

## Attachment 2

### **Developing a Comprehensive Travel and Transportation Plan After Development of the Resource Management Plan**

For Travel Management Areas (TMA) in the Resource Management Plan (RMP) where site-specific route designations could not be made, additional travel and transportation management plans will need to be developed that define designated motorized and nonmotorized transportation networks. Field Offices may complete travel and transportation planning as separate implementation plans (activity plans) after the RMP planning process as needed to address complex or controversial management areas. Subsequent travel and transportation management plans may occasionally be developed for the entire Field Office or the District, or more commonly, may be developed to address site-specific, geographical areas such as Special Recreation Management Areas, TMAs, and others. These plans should be completed within 5 years of the signing of the Record of Decision (ROD) for the RMP.

#### A Comprehensive Travel and Transportation Management (CTTM) Plan will:

- Identify existing roads, primitive roads, trails, and related structures
- Indicate changes in the status of existing routes and areas
- Address needed improvements, signing, trailheads, and staging areas
- Identify maintenance intensities and legal access needs
- Address all modes of transportation and primary use
- Use an interdisciplinary approach to identify the resource effects
- Seek active public involvement throughout the planning process
- Produce a map depicting the final decisions
- Address the strategy informing/educating the user public
- Identify entry signing
- Address methods to physically sign designated routes

During the development of a CTTM plan, the BLM is seeking to balance access needs of motorized and nonmotorized users while sustaining the natural and cultural resources. During this site-specific planning, roads and trails will be analyzed and identified as open or closed to various types of use (foot, equestrian, bicycle, motorized, and others). Through site-specific planning, roads and trails will be inventoried, mapped, and analyzed as necessary to evaluate and designate the roads and trails as “open”, “seasonally open”, or “closed”. Site-specific planning could include identifying opportunities for trail construction or improvement of specific areas where intensive use may be appropriate. Intensive use areas may be identified with use restricted to designated trails under the limited designation. If an area is proposed for change from “limited” to “open,” a Land Use Plan amendment is required.

The planning steps in a separate implementation-level CTTM plan are similar to those found in the RMP process. In all instances, the environmental effects will be documented in an environmental assessment (EA) and decision record signed by the Field Managers. In general, the primary steps are as follows:

- Define the goals and objectives of the proposed CTTM plan.
- From inventory data, complete a map of the proposed planning area, and identify the baseline of roads, primitive roads, and trails.
- Hold scoping meetings. Notify the public of the objective of the proposed plan and of the meetings through local media, as appropriate, to reach the potentially affected publics. Involve Resource Advisory Councils, local government, State and Federal agencies, gateway communities, and local motorized and nonmotorized user group clubs, as applicable, to the planning area. Prepare a map or maps of the planning area to facilitate discussion in identifying public issues, concerns, and access needs.
- Prepare a clear and concise purpose and need statement and prepare the draft alternatives for the proposed CTTM plan or EA. Refer to the Land Use Planning Handbook (H-1601-1) for a list of items needed for the comprehensive travel and transportation plan.
- Send out the preliminary CTTM plan or EA with unsigned Finding of No Significant Impact (FONSI) for at least a 30-day public review.
- Consider public comments, complete the TTMP/EA and make the signed FONSI/Decision Record available for public review. Completion of the CTTM plan for an area will establish a transportation network for that particular area through the identification of roads, primitive roads, and trails as “open”, “open seasonally”, or “closed” for a particular use. Enter information regarding roads, primitive roads, and trails into Facility Asset Management System.
- Produce a map depicting the designated roads, primitive roads, and trails available for use.
- Implement decisions on the ground and implement corresponding public information, education, and signing efforts.