

# LABYRINTH RIMS/GEMINI BRIDGES TMP - Fact Sheet



## Background

In 2008, the Bureau of Land Management (BLM) released its Resource Management Plans and associated Travel Management Plans (TMPs) for the six field offices in Utah. The plans were litigated by various special interest groups, and in 2017 a settlement agreement was reached. The State of Utah was excluded from settlement agreement negotiations and objected to its terms.

## What is a Travel Management Plan (TMP)?

The BLM defines a TMP as a "comprehensive travel and transportation management plan including a wide-ranging analysis considering the access needs of public lands users. Access needs are evaluated in conjunction with BLM's legal mandate to protect natural and cultural resources on public lands.

*Individual route evaluations and designations included in the TMP will be analyzed in [and] through the National Environmental Policy Act (NEPA) process. Federal law requires specific evaluation and designation for public motorized uses, referred to in regulation as off-highway vehicles (OHVs)."*

**TMP closures by the BLM mean less access to public lands for all users. The State of Utah believes in providing the most access for all users of all ages and abilities, so the State opposes closing any existing access on public land.**

## Why is this an issue?

Utah owns only approximately 10% of the lands within its boundaries. The federal government controls over 68% (37.4 million acres) of the lands - that's larger than the entire state of Illinois. Of those federal lands almost 22.8 million acres are controlled by the BLM. Aside from Nevada, no other state in the nation has less control over its own territory than Utah.

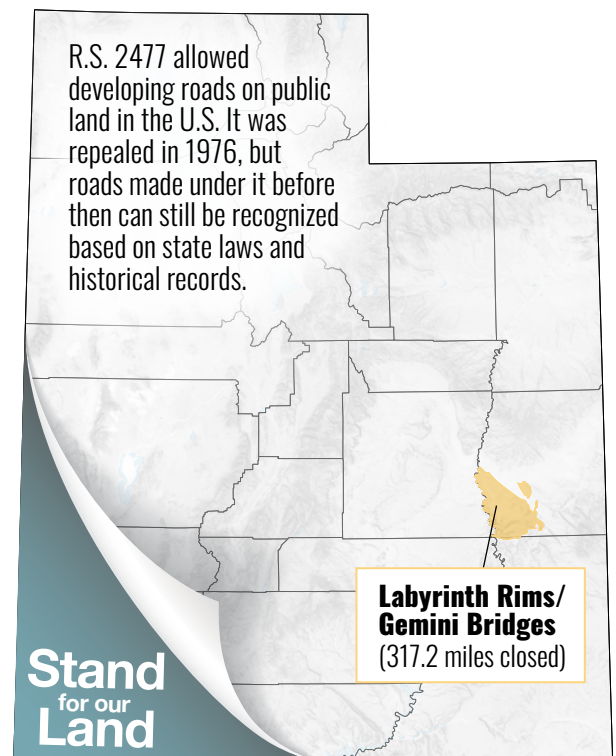
## This TMP will significantly limit public access by closing roads:

114 out of 317 miles are R.S. 2477 county roads that Utah and Grand County have claimed ownership of and are integral to Utah's transportation system.

These closures are a violation of state law and inconsistent with Utah's State Resource Management Plan.

A TMP is like a rulebook, established by the BLM, for recreation on public lands. A TMP outlines where people can and can't use vehicles like cars, trucks, or ATVs on public lands. It outlines areas that can only be accessed by foot or areas that are completely closed to the public.

These plans should provide opportunities for access, economic prosperity, and stewardship. However, recent TMPs are restricting access and causing a ripple effect of negative impacts for Utah.





**Restricts access to State Trust Lands:** The BLM's Decision Record cuts off access to sections of state-owned trust land. These parcels had motorized access prior to the publication of the Decision Record, effectively eliminating access that will deprive the State and the Utah Trust Lands Administration of the full economic value of the land.



**Transportation in Utah, including transportation on rural, backcountry roads crossing the BLM land, is the prerogative of the State and its counties.**

- It is the State and its counties that provide the vast majority of law enforcement and search and rescue services when visitors are injured or go missing on BLM administered lands, along with maintenance of county roads (these are mostly dirt roads).
- Congress mandated that the BLM make its land use plans consistent with state and local plans. The State and its counties have a major role in transportation on BLM lands.



**The State wants to work together:** The State encourages the utilization of use-or-time restrictions over permanent closure of any routes. This is an opportunity to work together and consider innovative mitigation measures to limit conflict.



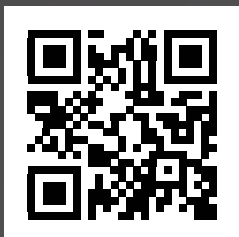
**Less Access = Less Recreation:** The canyon rims and vistas are what draw many of the visitors to the area. The Tubes and Deadcow trails have been unilaterally closed to any motorized use by the BLM's Decision Record. These closures limit your ability to recreate, whether that is mountain or gravel biking, climbing, hiking, canyoneering, offroading, hunting, camping and more. While many uses don't require motors, many of the access points are served by motorized transportation. Closures may also restrict access even by foot and to those who are simply looking to camp on the side of the road. Road closures are especially impactful to users who have physical limitations who rely on motorized transportation to get them to their public lands.



**History of stewardship:** Community organizations such as Ride with Respect and many others have worked with the BLM to make these trails more sustainable and lower the risk of riders going off-trail. Volunteers have installed signage, painted white lines, and moved rocks to help riders stay on trail. Their dedication to respectful riding helps preserve native vegetation and limit soil erosion by discouraging route proliferation.



**Limits wildlife management efforts:** Less access limits the ability to monitor populations and conduct vital studies on wildlife behavior and habitat use and projects. Lack of access also obstructs assessments of human impact on these areas, hindering informed conservation decisions.



## Get Informed

- 📍 Downloadable Maps (Get out there and ground truth for yourself!)
- 📍 More information available at [publiclands.utah.gov/tmp](https://publiclands.utah.gov/tmp)