DECISION RECORD

Jefferson County Southeast Travel Management Plan

DOI-BLM-MT-B070-2013-18-EA

DECISION

It is my decision to approve the *Jefferson County Southeast Travel Management Plan*, as described in the Preferred Alternative (Alternative C) and Appendix B of the *Jefferson County Southeast Environmental Assessment (DOI-BLM-MT-B070-2013-18)*. The table below provides a summary of the final travel route designations made in this Travel Management Plan. A map of these designations is available for review at http://blm.gov/l1kd.

Travel Route Designations						
	Existing Travel Routes	Open to all uses	Limited Open with Restrictions to Wheeled Motorized Vehicles	Limited Administrative, Authorized & Non-Motorized uses Closed Yearlong to all other Wheeled Motorized Vehicles	Closed and Decommission	Totals
Roads	16 routes 13.3 miles	9 routes 11.1 miles	0 0	7 routes 2.2 miles	0 0	16 routes 13.3 miles
Primitive Roads	115 routes 52.8 miles	73 routes 37.4 miles	12 routes 4.9 miles	9 routes 7.2 miles	21 routes 3.3 miles	115 routes 52.8 miles
Trails	5 routes 1.6 miles	0 0	2 routes 1.5 miles	0 0	3 routes .1 miles	5 routes 1.6 miles
TOTALS	**136 Routes** **67.7 Miles**	**82 routes** **48.5 miles**	**14 routes** **6.4 miles**	**16 routes** **9.4 miles**	**24 routes** **3.4 miles**	**136 routes** **67.7 miles**

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

Over Snow Vehicle Use

Under this plan, between December 2 and May 15, with snow levels permitting, cross-country Over Snow Vehicle (OSV) travel would be allowed. However, the BLM recommends that OSV riders drive/ride on designated routes for their safety and to safeguard resources. It is the rider's responsibility to avoid locations where wind or topographic conditions may have reduced snow depth and created situations where damage to vegetation or soils could occur, or where vegetation is taller than the protective snow cover. Ecologically sensitive areas could be closed to snowmobiling if resource damage caused or exacerbated by snowmobile activity is found to be occurring in these areas.

Non-Motorized Use

Under this Plan, people would be 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 would be limited to all designated routes in the travel network, except on routes scheduled to be "Closed and Decommissioned" or signed otherwise. Cross-country mountain bike use would not be allowed. All non-motorized users should understand that if a route is designated as "Closed and Decommissioned" it would not be maintained and could be rehabilitated, abolishing all physical evidence of the route.

RATIONALE FOR DECISION

The *Jefferson County Travel Management Plan* represents our best attempt 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 Travel Management Plan (Appendix B) 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, including a public meeting, 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. This Travel Management Plan attempts to address 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 *Jefferson County Southeast Travel Management Plan* will be subject to adaptive management monitoring, as described on page 20 of Appendix B of the *Jefferson County Southeast Environmental Assessment.* If problems with specific travel routes are identified, specific management actions (mitigation) will be employed, as described on pages 54 -56 of Appendix B of the *Jefferson County Southeast Environmental Assessment.*

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.

Scott Haughey

Authorized Officer

April 02, 2014

Date