



UNITED STATES  
DEPARTMENT OF THE INTERIOR  
BUREAU OF LAND MANAGEMENT  
MANUAL TRANSMITTAL SHEET

Release

Date

Subject

16XX – TRAVEL AND TRANSPORTATION MANAGEMENT

1. **Explanation of Material Transmitted:** This release transmits a revised Travel and Transportation Management Manual which replaces Manual 8342, Release 8 – 20. This Manual revision provides general policy, direction, and guidance for travel and transportation management planning on the public lands and related waters under the administration of the Bureau of Land Management.

This revised Manual provides travel and transportation management policy direction to supplement the planning and resource management planning regulations set forth in 43 CFR Part 1600.

2. **Reports Required:** None.
3. **Material Superseded:** This release supersedes by this release is listed under “REMOVE” below. No other directives are superseded.
4. **Filing Instructions:** File as directed below.

**Remove:**  
All of 8342 (Rel.8-20)  
(Total: 30 Sheets)

**Insert:**  
All of 16xx  
(Total: 26 Sheets)

Assistant Director,  
Renewable Resources and Planning

# 16XX – TRAVEL AND TRANSPORTATION MANUAL

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### .01 **Purpose.**

This manual section provides policy guidance for incorporating the Bureau of Land Management's (BLM) Travel and Transportation Management (TTM) planning decisions into the land use planning process and implementation actions. TTM is an interdisciplinary approach to travel and transportation planning and management that addresses resource uses and associated access to public lands and waters, including motorized, non-motorized, mechanical and animal-powered modes of travel. TTM includes developing and maintaining a transportation infrastructure system that is addressed in the 9110 Manual and Handbook.

### .02 **Objectives.**

The objectives of BLM's TTM are to:

- A. Establish a long-term, sustainable, multi-modal transportation system of roads, primitive roads, and trails that addresses public and administrative access needs to and across BLM-managed lands and waters.
- B. Support the agency's mission and land use planning goals and objectives to provide for resource management, public and administrative access, and transportation needs.
- C. Manage travel and transportation on the public lands and waters in accordance with law, Executive Order, proclamation, regulation, and policy.

### .03 **Authority.**

The following is a list of major legal authorities relevant to the BLM land use planning process; it is not an inclusive list of all BLM authorities.

- A. The Federal Land Policy and Management Act of 1976 (FLPMA), as amended, 43 U.S.C. 1701 *et seq.*, provides the authority for the BLM land use planning.
  1. Sec. 102 (a) (7) and (8) sets forth the policy of the United States concerning the management of the public lands.
  2. Sec. 201 requires the Secretary of the Interior to prepare and maintain an inventory of the public lands and their resource and other values, giving priority to areas of critical environmental concern (ACEC), and, as funding and workforce are available, to determine the boundaries of the public lands, provide signs and maps to the public, and provide inventory data to State and local governments.
  3. Sec. 202 (a) requires the Secretary, with public involvement, to develop, maintain, and when appropriate, revise land use plans that provide by tracts or areas for the use of the public lands.
  4. Sec. 202(c)(1-9) requires that, in developing land use plans, the BLM shall use and observe the principles of multiple use and sustained yield; use a systematic

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interdisciplinary approach; give priority to the designation and protection of areas of critical environmental concern; rely, to the extent it is available, on the inventory of the public lands;

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5. consider present and potential uses of the public lands; consider the relative scarcity of the values involved and the availability of alternative means and sites for realizing those values; weigh long-term benefits to the public against short-term benefits; provide for compliance with applicable pollution control laws, including State and Federal air, water, noise, or other pollution standards or implementation plans; and consider the policies of approved State and tribal land resource management programs, developing land use plans that are consistent with State and local plans to the maximum extent possible consistent with Federal law and the purposes of this Act.

6. Sec. 202 (d) provides that all public lands, regardless of classification, are subject to inclusion in land use plans, and that the Secretary may modify or terminate classifications consistent with land use plans.

7. Sec. 202 (f) and Sec. 309 (e) provide that Federal, State, and local governments and the public be given adequate notice and an opportunity to comment on the formulation of standards and criteria for, and to participate in, the preparation and execution of plans and programs for the management of the public lands.

8. Sec. 302 (a) requires the Secretary to manage BLM lands under the principles of multiple use and sustained yield, in accordance with available land use plans developed under Sec. 202 of FLPMA. There is one exception: where a tract of the BLM lands has been dedicated to specific uses according to other provisions of law, it shall be managed in accordance with such laws.

9. Sec. 302 (b) recognizes the entry and development rights of mining claimants, while directing the Secretary to prevent unnecessary or undue degradation of the public lands.

10. Sec. 603(a) required the Secretary to conduct a review of roadless areas having wilderness characteristics and report to the President regarding the suitability or nonsuitability of each area for preservation as wilderness. Until Congress determines which of these areas shall be designated as wilderness, and subject to certain existing uses, the Secretary must manage these areas so as not to impair their suitability for preservation as wilderness.

B. The Omnibus Public Land Management Act of 2009 (Public Law 111-11) establishes the National Landscape Conservation System (NLCS) under BLM administration. The NLCS comprises all BLM managed national monuments, national conservation areas, wilderness study areas, components of the National Trails System segments, components of the National Wild and Scenic Rivers System, and components of the National Wilderness Preservation System

C. The National Environmental Policy Act of 1969 (NEPA), as amended, 42 U.S.C. 4321 *et seq.*, requires the consideration and public availability of information regarding the environmental impacts of major Federal actions significantly affecting the quality of the human environment. This includes the consideration of alternatives and mitigation of impacts.

D. The Clean Air Act of 1990, as amended, 42 U.S.C. 7418, requires Federal agencies to comply with all Federal, State, and local requirements regarding the control and abatement of air pollution. This includes abiding by the requirements of State Implementation Plans.

E. The Clean Water Act of 1987, as amended, 33 U.S.C. 1251, establishes objectives to restore and maintain the chemical, physical, and biological integrity of the Nation's water.

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F. The Federal Water Pollution Control Act, 33 U.S.C. 1323, requires Federal land managers to comply with all Federal, State, and local requirements; administrative authorities; process; and sanctions regarding the control and abatement of water pollution in the same manner and to the same extent as any nongovernmental entity.

G. The Colorado River Basin Salinity Control Act, 43 U.S.C. 1593, requires a program for minimizing salt contributions to the Colorado River from BLM lands.

H. The Safe Drinking Water Act, 42 U.S.C. 201, is designed to make the Nation's waters "drinkable" as well as "swimmable." Amendments in 1996 establish a direct connection between safe drinking water and watershed protection and management. The Endangered Species Act (ESA) of 1973, as amended, 16 U.S.C. 1531 *et seq.*:

1. Provides a means whereby the ecosystems upon which endangered and threatened species depend may be conserved and provides a program for the conservation of such endangered and threatened species (Sec. 1531 (b), Purposes).

2. Requires all Federal agencies to seek to conserve endangered and threatened species and utilize applicable authorities in furtherance of the purposes of the Endangered Species Act (Sec. 1531 (c) (1), Policy).

3. Requires all Federal agencies to avoid jeopardizing the continued existence of any species that is listed or proposed for listing as threatened or endangered or destroying or adversely modifying its designated or proposed critical habitat (Sec. 1536 (a), Interagency Cooperation).

4. Requires all Federal agencies to consult (or confer) in accordance with Sec. 7 of the ESA with the Secretary of the Interior, through the Fish and Wildlife Service, and/or the National Marine Fisheries Service, to ensure that any Federal action (including land use plans) or activity is not likely to jeopardize the continued existence of any species listed or proposed to be listed under the provisions of the ESA, or result in the destruction or adverse modification of designated or proposed critical habitat (Sec. 1536 (a), Interagency Cooperation, and 50 CFR 402).

I. The Wild and Scenic Rivers Act, as amended, 16 U.S.C. 1271 *et seq.*, requires Federal land management agencies to identify potential river systems and then study them for potential designation as wild, scenic, or recreational rivers.

J. The Wilderness Act, as amended, 16 U.S.C. 1131 *et seq.*, authorizes the President to make recommendations to the Congress for Federal lands to be set aside for preservation as wilderness.

K. The Alaska National Interest Lands Conservation Act, (ANILCA), 16 U.S.C. 3101, *et seq.*, provides for the special designation of certain public lands in Alaska and conservation of their fish and wildlife values.

L. The Antiquities Act of 1906, 16 U.S.C. 431-433, protects cultural resources on Federal lands and authorizes the President to designate National Monuments on Federal lands.

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M. The National Historic Preservation Act of 1966, as amended (P.L. 89-665; 80 Stat. 915; 16 U.S.C. 470), extends the policy in the Historic Sites Act to include State and local as well as national significance, expands the National Register of Historic Places, and establishes the Advisory Council on Historic Preservation, State Historic Preservation Officers, Tribal Preservation Officers, and a preservation grants-in-aid program. Section 106 directs all Federal agencies to take into account effects of their undertakings (actions and authorizations) on properties included in or eligible for the National Register of Historic Places, and Section 110 sets inventory, nomination, protection, and preservation responsibilities for federally owned cultural properties. Section 106 of the act is implemented by regulations of the Advisory Council on Historic Preservation, 36 CFR Part 800. The 10 Western BLM States and Alaska comply with Section 106 of the Act according to a national Programmatic Agreement dated March 26, 1997.

N. The American Indian Religious Freedom Act of 1978, 42 U.S.C. 1996, establishes a national policy to protect and preserve the right of American Indians to exercise traditional Indian religious beliefs or practices. The Recreation and Public Purposes Act of 1926, as amended, 43 U.S.C. 869, *et seq.*, authorizes the Secretary of the Interior to lease or convey BLM lands for recreational and public purposes under specified conditions.

O. The National Trails System Act of 1968, as amended, P.L. 90-543, P.L. 110-229 and 16 U.S.C. 1241-1251, established a national system of recreation, scenic and historic trails and prescribed the methods and standards for adding components to the system.

P. The Land and Water Conservation Fund Act of 1965, as amended, 16 USC 4601 - 4601-11, establishes a national policy that “present and future generations be assured adequate outdoor recreation resources” and that “all levels of government and private interests . . . take prompt and coordinated action . . . to conserve, develop, and utilize such [their] resources for the benefit and enjoyment of the American people.” The Secretary of the Interior was directed to inventory, evaluate, and classify outdoor recreation facilities, and formulate and maintain a nationwide outdoor recreation plan.

Q. The Sikes Act, as amended, 16 USC 670a-670o and P.L. 90-465, authorizes a program for development of outdoor recreation facilities.

R. The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) of 2005, P.L. 109-59, authorizes funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes.

S. The Rehabilitation Act of 1973, as amended, 29 U.S.C. 794, Section 504 states that “no qualified individual with a disability in the United States shall be excluded from, denied the benefits of, or be subjected to discrimination under” any program or activity that either receives Federal financial assistance or is conducted by any Executive agency or the United States Postal Service.

T. The Architectural Barriers Act of 1968, as amended, 42 U.S.C. 4151, requires that buildings and facilities that are designed, constructed, or altered with Federal funds, or leased by a Federal agency, comply with Federal standards for physical accessibility.

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U. The Federal Coal Leasing Amendments Act of 1976, 30 U.S.C. 201 (a) (3) (A) (i), requires that coal leases be issued in conformance with a land use plan.

V. The Surface Mining Control and Reclamation Act of 1977, 30 U.S.C. 1201, *et seq.*, requires application of unsuitability criteria prior to coal leasing and also to proposed mining operations for minerals or mineral materials other than coal.

W. The Mineral Leasing Act of 1920, as amended, 30 U.S.C. 181, *et seq.*, authorizes the development and conservation of oil and gas resources.

X. The Onshore Oil and Gas Leasing Reform Act of 1987, 30 U.S.C. 181, *et seq.*, provides that a study be conducted by the National Academy of Sciences and the Comptroller General that results in recommendations for improvements which may be necessary to ensure the following are adequately addressed in Federal land use plans:

1. Potential oil and gas resources are identified;
2. The social, economic, and environmental consequences of exploration for and development of oil and gas resources are determined; and
3. Any stipulations to be applied to oil and gas leases are clearly identified.

Y. The General Mining Law of 1872, as amended, 30 U.S.C. 21, *et seq.*, allows the location, use, and patenting of mining claims on sites on public domain lands of the United States.

Z. The Mining and Mineral Policy Act of 1970, 30 U.S.C. 21a, establishes a policy of fostering the orderly development of economically stable mining and minerals industries and studying methods for reclamation and the disposal of waste.

AA. The Taylor Grazing Act of 1934, 43 U.S.C. 315, authorizes the Secretary of the Interior “to establish grazing districts, or additions thereto and/or to modify the boundaries thereof of vacant, unappropriated and unreserved lands from any part of the public domain . . . which in his opinion are chiefly valuable for grazing and raising forage crops[.] . . .” The Act also provides for the classification of lands for particular uses.

BB. The Public Rangelands Improvement Act of 1978, 43 U.S.C. 1901, provides that the public rangelands be managed so that they become as productive as feasible in accordance with management objectives and the land use planning process established pursuant to 43 U.S.C. 1712.

CC. The Wild and Free-Roaming Horse and Burro Act, as amended, 16 USC 1331-1340, provides that wild horses and burros shall be considered comparably with other resource values in formulating land use plans, and that management activities shall be undertaken with the goal of maintaining free-roaming behavior.

DD. Executive Orders 11644 (1972) and 11989 (1977) establish policies and procedures to ensure that off-road vehicle use shall be controlled so as to protect public lands.



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EE. Executive Order 12898 (Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations), 49 *Fed. Reg.* 7629 (1994), requires that each Federal agency consider the impacts of its programs on minority and low-income populations.

FF. Executive Order 13007 (Indian Sacred Sites), 61 *Fed. Reg.* 26771 (1996), requires Federal agencies to the extent practicable, permitted by law, and not clearly inconsistent with essential agency functions to:

1. Accommodate access to and ceremonial use of Indian sacred sites by Indian religious practitioners; and
2. Avoid adversely affecting the physical integrity of such sacred sites.

GG. Executive Order 13084 (Consultation and Coordination with Indian Tribal Governments) provides, in part, that each Federal agency shall establish regular and meaningful consultation and collaboration with Indian tribal governments in developing regulatory practices on Federal matters that significantly or uniquely affect their communities.

Executive Order 13112 (Invasive Species) provides that no Federal agency shall authorize, fund, or carry out actions that it believes are likely to cause or promote the introduction or spread of invasive species unless, pursuant to guidelines that it has prescribed, the agency has determined and made public its determination that the benefits of such actions clearly outweigh the potential harm caused by invasive species; and that all feasible and prudent measures to minimize risk or harm will be taken in conjunction with the actions.

HH. Executive Order 13195 (Trails for America in the 21st Century) provides, in part, that Federal agencies will work cooperatively with Tribes, States, local governments, and interested citizen groups to protect, connect, promote, and assist trails of all types throughout the United States.

II. Secretarial Order 3175 (incorporated into the Departmental Manual at 512 DM 2) requires that if Department of the Interior (DOI) agency actions might impact Indian trust resources, the agency must explicitly address those potential impacts in planning and decision documents, as well as consult with the tribal government whose trust resources are potentially affected by the Federal action.

JJ. Secretarial Order 3206 (American Indian Tribal Rights, Federal-Tribal Trust Responsibilities, and the Endangered Species Act) requires DOI agencies to consult with Indian tribes when agency actions to protect a listed species, as a result of compliance with ESA, affect or may affect Indian lands, tribal trust resources, or the exercise of American Indian tribal rights.

KK. Secretarial Order 3215 (Principles for the Discharge of the Secretary's Trust Responsibility) guides DOI officials by defining the relatively limited nature and extent of Indian trust assets, and by setting out the principles that govern the Trustee's fulfillment of the trust responsibility with respect to Indian trust assets.

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### .04 **Responsibility.**

A. The Deputy Director (Operations), through the Assistant Director, Renewable Resources and Planning, and the Assistant Director, Business and Fiscal Resources, is responsible for:

1. Establishing policy, goals, objectives, and procedures for travel and transportation planning and management on public lands and related waters within the framework of public law and Departmental policy.
2. Providing direction, management, and leadership relating to travel and transportation planning and management of public lands and related waters.
3. Communicating policy and management direction through the issuance and update of Manuals, Handbooks, and Instruction Memoranda.
4. Providing training opportunities for Field personnel through the National Training Center.
5. Identifying, addressing, and reconciling interrelationships, policy issues, and conflicts between travel and transportation planning and management and other programs.
6. Maintaining liaison with other Government agencies, permittees, concessionaires, user groups, and organizations concerned with travel and transportation planning and management on the public lands and related waters. The State Directors are responsible for:

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7. Implementing policy and providing statewide program coordination and guidance for travel and transportation planning, and management on the public lands, and related waters.

8. Reviewing, evaluating, and ensuring the accomplishment of approved Annual Work Plan items related to coordinating and guiding travel and transportation planning and management.

9. Providing program development and technical assistance to Field Offices to ensure travel and transportation planning and management goals and objectives are accomplished.

10. Maintaining liaison with other government agencies, permittees, concessionaires, user groups, and organizations concerned with travel and transportation planning and management in their respective states.

B. The State Directors are responsible for:

1. Implementing policy, and providing statewide program coordination, and guidance for travel and transportation planning and management on the public lands and related waters.

2. Reviewing, evaluating, and ensuring the accomplishment of approved Annual Work Plan items related to coordinating and guiding travel and transportation planning and management.

3. Providing program development and technical assistance to Field Offices to ensure travel and transportation planning and management goals and objectives are accomplished.

4. Maintaining liaison with other government agencies, permittees, concessionaires, user groups, and organizations concerned with travel and transportation planning and management in their respective states.

C. The District/Field Managers are responsible for:

1. Providing for the appropriate consideration of travel and transportation planning and management within the resource management planning and implementation process.

2. Managing, monitoring, evaluating, and ensuring accomplishment of the approved Annual Work Plan items related to coordinating and guiding the travel and transportation planning and management program.

3. Ensuring that individuals responsible for managing travel and transportation receive appropriate training.

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4. Developing, implementing, and monitoring actions related to travel and transportation planning and management.
5. Maintaining liaison with other government agencies, permittees, concessionaires, user groups, and organizations concerned with travel and transportation planning and management in the Field Office.
6. Ensuring travel and transportation planning and management is an interdisciplinary, collaborative process across all programs.
7. Managing transportation and travel use on BLM-administered public lands and related waters by allocating necessary personnel and resources to meet BLM administrative, commercial, educational, agricultural, casual, traditional, and recreational program objectives.
8. Developing, implementing, and monitoring travel and transportation implementation plans.
9. Maintaining liaison with tribal, local, state and federal agencies; partner and user groups; other organizations; and the general public concerned with travel and transportation planning and management in the resource area/Field Office.
10. Ensuring that the elements of the program are conducted in conformance with legal and professional standards.

### .05 References.

#### D. General References

1. 2 U.S.C. 1534 - State, Local and Tribal Government Input
2. 5 U.S.C. 552 - Public Information; Agency Rules, Opinions, Orders, Records, and Proceedings  
16 U.S.C. 1001 *et seq.* - Watershed Protection and Flood Prevention
3. 16 U.S.C. 1601 *et seq.* - Forest and Rangeland Renewable Resources Planning
4. 42 U.S.C. 4332 - Cooperation of Agencies  
Departmental Manual 512 DM 2 - Departmental Responsibilities for Indian Trust Resources
5. Departmental Manual 516 DM - NEPA Manual
6. BLM Manual 1601 - Land Use Planning
7. BLM Manual 2930 - Recreation Permits and Fees
8. BLM Manual 3800 - Mining Claims Under the General Mining Laws
9. BLM Manual 4180 - Rangeland Health Standards
10. BLM Manual 6840 - Special Status Species Management
11. BLM Manual 8110 - Identifying and Evaluating Cultural Resources
12. BLM Manual 8120 - Native American Consultation
13. BLM Manual 8130 - Planning for Uses of Cultural Resources
14. BLM Manual 8140 - Protecting Cultural Resources
15. BLM Manual 8351 - Wild and Scenic Rivers

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16. BLM Manual 8160 - Native American Coordination and Consultation
17. BLM Manual 8300 - Recreation Management
18. BLM Manual 8550 - Interim Management Policy for Lands Under Wilderness Review
19. BLM Manual 8560 - Management of Designated Wilderness Areas
20. BLM Manual 9100 - Facilities Planning, Design, Construction and Maintenance
21. BLM Manual 9114 - Trails
22. BLM Manual 9130 - Sign Manual
23. BLM Handbook H-1601-1 - Land Use Planning Handbook
24. BLM Handbook H-1790-1 - NEPA Handbook
25. BLM Handbook H-2930-1 - Recreation Permit Administration
26. BLM Handbook H-8120-1 - General Procedural Guidance for Native American Consultation
27. BLM Handbook H-8410-1 - Visual Resources Inventory
28. BLM Handbook H-8550-1 – Interim Management Policy for Lands Under Wilderness Review
29. BLM Handbook H-8560-1 – Management of Designated Wilderness Areas
30. BLM Handbook H-9114-1 - Trails
31. BLM Handbook H-9211-1 - Fire Management Activity Planning
32. BLM Handbook H-9214-1 - Prescribed Fire Management Handbook
33. BLM Technical Reference 9113-1 – Planning and Conducting Route Inventories
34. BLM Report - Roads and Trails Terminology Report
35. Executive Orders 11644 and 11989 – Off-Road Vehicle management policies
36. Executive Order 12088 - Federal Compliance with Pollution Control Standards
37. Executive Order 13195 – Trails for America
38. 36 CFR 800 - Protection of Historic and Cultural Properties
39. 40 CFR 1500 - Council on Environmental Quality
40. 43 CFR 4 - Department Hearings and Appeals Procedures
41. 43 CFR 1600 - Planning, Programming, Budgeting
42. 43 CFR 2200 - Exchanges: General Procedures
43. 43 CFR 2300 - Land Withdrawals
44. 43 CFR 2400 - Land Classification
45. 43 CFR 2520 - Desert Land Entries
46. 43 CFR 2530 - Indian Allotments
47. 43 CFR 2610 - Carey Act Grants
48. 43 CFR 2620 - State Grants
49. 43 CFR 2710 - Sales: Federal Land Policy and Management Act
50. 43 CFR 2740 - Recreation and Public Purposes Act  
43 CFR 2800 - Rights-of-way, Principles and Procedures
51. 43 CFR 2910 – Leases
52. 43 CFR 2920 - Leases, Permits, and Easements
53. 43 CFR 3100 - Oil and Gas Leasing
54. 43 CFR 3160 - Onshore Oil and Gas Operations
55. 43 CFR 3420 - Competitive Leasing

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56. 43 CFR 3461 - Federal Lands Review: Unsuitability For Mining
57. 43 CFR 3809 - Surface Management
58. 43 CFR 4100 - Grazing Administration
59. 43 CFR 4180 - Rangeland Health
60. 43 CFR 4740 - Wild Horses and Burros: Motor Vehicles and Aircraft
61. 43 CFR 5003 - Effect of Decisions
62. 43 CFR 6300 – Wilderness Management
63. 43 CFR 8340 - Off-Road Vehicles
64. 43 CFR 8342 - Off-Road Vehicles: Designation Procedures
65. 43 CFR 8364 - Visitor Services: Closure and Restriction Orders
66. 50 CFR 402 - Interagency Coordination--Endangered Species Act of 1973, as amended

### E. BLM Strategic Plans/Directives/Technical References

1. BLM's National Management Strategy for Motorized Off-highway Vehicle Use on Public Lands (January 2001).
2. National Mountain Bicycling Strategic Action Plan (BLM/WY/PL- 0303/001+1220).
3. National Scenic and Historic Trails Strategy and Work Plan (BLM-WO-GI-06-020-6250).
4. The BLM's Priorities for Recreation and Visitor Services (Purple Book May 2003).
5. BLM's Unified Strategy to Implement "BLM's Priorities for Recreation and Visitor Services" (January 2007).
6. Planning and Conducting Route Inventories (BLM Technical Reference 9113-1).
7. Roads and Trails Terminology, U.S. Department of the Interior, Bureau of Land Management, Washington D.C. 20240 (Technical Note 422).
8. United States Department of the Interior and United States Department of Agriculture. 2007. Surface Operating Standards and Guidelines for Oil and Gas Exploration and Development. "Gold Book" (BLM/WO/ST- 06/021+3071/REV07)

### .06 Policy.

#### A. Travel and Transportation Management Planning.

##### 1. Interdisciplinary Planning Approach

As is true for the entire BLM land use planning process, effective travel and transportation planning must use an interdisciplinary approach. This requires the consideration of travel and transportation management alternatives on other resources and the impact of managing other resources on travel and transportation management. These resources include soil, vegetation, water, air, wildlife, wildlife habitat, threatened and endangered species and cultural resources. Interdisciplinary teams involved in travel and transportation planning must be constructed to

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have the knowledge and expertise to adequately assess travel and transportation requirements and impacts in relationship to the management of these resources.

### 2. Land Use Plan Decisions.

The following decisions are required under the land use planning process pursuant to the regulations found in 43 CFR Part 1600.

#### a. Designation of Off-Highway Vehicle (OHV) Management Areas.

All public lands are required to have OHV area designations (see 43 CFR §8342.1). Areas must be designated as open, limited, or closed to motorized travel activities. Open, limited and closed areas are defined in 43 CFR §8340.0-5, (f), (g) and (h) respectively. Criteria for open, limited, and closed area designations are established in 43 CFR §8342.1.

Existing laws, proclamations, regulations, or Executive Orders may limit the use of the open area designation or impose additional requirements relating to travel and transportation planning and management in specific circumstances. Because of significant increases in OHV use on public lands and the development of new vehicle technologies, the designation of large areas that remain open to unregulated cross-country travel is no longer a viable management strategy. However, the BLM may consider designating open areas where unlimited or unregulated cross-country travel does not pose resource damage concerns or where use can be mitigated or reduced to an acceptable level.

For areas designated as limited, consideration must be given to a range of alternatives pursuant to NEPA and to a range of route specific limitations. More than one limitation may apply, including travel routes that will be limited to specific types or modes of travel, such as foot, equestrian, bicycle, and motorized; limited to existing roads and trails; limited to specifically designated roads and trails; limited to time or season of use; limited to certain types of vehicles (OHVs, motorcycles, all-terrain vehicles, and high clearance); limited to authorized or permitted vehicles or users; limited to BLM administrative use only; or other types of limitations (e.g. hunting access, game retrieval, and pull-out camping). In addition, provide specific guidance about the process for managing motorized vehicle access for authorized, permitted, or otherwise approved vehicles for those specific categories of motorized vehicle uses that are exempt from a limited designation (see 43 CFR §8340.0-5(a)(1-5)).

Before formal designation of routes in limited areas, motorized travel in these areas will be limited to existing roads, primitive roads and trails.

If a land use plan decision is made to protect the wilderness characteristics of lands outside of designated wilderness and wilderness study areas (WSA), then, at a minimum, the OHV area designation must limit travel to existing routes to prevent new routes from being created. OHV area designations for WSAs must comply with the Interim Management Policy and Guidelines for Lands Under Wilderness Review H-8550-1. Known existing routes on public lands must be documented and mapped. These data are the baseline for the BLM's use in crafting the travel and transportation network.

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Except as otherwise provided by law (e.g., ANILCA), congressionally designated wilderness areas are statutorily closed to motorized and mechanized use. Routes in these areas need to be identified, along with their mode of travel.

### b. Presidential and Congressional Designations.

Travel Management Plans must be completed for all national monuments and congressionally designated national conservation areas, national recreation areas, cooperative management and protection areas, outstanding natural areas, forest reserves, and the Conservation Lands of the California Desert (in accordance with the establishing statute or Presidential Proclamation).

Travel management plans must reference, incorporate, or be amended with provisions for applicable:

- National monument or national conservation area plans required by the Presidential proclamation or the act of Congress that established each national monument or national conservation area.
- National scenic and historic trails comprehensive management plans required by the National Trails System Act. Refer to the National Scenic and Historic Trails Manual and Handbook Series for supplemental guidance.
- National wild and scenic rivers comprehensive river management plans required by the Wild and Scenic Rivers Act. Refer to the Wild and Scenic Rivers Manual and Handbook Series for supplemental guidance.
- Wilderness management plans (non-motorized and non-mechanized trails only) required by the Wilderness Act. Refer to the Wilderness Manual and Handbook Series for supplemental guidance.

### c. Administrative Designations.

Management of existing and proposed scenic or backcountry byways, national recreation trails, national historic landmarks and other similar designations shall be addressed in resource management plans. These administrative designations should be consistent with the goals and objectives for the planning area.

### d. Water and Air.

Resource Management Plans shall address access across BLM-managed lands to federal- and state-owned waters and for aircraft landings on land and water.

### e. Authorized and Permitted Uses.

Authorizations or permits that include OHV activities shall address the use of OHVs as part of the authorization or permit. Authorized OHV activities may require an appropriate level of NEPA environmental analysis, should be compatible with the LUP goals, and may have use stipulations and limitations associated with the authorization or permit. NEPA analysis must include documentation that any required NHPA Section 106 consultation is complete. This includes travel over land, water, snow, and for landing of aircraft.



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### f. Temporary Closures and Restrictions.

The purpose of a temporary closure and restriction is to protect public health and safety, or prevent undue or unnecessary resource degradation due to unforeseen circumstances. Resource Management Plans (RMP) and Travel Management Plans (TMP) shall address temporary closures and restrictions of areas, roads, primitive roads and/or trails on public lands. The authority for issuing temporary closures and restrictions varies by Program. For example, in instances where OHV activities are causing considerable adverse effects to resources, temporary closures can be implemented under the authority of 43 CFR §8341.2 and §8364.1. RMPs and TMPs in these cases should include the following language.

Where off-highway vehicles are causing or will cause considerable adverse effects upon soil, vegetation, wildlife, wildlife habitat, cultural resources, historical resources, threatened or endangered species, wilderness suitability, other authorized uses, or other resources, the affected areas shall be immediately closed to the type(s) of vehicle causing the adverse effect until the adverse effects are eliminated and measures implemented to prevent recurrence.

The RMPs and TMPs should define thresholds in which OHV related temporary closures and restrictions would take place. The RMP and TMP should also consider the impacts associated with such temporary closures and restrictions as part of the environmental impact analysis. By describing and analyzing the criteria for OHV related temporary closures and restrictions as well as the impacts of taking those actions, future temporary closures and restrictions exercised under the identified parameters would not require further NEPA analysis. Actions taken to correct adverse effects from off-road vehicles, such as rehabilitation, will typically require additional NEPA analysis.

In cases where RMPs and/or TMPs do not address temporary closures and restrictions as described above, appropriate NEPA analysis will be required prior to the implementation of the temporary closure or restriction.

### g. R.S. 2477 Assertions.

Travel management planning is not intended to address the validity of any R.S. 2477 assertions. All RMPs and TMPs at a minimum should include the following statement with regard to R.S. 2477 assertions:

A travel management plan is not intended to provide evidence bearing on or addressing the validity of any R.S. 2477 assertions. R.S. 2477 rights are adjudicated through a separate, judicial and administrative process that is entirely independent of the BLM's planning process. Consequently, travel management planning should not take into consideration R.S. 2477 assertions or evidence. Travel management planning should be founded on an independently determined purpose and need that is based on resource uses and associated access to public lands and waters. At such time as a decision is made on R.S. 2477 assertions, the BLM will adjust its travel routes accordingly.

### 3. Delineating and Mapping Travel Planning Areas.

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An RMP may consider establishing travel planning areas (TPA). TPAs are a planning and management tool that may be used to address area-specific issues. TPAs may be used to identify where unique travel management circumstances require a particular focus, specific management prescriptions, or additional analysis. TPAs can also be used to separate specific areas from the larger planning area for a variety of reasons, such as the area's complexity or level of controversy, the need for higher-level public involvement, consideration of special resource characteristics, or manageability of the area. It may be necessary to defer road and trail decisions in TPAs and address them at a later date. When deferring road and trail decisions, the TPA is still required to have an OHV area designation. This deferral allows Field Offices to move forward and make road and trail selections for the transportation network in the rest of the planning area.

Field Offices may choose to establish and map TPAs or management zones (i.e., recreation management zones) that cover the entire planning area. Conversely, offices may choose not to delineate any TPAs if they are not needed for management purposes. All identified travel routes within TPAs must have a clearly identified purpose and need, and clearly defined activity types, modes of travel, and seasons or timeframes for allowable access or other limitations.

Travel and transportation planning goes beyond motorized or OHV activities and must address resource uses such as recreational, traditional, casual, authorized, commercial, and administrative; and accompanying modes and conditions of travel on the public lands. It is important to identify acceptable modes of access and travel for each travel management area, including over land, water, snow and fly-in access (remote airstrips and float planes). In delineating TPAs and developing management prescriptions for these areas, consider the following for allowing travel and establishing land use plan objectives for the area:

- Other resource values and uses, including administrative, recreation, energy, range, Wilderness, and commercial uses (Special Recreation Permits);
- Primary travelers; setting characteristics that are to be maintained (including recreation opportunity system and VRM settings, air quality [e.g., dust abatement mitigation], and sound [e.g., decibel level]); and
- Primary modes of travel allowed to accomplish the objectives and to maintain the setting characteristics.

### B. Travel and Transportation Management Plan Implementation Decisions.

A defined travel and transportation network (system of areas, roads, primitive roads and trails) should be completed during the development of the land use plan, to the extent practicable. If it is not practical to define or delineate the travel and transportation network during the land use planning process, a map of the known existing routes and travel network must be identified and a process established to select a final travel and transportation network within five (5) years. Possible reasons for not delineating the final network might be size or complexity of the area, controversy, incomplete data, or other constraints.

Travel management planning can either be completed within the resource management plan or deferred to an implementation plan. In either case, certain requirements must be met in the resource management plan (See Figure 1).

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Route Designation Limitations relating to WSAs and Areas With Wilderness Characteristics: In WSAs, motorized and mechanized use may be permitted to continue along existing routes identified in the wilderness inventory conducted in support of Sections 603 and 202 of FLPMA. In these cases, final route classification is delayed until Congressional action is taken or a land use plan decision is made to close those routes to motorized and mechanized use. Primitive roads and motorized/mechanized trails shall not be designated and classified as an asset within a wilderness study area or other lands that have been identified in the land use plan for the protection of their wilderness characteristics. Any motorized/mechanized linear transportation feature located within these areas will be identified in a transportation inventory as a motorized/mechanized “route.” These routes will be classified as a transportation asset and will be entered into the Facility Asset Management System (FAMS) if one of the following conditions is met:

- Congress designates the area as Wilderness and the routes are designated as non-motorized and non-mechanized trails, or
- Congress releases the WSA from Wilderness consideration and the routes are designated, or
- Wilderness characteristics have been identified through the land use planning process, and classifying the route does not affect the option to protect these wilderness characteristics, or
- An RMP decision is made to not protect the wilderness characteristics of an area outside a WSA or designated Wilderness area and the routes are designated.

In Alaska, where the BLM does not have discretionary authority to restrict subsistence activities to designated routes, the use of over the snow vehicles would not be regulated. The guidance concerning the designation of primitive roads, motorized/mechanized trails, and routes must be applied.

### 1. RMP Concurrent Travel Management Planning

If the TMP will be completed within the RMP, the TMP must be dealt with as an implementation action with the appropriate level of NEPA analysis. In the implementation portion of the RMP, a process must be established that identifies specific areas, roads, primitive roads and trails that will be available for public and administrative use, and specifies limitations placed on use.

Required products from this process include:

- a. Criteria to select or reject specific roads, primitive roads, and trails in the final travel management network; to add new roads, primitive roads or trails; and to specify limitations.
- b. A map of roads, primitive roads and trails for all travel modes and uses, including motorized, nonmotorized, and mechanized travel.

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- c. Definitions and additional limitations for specific roads, primitive roads and trails (defined in 43 CFR §8340.0-5(g)).
  - d. Guidelines for managing, monitoring, and maintaining the system. This includes provisions for the development of a sign plan, education/public information plan, enforcement plan, monitoring plan and the application of engineering best management practices.
  - e. Indicators to guide future plan maintenance, amendments, or revisions related to the travel management network.
  - f. Needed easements and rights-of-ways (to be issued to the BLM or others) to maintain the existing road, primitive road and trail network providing public land access.
2. Provisions for route decommission and rehabilitation of closed or illegal routes.
  3. Deferred Travel Management Planning

If the final travel and transportation network is to be deferred in the RMP, then the RMP documents the decision-making process used to develop the initial network, provides the basis for future management decisions, and helps set guidelines for making transportation network adjustments throughout the life of the plan. The following tasks should be completed in the RMP for each planning area or TPA:

- a. Produce a map of the known and existing network of existing roads and trails, including modes of travel;
- b. Define short-term management guidance for road and trail access and activities in areas or sub-areas not completed; and
- c. Identify any uncompleted travel and transportation tasks:
  - Outline additional data needs and a strategy to collect needed information;
  - Provide a clear planning sequence, including public process (focusing on user groups and stakeholders), initial route selection criteria, and constraints, for subsequent road and trail selection and identification;
  - Provide a schedule to complete the area or sub-area road and trail selection process; and
  - Identify any easements and rights-of-way (to be issued to the BLM or others) needed to maintain the preliminary or existing road and trail network.

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If the decision on delineating travel and transportation networks is deferred in the land use plan to the implementation phase, the work should be completed within five years of the signing of the Record of Decision (ROD) for the RMP.

Where a road and trail network cannot be included in a LUP, because cultural resources inventories cannot be accomplished in time, cultural resource staff must work closely with the Transportation and Environmental Planning staff to include a map of a preliminary travel network and short-term management guidelines, while establishing a strategy and schedule for completing the road and trail designation process within five years of completion of the LUP.

When completing the travel management plan (TMP), establish a process that identifies specific areas, roads, primitive roads and trails that will be available for public and administrative use, and specify any limitations placed on use. This process will include the same information as if the TMP were completed as part of the RMP including:

- a. Criteria to select or reject specific roads, primitive roads, and trails in the final travel management network; to add new roads, primitive roads or trails; and to specify limitations.
- b. A map of roads, primitive roads and trails for all travel modes and uses, including motorized, nonmotorized, and mechanized travel.
- c. Definitions and additional limitations for specific roads, primitive roads and trails (defined in 43 CFR §8340.0-5(g)).
- d. Guidelines for managing, monitoring, and maintaining the system. This includes provisions for the development of a sign plan, education/public information plan, enforcement plan, monitoring plan and the application of engineering best management practices.
- e. Indicators to guide future plan maintenance, amendments, or revisions related to the travel management network.
- f. Needed easements and rights-of-ways (to be issued to the BLM or others) to maintain the existing road, primitive road and trail network providing access to private or public land.
- g. Provisions for route decommission and rehabilitation of closed or illegal routes.

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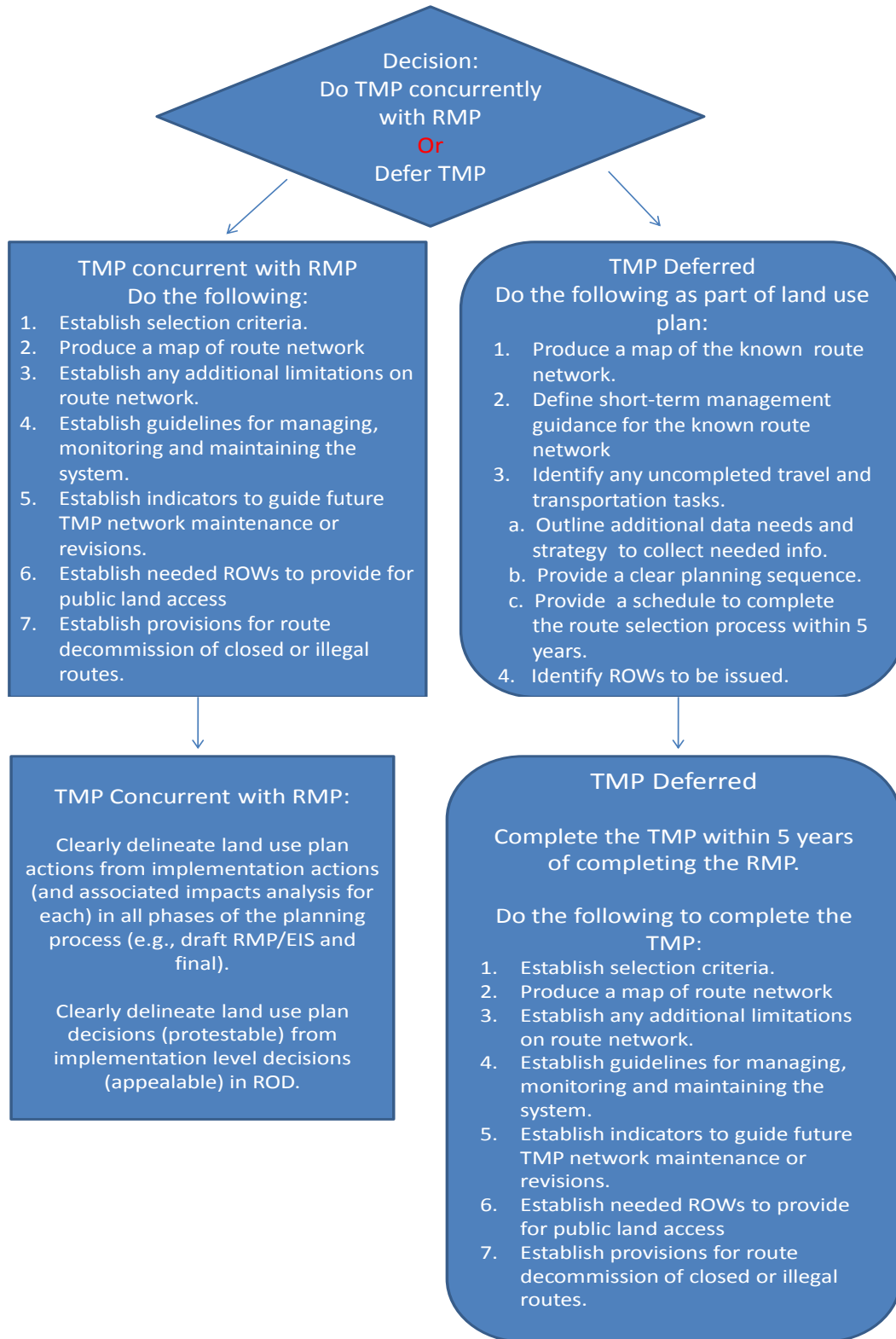


Figure 1

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### **.07 File and Records Maintenance.**

The BLM will establish and maintain case files in accordance with BLM Manual Section 1274. See BLM Manual Section 1271 for case disposition.

### **.08 Relationships to Other Planning Efforts and Resource Programs.**

#### Interdisciplinary Approach

Travel and transportation issues affect many resource management programs. Therefore, TTM encourages an interdisciplinary approach to integrating travel and transportation management with land use planning and resource management programs. Using an interdisciplinary approach can resolve or prevent resource conflicts and issues associated with travel to and across public lands. Tribal and Public input must be considered, including BLM Resource Advisory Councils and cooperating agencies, such as state fish and game departments.

Programs and plans that can be affected by TTM include:

- Recreation
- Cultural
- Wilderness
- Law Enforcement
- Habitat Management
- Range
- Lands
- Fire
- Forestry
- Energy
- Minerals
- Subsistence (Alaska)
- Threatened and Endangered Species
- Engineering
- Land Use Planning
- Invasive/Nonnative Species
- Visual Resources

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- .09 Glossary.

Following are definitions for terms and descriptions for acronyms used in this Manual. Also refer to definitions for terms used in FLPMA and other applicable laws and regulations. This glossary supplements but does not supersede the definitions in these applicable laws or regulations.

### Terms

-A-

Access: The opportunity to approach, enter, or cross public lands.

Accessible: A term used to describe a site, building, facility, or trail that complies with the Architectural Barriers Act Accessibility Standards (ABAAS) and can be approached, entered, and used by people with disabilities.

Administrative Access: A term used to describe access for resource management and administrative purposes such as fire suppression, law enforcement and military in the performance of their official duty, or other access needed to administrator BLM-managed lands.

All-Terrain Vehicle (ATV): A wheeled vehicle other than a snowmobile that is defined as having a wheelbase and chassis width of 50-inches or less, steered using handlebars, generally having a dry weight of 800- pounds or less, travels on three or more low-pressure tires, and has a seat designed to be straddled by the operator.

Architectural Barriers Act Accessibility Standards (ABAAS) - Design guidelines for providing access to a range of indoor and outdoor settings by people with disabilities.

Assets: An engineering term used to describe building and non-building facility and transportation constructions which include roads, primitive roads, and trails that are included in the Facility Asset Management System (FAMS). Assets are maintained through the annual and deferred maintenance programs. (See the Roads and Trails Terminology Report).

- a. *Road.* A linear route declared a road by the owner, managed for use by low-clearance vehicles having four or more wheels, and maintained for regular and continuous use.
- b. *Primitive Road.* A linear route managed for use by four-wheel drive or high-clearance vehicles. These routes do not customarily meet any BLM road design standards. Unless specifically prohibited, primitive roads can also include other uses such as hiking, biking, and horseback riding.

*Trail.* A linear route managed for human-powered, stock, or off-road vehicle forms of transportation or for historical or heritage values. Trails are not generally managed for use by four-wheel drive or high-clearance vehicles.



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-C-

Classification: The grouping of similar transportation features, e.g., roads, primitive roads and trails, to be entered into the BLM FAMS database.

-D-

Designation: The formal identification of public land areas and trails where off-road vehicle use has been authorized, limited, or prohibited through publication in the Federal Register. The types of designations used by the BLM are open, limited, or closed to off-highway vehicle use.

-F-

Facility: All or any portion of buildings, structures, site improvements, elements, and pedestrian route or vehicular ways located on a site. "Elements" are defined as "An architectural or mechanical component of a building, facility, space, or site." Generally includes things like toilets, picnic tables, grills, registration, etc. at a site (including a staging site).

Facility Asset Management System (FAMS): The BLM's national database which tracks asset inventory and maintenance needs.

-I-

Implementation Plan Decisions: Decisions that take action to implement Land Use Plan decisions; generally appealable to the Interior Board of Land Appeals (IBLA) under 43 CFR 4.410

Implementation Plan: A site-specific plan written to implement decisions made in a Land Use Plan. An implementation plan usually selects and applies best management practices to meet land use planning objectives. Implementation plans are synonymous with "activity" plans. Examples of implementation plans include interdisciplinary management plans, travel and transportation management plans, habitat management plans, recreation area management plans, and allotment management plans.

-M-

Mechanized Travel: Moving by means of mechanical devices such as a bicycle; not powered by a motor.

Motorcycle: Motorized vehicles with two tires and with a seat designed to be straddled by the operator. A motorcycle is capable of either on- or off-highway use.

Motorized Travel: Moving by means of vehicles that are propelled by motors, such as cars, trucks, off-highway vehicles (OHV), motorcycles, snowmobiles, and boats.

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Motorized Vehicles: Vehicles that are propelled by motors or engines, such as cars, trucks, off-highway vehicles, motorcycles, and snowmobiles.

-N-

Non-motorized Travel: Moving by foot, stock or pack animal, boat, or mechanized vehicle such as a bicycle.

-O-

Off-Highway Vehicle (OHV): OHV is synonymous with off-road vehicles (ORV). ORV is defined in 43 CFR 8340.0-5 (a): "Off-road vehicle means any motorized vehicle capable of, or designed for, travel on or immediately over land, water, or other natural terrain, excluding: 1) any non-amphibious registered motorboat; 2) any military, fire, emergency, or law enforcement vehicle while being used for emergency purposes; 3) any vehicle whose use is expressly authorized by the authorized officer, or otherwise officially approved; 4) vehicles in official use; and 5) any combat or combat support vehicle when used in times of national defense emergencies. OHVs generally include dirt motorcycles, dune buggies, jeeps, four-wheel drive vehicles, snowmobiles, and ATVs."

Official Use: Use by an employee, agent, or designated representative of the Federal government or one of its contractors, in the course of his employment, agency, or representation.

OHV Area Designations: Used by federal agencies in the management of OHVs on public lands. Refers to the land use planning decisions that permit, establish conditions, or prohibit OHV activities on specific areas of public lands. All public lands are required to have OHV designations (43 CFR 8342.1). The CFR requires all BLM-managed public lands to be designated as "open," "limited," or "closed to off-road vehicles," and provides guidelines for designation. The definitions of open, limited, and closed are provided in 43 CFR 8340.0-5 (f), (g), and (h), respectively.

- a. *Closed.* Motorized vehicle travel is prohibited in the area. Access by means other than motorized vehicle, such as mechanized or non-motorized use, is permitted. Areas are designated closed if closure to all vehicular use is necessary to protect resources, promote visitor safety, or reduce use conflicts (see 43 CFR 8340.05).
- b. *Open.* Motorized vehicle travel is permitted year-long anywhere within an area designated as "open" to OHV use. Open designations are used for intensive OHV use areas where there are no special restrictions or where there are no compelling resource protection needs, user conflicts, or public safety issues to warrant limiting cross-country travel (See 43 CFR 8340.05).
- c. *Limited.* Motorized vehicle travel within specified areas and/or on designated routes, roads, vehicle ways, or trails is subject to restrictions. The "limited" designation is used where OHV use must be restricted to meet specific resource management objectives. Examples of limitations include number or type of vehicles; time or season of use; permitted or licensed use only; use limited to designated roads and trails; or

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other limitations if restrictions are necessary to meet resource management objectives, including certain competitive or intensive use areas that have special limitations (see 43 CFR 8340.05).

Over-Snow Vehicle: An over-snow vehicle is defined as a motor vehicle that is designed for use over snow that runs on a track or tracks and/or a ski or skis, while in use over snow. An over-snow vehicle does not include machinery used strictly for the grooming of non-motorized trails.

-P-

Plan Amendment: The process of considering or making changes in the terms, conditions, and decision of approved plans. Usually only one or two issues are considered that involve only a portion of the planning areas. Preliminary Network: If a final travel and transportation network is not identified in the resource management planning process, the plan should include a preliminary network that will be identified for use until a final network is selected through a subsequent implementation plan.

-R-

Recreation Management Information System (RMIS): The official BLM database used for recording and tracking visitor use and acres with OHV area designations on BLM-managed lands.

Road, Primitive Road, and Trail Identification: The on-the-ground process used to implement the road and trail network selected in the Land Use Plan or implementation plan. This includes signs, maps, and other means of informing the public about requirements. Guidance on the identification requirements is in 43 CFR 8342.2 (c).

Road, Primitive Road, and Trail Selection: The process whereby the BLM chooses a network of roads, primitive roads, and trails that is available for motorized use and other access needs, including non-motorized and non-mechanized use consistent with the goals, objectives, and other considerations described in the Land Use Plan.

Routes: Generically includes all components of the transportation system. Any linear feature identified in a transportation inventory located within areas that have been identified as WSAs and/or those lands outside of WSAs with wilderness characteristics.

Route Classification: The BLM's transportation system includes a broad range of routes or linear assets classified as "roads, primitive roads and trails" within the BLM Facility Asset Management System (FAMS).

-S-

Snowmobile: A motorized vehicle that is designed for use over snow that runs on a track or tracks and uses a ski or skis for steering. A snowmobile does not include machinery used strictly for the grooming of non-motorized trails

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-T-

Temporary Limitations or Closures: Temporarily limiting use or closing areas and trails on public lands to off-highway vehicle use under the authority of 43 CFR 8341.2. Such limitations or closures are temporary in nature and therefore are not OHV designations.

Transportation Enhancement: Projects that include providing bicycle and pedestrian facilities; converting abandoned railroad rights-of-way into trails; preserving historic transportation sites; acquiring scenic easements; mitigating the negative impacts of a project on a community by providing additional benefits; and other non-motorized projects.

Transportation Linear Disturbances: Linear disturbances identify human-made linear features that are not part of the BLM's transportation system. Linear disturbances may include engineered (planned) as well as unplanned single- and two-track linear features.

Transportation Linear Features: Linear features represent the broadest category of physical disturbance (planned and unplanned) on the BLM managed lands. Transportation-related linear features include engineered roads and trails, as well as user-defined, non-engineered roads and trails, created as a result of the public use of the BLM managed lands. Linear features may include roads and trails identified for closure or removal as well as those that make up the BLM's defined transportation system.

Transportation Network: The network of roads, primitive roads, and trails (motorized and non-motorized) that are selected (recognized, designated, or authorized) for use through the travel and transportation planning process.

Transportation System: The roads, primitive roads, and trails designated as facility assets and maintained by the BLM.

Travel Planning Area (TPA): TPAs are polygons or delineated areas where travel management (either motorized or non-motorized) needs particular focus. These areas may be designated as open, closed, or limited to motorized use and will typically have an identified or designated network of roads, trails, ways, and other routes that provide for public access and travel across the planning area. All designated travel routes within TPAs should have a clearly identified need and purpose as well as clearly defined activity types, modes of travel, and seasons or times for allowable access or other limitations.

Travel Management Plan (TMP): The document that describes the decisions related to the selection and management of the Transportation Network. This document can be an appendix to a Resource Management Plan (RMP), incorporated in activity implementation plan (such as a Recreation Implementation Plan), or a stand-alone document after development of the RMP.

Travel and Transportation Management (TTM): A comprehensive approach to on-the-ground management and administration of travel and transportation networks of roads, primitive roads and trails. TTM consists of implementation of travel and transportation planning decisions, route inventory and mapping, signing area and route designations, education and interpretation,

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law enforcement, easement acquisition, monitoring activities, and other measures necessary for providing access to and across public lands for a wide variety of uses (including recreational, traditional, authorized, commercial, educational, and for other travel and transportation purposes), as well as all forms of motorized and non-motorized access or use, such as foot, pack stock or animal-assisted travel, mountain bike, off-highway vehicle, and other forms of transportation.

Travel and Transportation Planning (TTP): A comprehensive, interdisciplinary approach to travel and transportation planning for a wide variety of uses (including uses for recreational, traditional, authorized, commercial, educational, and other purposes), as well as all forms of motorized and non-motorized access or use, such as foot, pack stock or animal-assisted travel, mountain bike, off-highway vehicle, and other forms of transportation.

-U-

Utility Type (or Terrain) Vehicle (UTV): Any recreational motor vehicle other than an all-terrain vehicle, motorbike, or snowmobile designed for and capable of travel over unpaved roads, traveling on four or more low-pressure tires, maximum width is less than 74-inches, usually a maximum weight less than 2,000-pounds, or having a wheelbase of 94-inches or less. Utility type vehicles do not include vehicles specially designed to carry a person with disabilities.

-W-

Wilderness Study Area (WSA): A roadless area or island that was inventoried and found to have wilderness characteristics as described in Section 2 ( c) of the Wilderness Act of 1964 (78 stat. 891). Includes areas inventoried and studied prior to April 14, 2003 under the authority of Sections 201, 202 and 603 of the Federal Land Policy and Management Act. Includes legislative Wilderness Study Areas created by law.

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### Acronyms

<b>ANILCA</b>	Alaska National Interest Lands Conservation Act
<b>BLM</b>	Bureau of Land Management
<b>CFR</b>	Code of Federal Regulations
<b>EIS</b>	Environmental Impact Statement
<b>FAMS</b>	Facility Asset Management System
<b>FLPMA</b>	Federal Land Policy and Management Act
<b>FRN</b>	Federal Register Notice
<b>FTDS</b>	Federal Trail Data Standards
<b>GIS</b>	Geographic Information System
<b>ID</b>	Interdisciplinary Team
<b>LUP</b>	Land Use Plan
<b>NEPA</b>	National Environmental Policy Act
<b>NHT</b>	National Historic Trail
<b>NRT</b>	National Recreation Trail
<b>NST</b>	National Scenic Trail
<b>OHV</b>	Off-Highway Vehicle
<b>RMIS</b>	Recreation Management Information System
<b>RMP</b>	Resource Management Plan
<b>ROD</b>	Record of Decision
<b>ROS</b>	Recreation Opportunity Spectrum
<b>SRMA</b>	Special Recreation Management Area
<b>TPA</b>	Travel Planning Area
<b>TMP</b>	Travel Management Plan
<b>TTM</b>	Travel and Transportation Management
<b>TTP</b>	Travel and Transportation Planning
<b>UTV</b>	Utility Type (or Terrain) Vehicle
<b>WSA</b>	Wilderness Study Area