPA and other pertinent regulations.

I intend to update the mapping as frequently as practical to continually improve our mapping and route signing to ensure the public is aware of the legal motorized route system. Changes to the mapping that affect public motorized travel will be displayed on the Motor Vehicle Use Map in accordance with the Final Travel Management Rule. Some minor changes to the designated routes based on mapping or database errors have been discovered by Forest Service staff since release of the Revised FEIS. In consultation with my staff, I have determined that these minor changes are within the scope of analysis contained in the Revised FEIS and will lead to a more manageable and sustainable system. These minor changes are shown in Table 11 and are depicted on the maps associated with this decision³⁶.

To prioritize the identified for decommissioning in my decision, we will focus this work on a district level, working with the public and our resource specialists to determine where the greatest needs are for resource protection. Twelve access routes identified in the Resolution Baseline Hydrological and Geotechnical Data Gathering Activities Project³⁷ are designated for decommissioning in my decision. These routes will be decommissioned at the termination of that project, likely within ten years from project initiation, as indicated in that project’s decision. Prior to being decommissioned, the 12 routes will not show on the motor vehicle use map as open to the public for motorized access.

³⁵ These could include unauthorized routes that were analyzed in the Revised FEIS or that are subsequently discovered after this decision is signed.

³⁶ These maps can be found on the project website: <https://www.fs.usda.gov/project/?project=28967>

³⁷ A detailed list of these routes can be found in the project record.

As previously indicated, this decision will prohibit motorized access on the segments of Forest Service Road 203, also known as the Cherry Creek Road, within the boundary of the Sierra Ancha Wilderness until such time as they are no longer within designated wilderness. At such time that this happens or if these route segments are otherwise authorized by Congressional action, it will be opened and designated as a full-sized motorized trail. The effects of both of these actions have been described in chapter 2 and analyzed by resource area in chapter 3 in the Revised FEIS.

This decision will prohibit motorized access on a segment of Forest Service Road 393, also known as the Powerline Road, within the boundary of the Mazatzal Wilderness. At such time that this happens or if these route segments are otherwise authorized by Congressional action, it will be opened and designated as a maintenance level 2 road. With this Congressional change, the need to provide maintenance level 2 road access for powerline maintenance and listed species management originating from east of Bartlett Lake will no longer be necessary. At such time, Forest Service Road 393 will be designated a full-sized motor vehicle trail from its intersection with route 3456 to its intersection with Forest Service Road 2138. From Forest Service Road 2138 to the intersection with Forest Service Road 627, Forest Service Road 393 will be designated as a maintenance level 2 road to provide access for listed species management. The effects of these actions have been described in chapter 2 and analyzed by resource area in chapter 3 in the Revised FEIS.

Forest Service Road 708, also known as Fossil Creek Road, enters the Tonto National Forest from the Coconino National Forest at the Fossil Creek Bridge. Much of this road is currently closed by emergency order—enforced by a gate just past the Waterfall Trailhead—due to rock fall in the canyon above the river. From the bridge to the gate the road is suitable for passenger vehicles. I have decided to designate this section of the road for public access. The remainder of this route, within the Tonto National Forest, is addressed in the Record of Decision for the Comprehensive River Management Plan for the Fossil Creek Wild and Scenic River, which indicates that the road could be repaired and opened for use after a detailed engineering study has been completed. Additionally, the Fossil Creek decision indicates that if the road is determined adequate for use, it would be limited to permitted use only and would not show on the MVUM.

The draft implementation strategy³⁸ for the management of motorized trails will be the basis for implementing and managing the 2,671 miles of designated trails in this decision. I see this document, and the implementation process for motorized trails, as an iterative process in which we work with the public and partners to effectively manage the motorized route system on the forest.

As I have stated before, my decision is not the end of planning for motor vehicle use management on the Tonto National Forest but a new beginning. My decision does not preclude future options of designating additional areas as open to cross-country motorized access or establishing designated motorized roads, trails, or areas, nor will it preclude me from decreasing the size and specific location of motorized use across the Tonto National Forest. I fully commit to additional motorized route planning and making changes to motorized use management through the National Environmental Policy Act to continue improving Tonto National Forest

³⁸ Made available along with the draft environmental impact statement electronically at: <http://data.ecosystem-management.org/nepaweb/fs-usda-pop.php?project=28967>.

access and motorized recreation and protecting Tonto National Forest resources for current and future generations.

Implementation Date

Implementation of this decision will begin upon the date of my signature to this decision. As described within this ROD, there are a number of tasks and actions to be completed in order to properly prepare a Motor Vehicle Use Map (MVUM). Once a MVUM, as directed by the Final Travel Management Rule, has been prepared and is available, it will be provided free of charge to the public. Additionally, once the MVUM is made available, motor vehicle use and other aspects of this decision not in compliance with my decision via the MVUM will be enforced.

Administrative Review Opportunities

This decision has been made in accordance with the Pre-decisional Administrative Review Process (Objection Process) pursuant to *36 CFR 218*, Subparts A and B³⁹. This decision is not subject to further administrative review by the Forest Service or the Department of Agriculture (*36 CFR 218.JJ(b)(2)*).

Contact Person

For additional information concerning this decision or the Forest Service administrative review process, you may contact Greg Schuster, Forest Recreation Program Manager, at the Tonto National Forest Supervisor's Office at 2324 E. McDowell Road, Phoenix, AZ, 85006; or you may call (602) 225-5200.

Signature and Date



Neil Bosworth
Forest Supervisor
Tonto National Forest

October 5, 2021

Date

³⁹ See the Public Involvement section of this decision and the project record for more information on how the forest complied with this objection process.

Appendix A: Amendments to the Forest Plan

In order to comply with the Final Travel Management Rule, the Tonto National Forest Plan would need to be amended as identified in Table 12.

Table 13. Forest Plan amendments necessary to comply with the Final Travel Management Rule

Forest Plan Section/Subsection	Page	Plan Amendment
Public Issues and Management Concerns/Off-Road Vehicle (ORV) Use	13	<p>Remove following text:</p> <p>“* Open areas are primarily located in the pinyon-juniper and ponderosa-pine types of the Payson and Pleasant Valley Ranger Districts.</p> <p>** The ORV policy in the desert will be implemented gradually over the first ten years after the Plan is approved. Priorities for implementation will be in areas of highest use near the Phoenix metropolitan area.”</p>
Management Prescriptions/ Applicable to All Forest Areas	38	<p>Remove following text:</p> <p>“Annually revise and review off-highway vehicle (OHV) maps. Inform the public to ensure maximum volunteer compliance of motorized vehicle restrictions.”</p> <p>Replace with following text:</p> <p>“Annually review and update, as appropriate, the forest motor vehicle use map. Inform the public to ensure maximum volunteer compliance of motor vehicle restrictions.”</p>
Management Prescriptions/ Applicable to All Management Areas	48	<p>Remove following text:</p> <p>“Maintain all trails with numbers from 500 to 999 to Maintenance Level 1 (except those which are to be closed or are under permit) after all other trails have been maintained to their called-for maintenance level.”</p> <p>Replace with following text:</p> <p>“Maintain all designated motorized trails to standards identified in the <i>Draft Travel Management Implementation Strategy; Tonto National Forest – Phoenix, AZ</i>. Focus on partnership and volunteers to accomplish maintenance needs where appropriate.”</p>
Management Prescriptions/ Management Area 1D	60	<p>Remove following text:</p> <p>“Area is closed to off-road vehicle use unless posted as open.”</p>
Management Prescriptions/ Management Area 1E	62	<p>Remove following text:</p> <p>“OHV use prohibited unless posted as open.”</p>
Management Prescriptions/ Management Area 1F	67	<p>Remove following text:</p> <p>“OHV use prohibited unless posted as open.”</p>
Management Prescriptions/ Management Areas in 2D	82	<p>Remove following text:</p> <p>“OHV use prohibited unless posted as open.”</p>
Management Prescriptions/ Management Area 2F	86	<p>Remove following text:</p> <p>“OHV use prohibited unless posted as open.”</p>
Management Prescriptions/ Management Area 3F	105	<p>Remove following text:</p> <p>“OHV use prohibited unless posted as open.”</p>
Management Prescriptions/ Management Area 4D	129	<p>Remove following text:</p> <p>“OHV use allowed (except as noted above) unless posted as closed.”</p>

Forest Plan Section/Subsection	Page	Plan Amendment
Management Prescriptions/ Management Area 4F	140	Remove following text: “OHV use allowed unless posted as closed.”
Management Prescriptions/ Management Area 5D	153	Remove following text: “OHV use allowed unless posted as closed.”
Management Prescriptions/ Management Area 5D	159	Remove following text: “Do not exceed more than seven (7) miles of arterial and collector roads in each 5,000-acre management unit. Additional local or feeder roads necessary for timber harvest will be closed, waterbarred, and blocked with logging slash when no longer required for post-sale activities.”
Management Prescriptions/ Management Area 5G	165	Remove following text: “OHV use allowed unless posted as closed.”
Management Prescriptions/ Management Area 6F	180	Remove following text: “OHV use prohibited unless posted as open.”
Management Prescriptions/ Management Area 6J	194	Remove following text: “OHV use prohibited unless posted as open.”

Table 13 shows the specific changes to the Forest Plan relating to the recreation opportunity spectrum. In the 2016 FEIS, a detailed analysis of the recreation opportunity spectrum (ROS) can be found in the Recreation Resources section of Chapter 3. This section disclosed the direct, indirect, and cumulative effects from amending the Forest Plan to change the ROS percentages, by management area, across the forest. As detailed in the Final SEIS:

There are no direct effects of changing ROS classifications on other management activities, as changing ROS percentages within a management area does not affect non-recreation management, nor imply a change in desired condition. The effects of changing ROS classifications on other resources, as specified in the 2016 draft ROD, are indirect effects from the direct, indirect, and cumulative effects of travel designations for motorized and non-motorized public use, as detailed in all resource sections of the FEIS (p. 6).

For both the FEIS and the Final SEIS, the effects of amending the ROS across the forest are the same as the effects of the project’s travel designations.

P stands for primitive, SPNM for semi-primitive nonmotorized, SPM for semi-primitive motorized, RN for roaded natural, R for rural, and U for urban.⁴⁰

Table 14. Specific changes to the Forest Plan related to recreation opportunity spectrum by management area

Management Area	Page	Current ROS Text to be Deleted from Forest Plan	Replacement Text to be Added to Forest Plan
1E	62	P: 2% SP[NM]: 4% SPM: 70% RN: 24%	SPNM: 37.36% SPM: 30.09% RN: 32.56%

⁴⁰ For more information about the recreation opportunity spectrum classification system, see the “Recreation Resources” sections in the Revised FEIS.

Management Area	Page	Current ROS Text to be Deleted from Forest Plan	Replacement Text to be Added to Forest Plan
1F	67	P: 4% SP[NM]: 40% SPM: 38% RN: 18%	P: 0.63% SPNM: 44.44% SPM: 42.66% RN: 12.27%
1G	37	N/A ⁴¹	SPNM: 0.06% SPM: 26.63% RN: 73.31%
2C	79	P: 2% SP[NM]: 98%	SPNM: 94.75% SPM: 5.25%
2D	82	SP[NM]: 2% SPM: 58% RN: 40%	SPNM: 32.73% SPM: 25.52% RN: 71.75%
2E	84	SPM: 100%	SPNM: 83.71% SPM: 9.47% RN: 6.82%
2F	86	SP[NM]: 35% SPM: 39% RN: 24% R: 1% U: 1%	SPNM: 34.78% SPM: 41.15% RN: 19.27% R: 1.59% U: 3.21%
3E	103	SP[NM]: 100%	SPM: 91.26% RN: 8.74%
3F	105	SP[NM]: 24% SPM: 21% RN: 55%	SPNM: 30.84% SPM: 6.34% RN: 61.69% R: 1.13%
3H	110	SP[NM]: 100%	SPNM: 39.20% RN: 60.80%
3I	113	P: 1% SP[NM]: 42% SPM: 36% RN: 21%	P: 0.41% SPNM: 35.99% SPM: 41.70% RN: 21.90%
4D	129	SP[NM]: 1% SPM: 55% RN: 38% R: 2% U: 4%	P: 2.69% SPNM: 21.63% SPM: 32.43% RN: 33.19% R: 4.22% U: 5.83%
4E	137	SP[NM]: 100%	SPNM: 100%
4F	140	SP[NM]: 24% SPM: 46% RN: 26% R: 2% U: 2%	P: 1.27% SPNM: 12.20% SPM: 60.82% RN: 17.89% R: 3.05% U: 4.77%

⁴¹ Acreage for this area were included in Management Areas 1E and 1F of the Forest Plan.

Management Area	Page	Current ROS Text to be Deleted from Forest Plan	Replacement Text to be Added to Forest Plan
5D	153	SP[NM]: 23% SPM: 40% RN: 36% U: 1%	SPNM: 7.62% SPM: 62.40% RN: 29.39% R: 0.59%
5E	161	SP[NM]: 27% SPM: 32% RN: 41%	SPNM: 19.89% SPM: 27.43% RN: 52.68%
5F	163	SPM: 100%	SPNM: 81.79% RN: 18.21%
5G	165	SP[NM]: 41% SPM: 46% RN: 12% U: 1%	P: 0.03% SPNM: 21.41% SPM: 62.59% RN: 13.38% R: 2.60%
6C	175	SP[NM]: 63% SPM: 37%	SPNM: 59.76% SPM: 26.18% RN: 14.07%
6D	177	SP[NM]: 80% SPM: 20%	P: 71.31% SPNM: 28.69%
6E	178	SP[NM]: 80% SPM: 20%	SPNM: 76.38% R: 23.62%
6F	180	SP[NM]: 1% SPM: 14% RN: 84% R: 1%	P: 0.80% SPNM: 9.48% SPM: 0.38% RN: 88.20% R: 1.14%
6J	194	SP[NM]: 37% SPM: 33% RN: 27% R: 3%	SPNM: 25.90% SPM: 46.40% RN: 24.42% R: 3.28%