

DECISION RECORD

Missouri River Foothills Travel Management Plan

DOI-BLM-MT-B070-2015-11-EA

DECISION

It is my decision to approve the travel route designations described in Alternative C (Preferred) of the Missouri River Foothills Travel Management Plan (TMP) and Environmental Assessment (*DOI-BLM-MT-B070-2015-0011*). The table below provides a summary of these designations. A map of these designations is available for review at http://www.blm.gov/mt/st/en/fo/butte_field_office.html.

Existing Travel Routes	Route Types	Final Travel Route Designations				
		Open to all uses	Limited by Season Closed to Wheeled Motorized Vehicles Dec 2 – May 30	Limited to Administrative, Authorized & Non-Motorized uses Closed Yearlong to all other Wheeled Motorized Vehicles	Closed and Decommission	Totals
3 routes 2.56 miles	Roads	3 routes 2.56 miles	0 routes 0 miles	0 routes 0 miles	0 routes 0 miles	3 routes 2.56 miles
32 routes 13.43 miles	Primitive Roads	10 routes 3.45 miles	3 routes 3.22 miles	9 routes 4.11 miles	10 routes 2.65 miles	32 routes 13.43 miles
1 route 0.33 miles	Trails	0 route 0 miles	0 routes 0 miles	1 route 0.33 miles	0 routes 0 miles	1 route 0.33 miles
36 Routes 16.32 Miles	TOTALS	13 routes 6.01 miles	3 routes 3.22 miles	10 routes 4.44 miles	10 routes 2.65 miles	36 routes 16.32 miles

In addition to the route designations described in the table above, the following applies:

Over Snow Vehicle Use

Over Snow Vehicle (OSV) use is allowed on travel routes designated as “Open to all uses”, but only during the period between December 2 and May 30 each year. No cross-country OSV travel is allowed. Exceptions to these designations are listed in Section 2.4.1 of the TMP/EA.

Non-Motorized Use

Under this Travel Management Plan, people are allowed to walk or ride horses anywhere on public lands unless an area is closed for safety or specific resource protection (example: a historical site). Mountain biking is allowed on all designated routes in the travel network, except those scheduled to be “Closed and Decommissioned” or signed otherwise. Cross-country mountain bike use is not allowed anywhere in the area. All non-motorized users should understand that if a route is designated as “Closed and Decommissioned” it will not be maintained and could be rehabilitated at any time.

RATIONALE FOR DECISION

The Missouri River Foothills Travel Management Plan represents the optimal plan to improve the management of transportation and access on Bureau of Land Management lands in this area. It draws a reasonable balance between strong demands for diverse types of access and the resources that need protection.

In this Travel Management Plan, we outline a direction for transportation management, including the establishment of a designated travel route system. The Preferred Alternative (Alternative C) and the associated Travel Management Plan focus on priorities for managing travel and transportation, including:

- Establishing a comprehensive approach to travel and transportation management;
- Minimizing the effects of vehicular use on natural and cultural resources;
- Enhancing visitor access while minimizing user conflicts; and,
- Ensuring public health and safety.

PUBLIC INVOLVEMENT

Through formal scoping, and review of the draft EA, the public has been informed of the planning process and has provided us with valuable input on how the area should be managed to address a wide variety of issues and concerns, such as motorized and non-motorized uses, private land-owner desires, and access for recreational, commercial, authorized, and administrative purposes. I have considered all comments received on the draft EA; responses to substantive comments are in EA/TMP Appendix 5. This Travel Management Plan addresses the issues and concerns in a way that minimizes conflict and seeks to implement a management framework for an area where very little management existed previously.

MITIGATION

Each of the designated travel routes in the Missouri River Foothills Travel Management Plan will be subject to adaptive management and monitoring, as described on pages 62-70 of the Environmental Assessment (*DOI-BLM-MT-B070-2015-0011*). If problems with specific travel routes are identified, specific management actions (mitigation) will be employed, as described on pages 70-73 of the Environmental Assessment (*DOI-BLM-MT-B070-2015-0011*).

APPEALS

This decision may be appealed to the Interior Board of Land Appeals, Office of the Secretary, in accordance with the regulations contained in 43 CFR, Part 4. If an appeal is taken, your notice of appeal must be filed in this office, located at 106 North Parkmont, Butte, MT 59701, within 30 days from receipt of this decision. The appellant has the burden of showing that the decision appealed from is in error.

If you wish to file a petition (request) pursuant to regulation 43 CFR Part 4.21 (b) for a stay (suspension) of the effectiveness of this decision during the time that your appeal is being reviewed by the Board, the petition for a stay must accompany your notice to appeal. A petition for stay is required to show sufficient justification based on the standards listed below. Copies of the notice of appeal and the petition for a stay must also be submitted to the Interior Board of Land Appeals and to the appropriate Office of Solicitor (see 43 CFR 4.413) at the same time the original documents are filed with this office. If you request

Standards for Obtaining a Stay

Except as otherwise provided by law or other pertinent regulation, a petition for a stay of a decision pending appeal shall show sufficient justification based on the following standards:

1. The relative harm to the parties if the stay is granted or denied;
2. The likelihood of the appellant's success on the merits;
3. The likelihood of immediate or irreparable harm if the stay is not granted; and,
4. Whether the public interest favors a granting of the stay.

//SIGNED//

Scott Haight, Field Manager

September 3, 2015

Date