

## Attachment 6

### Definitions

**Adaptive Management:** A system of management practices based on clearly identified outcomes, including monitoring to determine if management actions are meeting outcomes; if not, facilitating management changes that will best ensure that outcomes are met or to reevaluate the outcomes. Adaptive management recognizes that knowledge about natural resource systems is sometimes uncertain, and that adaptive management is the preferred method of management in these instances.

**All-Terrain Vehicle (ATV):** A wheeled (3 or more wheels) or tracked vehicle, other than a snowmobile or work vehicle, designed primarily for recreational use or the transportation of property or equipment exclusively on undeveloped road rights-of-way, marshland, open country, or other unprepared surfaces.

**Benefits Based Management (BBM):** The ongoing process used by BLM planners and leisure service providers to identify desirable individual, social, economic, and environmental benefits derived from recreation experiences.

**Closed Off-highway Vehicle Designations:** Areas or trails 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).

**Cooperating Agency:** Assists the lead Federal agency in developing an Environmental Assessment or Environmental Impact Statement. The Council on Environmental Quality regulations implementing the National Environmental Policy Act define a cooperating agency as any agency that has jurisdiction by law or special expertise for proposals covered by NEPA (40 CFR 1501.6). Any Federal, State, or local government jurisdiction with such qualifications may become a cooperating agency by agreement with the lead agency.

**Comprehensive Travel and Transportation Management (CTTM):** Comprehensive travel management planning should address all resource use aspects (such as recreational, traditional, casual, agricultural, commercial, and educational) and accompanying modes and conditions of travel on the public lands, not just motorized or off-highway vehicle activities. In the resource management plan, travel management areas (polygons) should be delineated. Identify acceptable modes of access and travel for each travel management area (including over-land, over-water, over-snow and fly-in access [remote airstrips and float planes]). In developing these areas, consider the following:

- a. Consistency with all resource program goals and objectives;
- b. Primary travels;
- c. Objectives for allowing travel in the area;
- d. Setting characteristics that are to be maintained (including recreation opportunity system and visual resource management settings); and

- e. Primary means of travel allowed to accomplish the objectives and to maintain the setting characteristics.

**Facility Asset Management System (FAMS):** The BLM's official database for the management of transportation system assets.

**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 plan objectives. Implementation plans are synonymous with "activity" plans. Examples of implementation plans include interdisciplinary management plans, travel and transportation management plans, habitat management plans, and allotment management plans.

**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.

**Land Use Plan (LUP):** A set of decisions that establishes management direction for land within an administrative area, as prescribed under the planning provisions of the Federal Land Policy Management Act of 1976; an assimilation of land use plan-level decisions developed through the planning process outlined in 43 CFR 1600, regardless of the scale at which the decisions were developed.

**Land Use Plan Allocations:** The identification in a land use plan of the activities and foreseeable development that are allowed, restricted, or excluded for all or part of the planning area, based on desired future conditions.

**Land Use Plan Decisions:** Establishes desired outcomes and actions needed to achieve them. Decisions are reached by using the planning process in 43 CFR 1600. When these decisions are presented to the public as proposed decisions, they can be protested to the BLM Director. They are not appealable to the IBLA.

**Limited OHV Designations:** 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 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).

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

**Motorized Travel:** Moving by means of vehicles that are propelled by motors such as cars, trucks, OHVs, motorcycles, and boats.

**Nonmotorized Travel:** Moving by foot, stock or pack animal, boat, or mechanized vehicle such as a bicycle.

**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 nonamphibious 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.

**OHV Area Designations:** Refers to the land use plan 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.

**Off-Road Vehicle (ORV):** The legal term used in the CFR 8340 regulations. See the Off-Highway Vehicle definition.

**Open OHV Designations:** 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).

**Planning Criteria:** The standards, rules, and other factors that managers and interdisciplinary teams develop to form judgments about decision making, analysis, and data collection during planning. Planning criteria streamline and simplify the resource management planning actions.

**Preliminary Network:** If a final road and trails network is not identified in the RMP 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.

**Primitive Roads:** A linear route managed for use by four-wheel drive or high-clearance vehicles. These routes do not formally meet any BLM road design standards.

**Resource Management Plan (RMP):** The BLM considers Resource Management Plans synonymous with land use plans (as defined previously), so the terms may be used interchangeably. Land use plan decisions made in RMPs establish goals and objectives for resource management (such as desired future conditions), the measures needed to achieve these goals and objectives, and parameters for using public lands. Land use planning decisions are usually made on a broad scale and customarily guide subsequent site-specific implementation decisions.

**RMP Area:** Most RMPs cover a large planning and management area. As a result, the planning area may be divided into smaller areas, each with differing values, issues, needs, and opportunities that may warrant differing management prescriptions.

**Roads:** 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.

**Roads, Trails, and Primitive Roads:** Terms used to describe specific categories of transportation linear features and represent subsets of the BLM's transportation system.

**Road and Trail Selection:** For each limited area, the BLM should choose a network of roads and trails that are available for motorized use, and other access needs including nonmotorized and nonmechanized use, consistent with the goals, objectives, and other considerations described in the LUP.

**Road and Trail Identification:** For the purposes of this guidance, road and trail identification refers to the on-the-ground process (including signs, maps, and other means of informing the public about requirements) of implementing the road and trail network selected in the land use plan or implementation plan. Guidance on the identification requirements is in 43 CFR 8342.2 (c).

**Routes:** Multiple roads, trails, and primitive roads; a group or set of roads, trails, and primitive roads that represents less than 100% of the BLM transportation system. Generically, components of the transportation system are described as "routes."

**Special Recreation Management Area:** A public lands unit identified in land use plans to direct recreation funding and personnel to fulfill commitments made to provide specific, structured recreation opportunities (i.e., activity, experience, and benefit opportunities). Both land use plan decisions and subsequent implementing actions for recreation in each Special Recreation Management Area (SRMA) are geared to strategically identified primary market—destination, community, or undeveloped.

**Trails:** Linear routes 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.

**Transportation Linear Features:** Linear features represent the broadest category of physical disturbance (planned and unplanned) on the BLM land. Transportation-related linear features include engineered roads and trails, as well as user-defined, nonengineered roads and trails created as a result of the public use of the BLM land. 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 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 that are not part of the BLM's transportation system.

**Travel Management Area (TMA):** TMAs are polygons or delineated areas where travel management (either motorized or nonmotorized) 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 TMAs 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 and Transportation Management Plan:** The document that describes the process and decisions related to the selection and management of the Transportation Network. This document can be an appendix to an RMP or a stand-alone document after development of the RMP.

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