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**IN THE UNITED STATES DISTRICT COURT  
FOR THE DISTRICT OF UTAH, CENTRAL DIVISION**

BLUERIBBON COALITION, INC., *et al.*,  
and

STATE OF UTAH, *et al.*,

Plaintiffs,

v.

U.S. BUREAU OF LAND MANAGEMENT,  
*et al.*,

Defendants,

and

SOUTHERN UTAH WILDERNESS  
ALLIANCE,

Defendant-Intervenor.

Case Nos. 2:23-cv-00923-DAK (lead)  
4:24-cv-00046-DAK

**DEFENDANTS' MEMORANDUM IN  
OPPOSITION TO PLAINTIFFS'  
MOTIONS FOR REVIEW OF AGENCY  
ACTION IN AN ADMINISTRATIVE  
CASE UNDER DUCivR 7-4**

District Judge Dale A. Kimball  
Magistrate Judge Jared C. Bennett

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## **INTRODUCTION**

These consolidated cases challenge the U.S. Bureau of Land Management (“BLM”) Labyrinth/Gemini Bridges Travel Management Plan (“TMP”). Its decision record (“DR”) made route designations for off-highway vehicle (“OHV”) use near Moab, Utah, leaving 810.5 miles of previously available routes open to OHV, while closing OHV travel on 317.2 miles of routes.

Despite the TMP’s allowance for continuing recreation opportunities, Plaintiffs contend that BLM has unlawfully restricted OHV access. Plaintiffs in Case No. 2:23-cv-923 (the “BlueRibbon Plaintiffs”) generally argue that BLM acted beyond its authority or failed to sufficiently prioritize motorized recreation among multiple uses. Plaintiffs in Case No. 4:24-cv-46 (the “State”) raise similar arguments and additionally suggest that their mere assertion of a right-of-way under an 1866 law constrains BLM’s options for addressing its multiple use mandate. But Plaintiffs’ claims suffer multiple, significant flaws. They ignore a robust body of travel management case law from within and beyond this Court. And they largely fail to contend with the Court’s preliminary injunction order finding the BlueRibbon Plaintiffs’ claims unlikely to succeed. Most fundamentally, Plaintiffs’ claims defy common sense.

Notwithstanding the span and stridency of Plaintiffs’ arguments, this Court’s task is relatively easy. Precedent and common sense compel rejection of Plaintiffs’ claims. The Court should enter judgment for Defendants and dismiss Plaintiffs’ cases with prejudice.

## **STATEMENT OF THE ISSUES PRESENTED**

Plaintiffs’ claims all ask the Court, based on arguments purportedly arising from various legal authorities, to “hold unlawful and set aside” the DR and/or other final agency action associated with the TMP as being contrary to constitutional power, in excess of statutory jurisdiction or authority, without observance of procedure required by law, unsupported by

substantial evidence, or “arbitrary, capricious, an abuse of discretion, or otherwise not in accordance with law[.]” 5 U.S.C. § 706(2).

## **STATEMENT OF THE CASE**

### **I. Legal Background**

#### **A. Federal Land Policy and Management Act**

The Federal Land Policy and Management Act, 43 U.S.C. § 1701 et seq. (“FLPMA”), was enacted in 1976 and establishes a framework for BLM management of federal public lands. Such management occurs at a broad level through “land use plans which provide by tracts or areas for the use of the public lands” that are developed with “public involvement” and consistent with the terms and conditions of FLPMA. 43 U.S.C. § 1712(a). These generally include managing “under principles of multiple use and sustained yield[.]” 43 U.S.C. § 1732(a).

#### **B. National Environmental Policy Act**

BLM must also comply with the National Environmental Policy Act (“NEPA”), which seeks to ensure that federal agencies consider the environmental impacts of proposed major federal actions. 42 U.S.C. § 4332(C); *see also Winter v. Nat. Res. Def. Council, Inc.*, 555 U.S. 7, 16 (2008). NEPA imposes purely procedural requirements, and “does not require that certain outcomes be reached as a result of the evaluation.” *Nat. Res. Def. Council, Inc. v. EPA*, 822 F.2d 104, 129 (D.C. Cir. 1987). “Other statutes may impose substantive environmental obligations on federal agencies, but NEPA merely prohibits uninformed – rather than unwise – agency action.” *Robertson v. Methow Valley Citizens Council*, 490 U.S. 332, 351 (1989) (footnote omitted).

#### **C. National Historic Preservation Act**

The National Historic Preservation Act, 54 U.S.C. § 306101, et seq. (“NHPA”), “is essentially a procedural statute and does not impose a substantive mandate” on BLM. *Valley*

*Cnty. Pres. Comm'n v. Mineta*, 373 F.3d 1078, 1085 (10th Cir. 2004); *see also San Carlos Apache Tribe v. United States*, 417 F.3d 1091, 1097 (9th Cir. 2005) (NHPA duties “are chiefly procedural in nature” (citation omitted)). NHPA Section 106 requires federal agencies to “take into account the effect of [an] undertaking on any district, site, building, structure, or object that is included in or eligible for inclusion in the National Register” of Historic Places. 54 U.S.C. § 306108 (formerly 16 U.S.C. § 470f). Regulations promulgated by the Advisory Council on Historic Preservation (“AChP”) set forth procedures for implementing the NHPA. 36 C.F.R. Part 800. Agencies generally carry out their Section 106 compliance in conjunction with their efforts to address the similar procedural requirements of NEPA. *Id.* § 800.8.

**D. Revised Statute 2477**

Congress enacted Revised Statute 2477 as part of the Mining Law of 1866. In its entirety, it provides: “The right of way for the construction of highways over public lands, not reserved for public uses, is hereby granted.” 43 U.S.C. § 932 (recodified) (“R.S. 2477”). This grant promoted establishment of highways over federal land during a period of western expansion. Congress repealed R.S. 2477 through FLPMA but preserved valid existing rights that were established as of FLPMA’s enactment date, October 21, 1976. *See* 43 U.S.C. § 1701 note.

**II. The Labyrinth/Gemini Bridges Travel Management Plan**

Plaintiffs each challenge the TMP for Labyrinth/Gemini Bridges travel management area (“TMA”), which comprises 303,994 acres of public land located north and west of Moab, within the BLM Utah Moab Field Office (“MFO”) planning area. TMP Environmental Assessment at 1, LGB042216; *see also* BlueRibbon Compl. at ¶ 8, ECF No. 1 (Case No. 3:23-cv-923); State Compl. at ¶¶ 3-4, ECF No. 1 (Case No. 4:24-cv-46).

BLM began travel and transportation planning and management in the early 1980's following issuance of Presidential Executive Orders 11644 and 11989, to address "public concern regarding the proliferation of unplanned roads and trails and their impact on public land resources." LGB040017 (BLM Handbook H-8342-1, Travel and Transportation Management Handbook, I.B.) ("TTM Handbook"). BLM aspires to "be proactive in seeking travel management solutions that conserve natural resources, while providing ample recreation opportunities." *Id.*

BLM's travel management planning first occurs through adoption of a land use plan referred to as a resource management plans ("RMP"), 43 U.S.C. § 1732(a), that, among other things, designates areas as open, limited, or closed to OHV use. *See* 43 C.F.R. § 8342.1; *id.* §§ 8340.0-1, 8340.0-5(e)-(h). BLM's area designations often impose terms and conditions on OHV travel in "limited" areas, such as by designating how OHV travel may occur on designated routes. *See* 43 C.F.R. § 8341.1(b). BLM can subsequently issue a TMP within the same planning unit as the RMP, or some subunit. *See* TTM Handbook IV.F. (describing delineation of TMAs); LGB040027. A TMP typically involves a more granular route-by-route analysis than an RMP, resulting in "implementation level" designation of individual roads and trails. *Id.* at V; LGB040030-31. When BLM makes broad OHV area or route-by-route designations in RMPs and TMPs, respectively, it addresses various considerations, including regulatory criteria requiring that its decisions "minimize" harm to soil, vegetation, and other resources, including wildlife resources. 43 C.F.R. § 8342.1(a)-(b). These "minimization criteria" also require BLM to minimize conflicts between OHV uses and other recreational uses on public lands. *Id.* § 8342.1(c); *see Ctr. for Biological Diversity v. U.S. Bureau of Land Mgmt.*, 746 F. Supp. 2d 1055, 1071-81 (N.D. Cal. 2009). The minimization criteria in section 8342.1 are closely derived from

Executive Order 11644, which established policies and procedures that were intended to “ensure that the use of [OHVs] w[ould] be controlled and directed so as to protect the resources of those [public] lands, to promote the safety of all users of those lands, and to minimize conflicts among the various uses of those lands.” Richard M. Nixon, Executive Order 11644, Use of Off-Road Vehicles on Public Lands on Public Lands, 37 Fed. Reg. 2,877 (Feb. 9, 1972).

In 2008, the MFO finalized an RMP through a process that, among other things, “designated a travel network consisting of 1,127.7 miles for OHV use within the TMA.” LGB042218. But the 2008 MFO RMP and travel plan were challenged by conservation groups, along with similar decisions in five other BLM Utah field offices, leading to “a longstanding, complex dispute” that was ultimately resolved through a settlement agreement approved by this Court. *S. Utah Wilderness All. v. Burke*, 908 F.3d 630, 632-33 (10th Cir. 2018). The settlement agreement provided, among other things, that BLM will issue new TMPs for specified TMAs throughout the six field offices, including the Labyrinth/Gemini Bridges TMA. *See* Settlement Agreement at 6-7, ECF No. 1-3 (Case No. 3:23-cv-923).

BLM initiated the TMP process in 2019 and through a working group of BLM and other specialists catalogued route attributes and associated resources for each inventoried route in the TMA.<sup>1</sup> LGB04226-27. Then, the team proposed designations for each route across a range of network alternatives. *Id.* These alternatives provide a designation for every evaluated route, “fall[ing] into one of the following categories” – OHV-Open (open year-round to all OHV

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<sup>1</sup> The baseline route inventory was comprised of all routes designated available for OHV use in the 2008 RMP (as amended). The individual route reports are available in the administrative record. *See* LGB043198-48215 (August 2019 initial reports); LGB058933-64378 (June 2023 final reports).

travel); OHV-Limited (allows for public OHV use subject to limits such as vehicle type/width or seasonal use restrictions); and OHV-Closed (route not available for public OHV use).

LGB042228. In early 2021, BLM conducted scoping to solicit public input and in September 2022 BLM released a preliminary EA for public review. *See* LGB042311. The EA analyzed four alternatives in detail: Alternative A, the “no action” alternative consisting of the 1,127.7-mile route network designated for public OHV use in the 2008 Labyrinth/Gemini Bridges TMA; Alternative B prioritizing resource protection and providing for a total OHV route network of 690 miles; Alternative C balancing OHV access and resource conflicts providing for a total OHV route network of 960.1 miles; and Alternative D emphasizing access and providing for OHV use on 1,075.2 miles of routes. LGB042229 (Fig. 1); LGB042230-31 (narrative descriptions).

Certain key facts were reaffirmed and amplified during the planning process. Motorized recreation is popular in the TMA, particularly on routes used during the annual Easter Jeep Safari event. LGB042303.<sup>2</sup> The TMA “also offers well-known non-motorized opportunities” such as mountain biking, horseback riding, hiking, backpacking, and canyoneering. LGB042304. In particular, the portion of the Green River forming the western boundary of the TMA known as Labyrinth Canyon is popular for flatwater float trips by canoe or raft. *Id.* Under the 2008 RMP, approximately 28 miles of OHV travel routes were located within the 100-year floodplain and directly adjacent to this stretch of the Green River, including Hey Joe, the Tubes, Dead Cow, and Hell Roaring Canyon. *Id.* BLM has received oral and written complaints from boaters

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<sup>2</sup> There are approximately 671 miles of designated routes throughout the MFO planning area that are commonly referred to as “Jeep Safari” routes. *See* LGB042360. Several times per year OHV enthusiasts participate in popular events held pursuant to BLM-issued Special Recreation Permits on these routes. Under Alternative A, approximately 305 miles of Jeep Safari routes are designated OHV-Open within the TMA. LGB042306-07. Under the DR, approximately 91 percent of these routes remain available for OHV use. LGB042019.

concerning noise-induced conflicts associated with OHV use occurring within the TMA along this section of the Green River. *Id.*

BLM signed the DR on September 28, 2023, designating an OHV travel network that blended several alternative networks analyzed in the EA. *See* LGB042016. BLM’s decision designated a total of 810.5 miles of routes as available for public OHV use in the TMA, with 98.4 miles designated as OHV-Limited and the remaining 721.1 miles designated as OHV-Open and thus available for travel by all OHVs at all times of the year. LGB042017. BLM’s decision designated 317.2 miles of routes as OHV-Closed. *Id.* The DR includes a detailed summary of the rationale for every route’s designation within the selected travel network and a description of how each designation is consistent with the requirements of the minimization criteria. *See* LGB042030-203.

### **III. Prior Proceedings**

Both Plaintiff groups, and other advocates for motorized access, sought administrative review of the DR, and a stay of its implementation, before the Department’s Interior Board of Land Appeals (“IBLA”). *See* Notice of Appeal and Petition for Stay, ECF No. 1-12 (Case No. 3:23-cv-923); State Compl. ¶ 25. On November 28, 2023, the IBLA issued a written decision denying the petitions for stay for failure to show that the DR would cause irreparable harm while the appeals were pending. *See* Order, Petitions for Stay Denied (“IBLA Order”), ECF No. 1-13 (Case No. 3:23-cv-923). The BlueRibbon Plaintiffs filed their complaint on December 22, 2023, along with a motion for preliminary injunction. Following a hearing, the Court denied the motion in an order dated March 20, 2024. *See* ECF No. 48 (Case No. 23-cv-923), *BlueRibbon Coal., Inc. v. U.S. Bureau of Land Mgmt.*, No. 2:23-CV-923-DAK-JCB, 2024 WL 1197862 (D. Utah Mar. 20, 2024). The State filed its complaint on May 29, 2024. The Court granted the parties’ joint

motion to consolidate the cases. *See* ECF Nos. 60, 63 (Case No. 3:23-cv-923). The parties now present their briefs on the merits.

### **SUMMARY OF ARGUMENT**

The BlueRibbon Plaintiffs fail to show that the TMP was unlawful. Their Appointments Clause challenge fails because agency employees properly and frequently must take actions such as designating OHV routes within a TMA. BLM’s TMP designations were based on impacts within the TMA, and thus did not violate any statutory restrictions on creating a “buffer zone” around adjacent wilderness. In making its route designations, BLM properly considered FLPMA and other legal authority to make reasonable designations supported by the administrative record; such designations satisfy the “arbitrary and capricious” standard of review. And BLM properly concluded that maintaining recreational opportunities for continuing OHV access on a system of designated routes was not a major federal action significantly affecting the human environment that required preparation of an environmental impact statement.

The State Plaintiffs similarly fail to meet their burden in challenging the TMP. By relying on the mere allegations of its complaint and foregoing discussion of relevant portions of the administrative record, the State has failed to provide any factual basis to support its claims. The claims also suffer significant legal flaws. Claims alleging unlawful infringement of rights associated with R.S. 2477 or state trust lands ignore that the TMP disclaims any effect on such rights. The Governor’s consistency review process under BLM’s land use planning regulations does not apply to the TMP, and BLM plainly considered and complied with FLPMA’s multiple use mandate. And BLM satisfied its NHPA procedural duties through compliance with a programmatic agreement that specifically contemplated undertakings like the TMP. Finally, the

State provides neither a legal nor factual basis to set aside the TMP based on a perceived conflict of interest.

The Court should deny Plaintiffs' claims for relief and enter judgment for Defendants.

### **STANDARD OF REVIEW**

The Administrative Procedure Act, 5 U.S.C. §§ 701-706 (“APA”), waives the sovereign immunity of the United States to allow for judicial review of certain types of agency action. Under the APA, a court may set aside an agency action only if it is “arbitrary, capricious, an abuse of discretion, or otherwise not in accordance with law.” 5 U.S.C. § 706(2)(A). This standard of review is “deferential,” and a plaintiff bears the burden of overcoming the “presumption of validity” afforded to an agency’s action. *Defs. of Wildlife v. U.S. Forest Serv.*, 94 F.4th 1210, 1220 (10th Cir. 2024) (quoting *Copar Pumice Co. v. Tidwell*, 603 F.3d 780, 793 (10th Cir. 2010)). “The duty of a court reviewing agency action under the ‘arbitrary or capricious’ standard is to ascertain whether the agency examined the relevant data and articulated a rational connection between the facts found and the decision made.” *Olenhouse v. Commodity Credit Corp.*, 42 F.3d 1560, 1574 (10th Cir. 1994) (footnote omitted).

### **ARGUMENT**

The TMP satisfies the deferential arbitrary and capricious standard of review. The BlueRibbon Plaintiffs generally restate the arguments raised in their motion for preliminary injunction. The State Plaintiffs either echo these flawed arguments, or raise different arguments finding even less legal or logical support. Finally, even if any Plaintiff demonstrated a legal violation, they have failed to address the remedy standard and have therefore failed to provide a basis for setting aside the TMP. In sum, Plaintiffs fail to meet their heavy burden, and the Court should thus reaffirm the lawfulness of the TMP and enter judgment for Defendants.

## I. The BlueRibbon Plaintiffs Do Not Carry Their Burden

The BlueRibbon Plaintiffs largely retrace the arguments presented in their preliminary injunction motion, or offer new variations on their arguments that still fail to support a different outcome. The Court analyzed each of these arguments and found them unlikely to succeed, *see BlueRibbon*, 2024 WL 1197862, at \*3-10, and it should confirm here that they have not succeeded in meeting their burden.

### A. Appointments Clause

The BlueRibbon Plaintiffs start by arguing that BLM violated the United States Constitution because the BLM Canyon Country District Manager is an employee who, by issuing the DR, exercised “significant authority pursuant to the laws of the United States” that could only be performed by an “officer” installed through the procedures described by the Appointments Clause. Opening Br. of Pls.’ BlueRibbon Coal. et al, at 5-6, ECF No. 75 (“BlueRibbon Br.”) (citing *Lucia v. SEC*, 585 U.S. 237, 245 (2018)). The Court previously found this claim “does not have a likelihood of success on the merits” because “making OHV route designations does not, under governing precedent, amount to the exercise of significant authority or discretion such that it must be performed by an appointed officer.” *BlueRibbon*, 2024 WL 1197862, at \*4. Plaintiffs have not provided any basis for the Court to change its prior analysis. “OHV route designations are permissibly and customarily made by a non-officer employee because they reflect routine decision-making with limited discretion, subject to the direction of pre-existing management policies and decisions, under the control of multiple officials in the chain of command, and subject to appeal to the IBLA.” *Id.*

The Appointments Clause is a “significant structural safeguard” of the Constitution that “preserve[s] political accountability” by specifying the process by which certain Executive

Branch officers must be appointed, while also recognizing that not every federal employee qualifies as an officer. *United States v. Arthrex, Inc.*, 594 U.S. 1, 17-18 (2021) (quoting *Edmond v. United States*, 520 U.S. 651, 663 (1997)). A key distinction between these “Officers of the United States” who must be appointed from individuals who are “simply employees of the Federal government” is their degree of authority – officers hold “significant authority pursuant to the laws of the United States,” and exercise “significant discretion” when carrying out “important functions,” *Lucia*, 585 U.S. at 247-48.<sup>3</sup> Conversely, “employees” are described as having lesser responsibilities that are performed by the “broad swath of lesser functionaries” in the Government’s workforce who carry out their duties “subject to the control or direction of any other executive” and have duties that are “carefully circumscribed” or “specific in [their] objects[.]” *U.S. ex rel. New v. Rumsfeld*, 350 F. Supp. 2d 80, 98 (D.D.C. 2004); *see also Buckley v. Valeo*, 424 U.S. 1, 126 n.162 (1976).

The analysis and findings of preliminary injunction ruling remain valid. In significant part, the Court properly found that approving a TMP does not constitute the exercise of “significant authority” that requires an appointed officer, but is in fact a decision that is both “carefully circumscribed” and “specific in its objects” and thus appropriate for a non-officer employee. *Rumsfeld*, 350 F. Supp. 2d at 98; *see also Buckley*, 424 U.S. at 126 n.162. The District

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<sup>3</sup> Officer positions often entail “significant discretion” and “extensive” adjudicatory and regulatory powers including functions such as exercising discretion to issue subpoenas, administer oaths, rule on evidence, impose sanctions, and prosecute federal crimes. *See, e.g.*, *Lucia*, 585 U.S. at 241, 248 (SEC Administrative Law Judges possessing “nearly all the tools of federal trial judges”); *Morrison v. Olson*, 487 U.S. 654 (1988) (investigation and prosecution of federal crimes under the Ethics in Government Act of 1978); *Edmond*, 520 U.S. 651 (1997) (adjudicating cases at the Court of Criminal Appeals); *Seila Law LLC v. Consumer Fin. Prot. Bureau*, 591 U.S. 197, 207 (2020) (financial regulators exercising “extensive adjudicatory authority”).

Manager who signed the DR did not exercise sweeping policy discretion or adjudicatory functions, but rather approved recommendations for discrete route decisions in accordance with the interdisciplinary team analysis, agency guidance, governing regulations, and RMP area designations. *BlueRibbon*, 2024 WL 1197862, at \*4 (citing 43 C.F.R. Part 1600, Subpart 8342, § 8342.1, and BLM Travel and Transportation Management Manual 1626). In addition to reflecting “specific” and “carefully circumscribed” activity, the District Manager’s role approving the TMP was subject to meaningful “control or direction” by other executives, extending to high level officials appointed by the President and confirmed by the Senate. *See BlueRibbon*, 2024 WL 1197862, at \*3; Decl. of Nicolle Gaddis-Wyatt Exs. 5-7, ECF Nos. 31-5 to 31-7 (Case No. 3:23-cv-923). And the opportunity to seek “appellate” review of the TMP before the IBLA “further ensures political accountability” because the IBLA comprises “appointed administrative law judges who are considered ‘officers.’” *BlueRibbon*, 2024 WL 1197862, at \*4.<sup>4</sup> The mere availability of such additional review before officers within the Department of the Interior is arguably sufficient to address Plaintiffs’ challenge, but is even more consequential here because Plaintiffs actually sought and obtained IBLA review before filing this action. *Id.*; *BlueRibbon* Compl. ¶¶ 62-65 (characterizing IBLA’s denial of “Petition for Stay” as constituting “final agency action”); *State* Compl. ¶¶ 25-26.

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<sup>4</sup> The IBLA exists within the Department of the Interior Office of Hearings and Appeals, which “is an authorized representative of the Secretary for the purpose of hearing, considering, and deciding matters within the jurisdiction of the Department involving hearings, appeals, and other review functions of the Secretary.” 43 C.F.R. § 4.1. The IBLA “decides finally for the Department appeals to the head of the Department from decisions rendered by Departmental officials relating to,” among other things, “[t]he use and disposition of public lands and their resources[.]” *Id.* § (b)(2).

No successful Appointments Clause challenge has ever been framed in the fashion chosen by BlueRibbon Plaintiffs. They do not shy from the fact that the BLM representative who signed the DR “is a BLM employee and no more.” BlueRibbon Br. at 5. Typically, a determination that the subject class of government officials “are not officers at all, but instead non-officer employees” would be dispositive, “[f]or if that is true, the Appointments Clause cares not a whit about who named them.” *Lucia*, 585 U.S. at 245 (citing *United States v. Germaine*, 99 U.S. 508, 510 (1878)). Unsurprisingly then, Plaintiffs are unable to provide a single case in which a particular decision converts an employee into an officer requiring constitutional appointment.

Even if one reframes Plaintiffs’ argument to assert that TMP route designations must be made by a Constitutional officer, the argument still fails. Plaintiffs seemingly ask the Court to revisit its earlier analysis for two reasons. First, they now attribute pivotal importance to the relationship between TMP route designations and possible criminal liability. *See* BlueRibbon Br. at 5 (“Congress is the proper branch of government for creating crimes”); *id.* at 7 (the TMP’s “decision to close and criminalize the use of over 300 miles of decades-old trails is an exercise of authority significant enough to trigger Appointments Clause requirements”). But the Supreme Court addressed these concerns over a century ago in rejecting challenges brought by those facing criminal penalties arising from misconduct in using public lands:

From the beginning of the government, various acts have been passed conferring upon executive officers power to make rules and regulations, – not for the government of their departments, but for administering the laws which did govern. None of these statutes could confer legislative power. But when Congress had legislated and indicated its will, it could give to those who were to act under such general provisions ‘power to fill up the details’ by the establishment of administrative rules and regulations, the violation of which could be punished by fine or imprisonment fixed by Congress, or by penalties fixed by Congress, or measured by the injury done.

*United States v. Grimaud*, 220 U.S. 506, 517 (1911). While no statute expressly declared it unlawful for Grimaud and Carajous to graze sheep on a forest reserve without a permit, the relevant statute made use of such a reserve subject to applicable rules and regulations, and made “it an offense to violate those regulations; that is, to use them otherwise than in accordance with the rules established by the Secretary.” *Id.* at 521. Thus, “[a] violation of reasonable rules regulating the use and occupancy of the property is made a crime, not by the Secretary, but by Congress. The statute, not the Secretary, fixes the penalty.” *Id.* at 522. So too here, FLPMA provides that “[t]he Secretary shall issue regulations necessary to implement the provisions of this Act with respect to the management, use, and protection of the public lands, including the property thereon” and prescribes that any person “who knowingly and willfully violates any such regulation which is lawfully issued pursuant to this Act shall be fined . . . or imprisoned no more than twelve months, or both.” 43 U.S.C. § 1733(a). The authority to criminalize conduct under a regulatory structure like that of the TMP has thus long been recognized, in contrast to the two cases cited by BlueRibbon Plaintiffs which have been distinguished as “penaliz[ing] the violation of an administrative rule or regulation which [Congress] has no constitutional power to authorize.” *Carter v. United States*, 333 F.2d 354, 355 (10th Cir. 1964). Plaintiffs’ emphasis on possible criminal liability is thus far wide of the mark – “while violations of route designations by OHVs may be subject to fines or other penalties, these are not penalties, despite what Plaintiffs imply, that the BLM District Manager has the power to create or prosecute herself.” *BlueRibbon*, 2024 WL 1197862, at \*4.

Second, BlueRibbon Plaintiffs ask the Court to “revisit its preliminary rationale on the issue of oversight” because they claim Defendants must show how superior officers actually directed the District Manager’s work, that an opportunity to appeal the DR to the IBLA “is not

equivalent to supervision,” and that the *Rumsfeld* standards are not met here because approving a TMP is factually different from the duties considered in *Rumsfeld*. BlueRibbon Br. at 8-9. None of these points are persuasive. Plaintiffs cite no authority for their “actual oversight” argument aside from a snippet of text from *Edmond*. *See id.* at 8. Indeed, comparison of *Arthrex* and *Edmond* rebuts Plaintiffs’ argument. The *Arthrex* Court observed that “*Edmond* goes a long way toward resolving” the question whether Patent and Trial Appeal Board judges were officers because “[w]hat was ‘significant’ to the outcome there – review by a superior executive officer – is absent here: APJs have the ‘power to render a final decision on behalf of the United States’ without any such review by their nominal superior or any other principal officer in the Executive Branch.” *Arthrex*, 594 U.S. at 14 (quoting *Edmond*, 520 U.S. at 665). This case is thus on all fours with *Edmond*, because the District Manager’s decision is subject to review not only within BLM but separately in the IBLA as well, and indeed was reviewed by the IBLA at Plaintiffs’ request. And the quoted passage dispatches the “actual oversight” argument because *Arthrex* focused on the availability of review by a “*nominal* superior” (or other officer) rather than turning on whether review (or supervision) actually occurred.<sup>5</sup>

Aside from its legal flaws, BlueRibbon Plaintiffs’ desired outcome would have unmanageable consequences; it would severely hamper efficient administration of public lands under the structure and direction that Congress provided in FLPMA, with no offsetting benefit for Appointments Clause oversight purposes. Plaintiffs presumably recognize that federal agency

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<sup>5</sup> Plaintiffs’ reference to the Fifth Circuit’s relatively recent decision in *Braidwood Management, Inc. v. Becerra*, 104 F.4th 930 (5th Cir. 2024), changes nothing. The “similarities between the PTAB in *Arthrex* and the Task Force” in *Braidwood* were “close, if not dispositive” – namely, that the “Task Force can, and does, issue legally binding decisions without any review by a higher-ranking officer.” *Id.* at 946.

travel planning exists within “Congress’s power to create a vast and varied federal bureaucracy” yet they provide no insight as to how their Appointments Clause analysis will strike a balance between “a government that functions without being ruled by functionaries, and a government that benefits from expertise without being ruled by experts.” *Free Enter. Fund v. Pub. Co. Acct. Oversight Bd.*, 561 U.S. 477, 499 (2010). It would meaningfully disrupt an established administrative structure to now declare that Constitutional officers must make individual route designations in a TMA (or Ranger District of a National Forest), along with all activities of equal or greater presumed “significant authority.” Even in 1878 it was apparent that one could be “an agent or employe[e] working for the government and paid by it, as nine-tenths of the persons rendering service to the government undoubtedly are, without thereby becoming its officers.” *Germaine*, 99 U.S. at 509.

For the above-stated reasons, the analysis of the Court’s preliminary injunction ruling remains valid. Approving TMP route designations does not require the exercise of “significant authority” and thus needs not be made by an officer appointed pursuant to the Appointments Clause. Instead, it is proper for the BLM Canyon Country District Manager who is “not [an] officer[ ] at all, but instead [a] non-officer employee[ ]” to have made the decision. *See Lucia*, 585 U.S. at 245. The Court should enter judgment for Defendants on BlueRibbon Plaintiffs’ Appointments Clause argument.

#### B. Dingell Act

Next, BlueRibbon Plaintiffs argue that the TMP violates the John D. Dingell, Jr. Conservation, Management, and Recreation Act (“Dingell Act”), Pub. L. 116-9, 133 Stat. 580 (2019). *See* BlueRibbon Br. 10-13. First, they argue that BLM created an unlawful “buffer” around the Labyrinth Canyon Wilderness “effectively extending the [Wilderness] against

Congress's instruction." *Id.* at 10-11. Second, they argue that BLM justified route closures in the TMA based on impacts occurring inside the Wilderness in contravention of section 1232(e)(2) of the Dingell Act. *Id.* at 11. These contentions were previously rejected by the Court. Rather than adapting to the Court's ruling, Plaintiffs double down on their rhetoric and mischaracterize the record.

The Dingell Act, as relevant here, designated eighteen new areas as part of the National Wilderness Preservation System, including the 54,643-acre BLM-managed Labyrinth Canyon Wilderness in Emery County, Utah. *See* Dingell Act § 1231(a), Pub. L. 116-9, 133 Stat. 671-73 (2019). The Act provides that these lands shall be managed in accordance with the Wilderness Act, *id.* § 1232(a), 133 Stat. 673, but clarifies that "Congress [did] not intend for the designation of the wilderness areas to create protective perimeters or buffer zones around the wilderness areas," *id.* § 1232(e)(1), 133 Stat. 674. "The fact that nonwilderness activities or uses can be seen or heard from areas within a wilderness shall not preclude the conduct of those activities or uses outside the boundary of the wilderness area." *Id.* § (e)(2). Notably, the TMA is located "entirely within Grand County, Utah." LGB042217. The Green River is not in the Wilderness in Emery County, but rather is within the TMA. *Id.* Plaintiffs acknowledge as much. *See* BlueRibbon Br. at 10 (The Wilderness "makes up most of the TMA's western border on the opposite side of the Green River.").

The Court properly found that the TMP did not create a "buffer zone" because there remain multiple "overlook" or "viewpoint" OHV-Open routes near the River and Labyrinth Canyon. *BlueRibbon*, 2024 WL 1197862, at \*5; *see, e.g.*, LGB042072 (Route D1497B providing "opportunities for visiting scenic viewpoints" and Route D1504 providing "an excellent viewpoint over Labyrinth Canyon at its intersection with Hell Roaring Canyon); LGB042073

(Route D1509 “is the main overlook spur used during Easter Jeep Safari and is the only of the three overlook spurs that is officially considered part of the Jeep Safari Trail System.”).<sup>6</sup> The record “not only rebuts the factual assertion that BLM created a ‘buffer zone’ eliminating motorized travel across the Green River from the designated wilderness, but also reflects BLM’s reasoned application of the regulatory criteria at 43 C.F.R. § 8342.1 in making route designations.” *BlueRibbon*, 2024 WL 1197862, at \*5.

Similarly, the Court properly rejected BlueRibbon Plaintiffs’ false claim that impacts within the Wilderness formed a basis for route closures. The Court found that “neither the EA nor the DR contain any discussion whatsoever about user experiences, or any other impact, within the wilderness. Instead, BLM’s analysis addressed impacts along the Green River corridor that is located within the TMA.” *Id.* at \*6.

Rather than reframing their argument or finding new support in the record, Plaintiffs persist in arguing that BLM “considered the impact of ‘visual and noise-induced conflicts’ from the TMA upon the Labyrinth Canyon Wilderness when deciding how to newly designate the Plan routes.” *BlueRibbon* Br. at 11. In doing so, they flatly mischaracterize the record. Support for the quoted assertion is allegedly first found in the DR discussion at A2-123. *Id.* But this discussion explains that Route D2759B is closed, in part, “to minimize known visual and noise-induced conflicts with non-motorized users *on the Green River.*” LGB042152 (emphasis

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<sup>6</sup> BlueRibbon Plaintiffs suggest that BLM’s route designations effectuate the Southern Utah Wilderness Alliance’s purported goal “to effectively designate both sides of the Green River as wilderness.” *BlueRibbon* Br. at 11. But again, these assertions cannot be squared with the record. BLM made “open” designations for routes like D1509 over the objections of wilderness advocates and made “closed” designations for other routes over the objections of BlueRibbon Plaintiffs. *Compare* LGB042452-55 (comments on routes D1500-1509) with LGB042072-73 (final designations).

added).<sup>7</sup> Moreover, since this route has facilitated “unauthorized off-route travel” up and down the Green River, its closure “will thus reduce known conflicts between motorized and non-motorized users (boaters).” LGB042153.<sup>8</sup>

Fact-checking Plaintiffs’ other citations, BlueRibbon Br. at 11, reveals similar flaws: (a) the citation to A2-21 seemingly refers to Route D1223A which was designated closed to minimize impacts to bighorn sheep and migratory bird habitat, and to “minimize known conflicts between OHV public and *river users* that is caused by vehicle-based noise,” LGB042050 (emphasis added); (b) the citation to A2-51 curiously involves two routes designated OHV-Open, where BLM noted the existence of “[i]mpacts to non-motorized users, including noise” but found such impacts sufficiently “minimized by the topography separating the motorized and non-motorized recreationists,” LGB042080; (c) the citation to A2-125 seemingly addresses closed designations on Routes D2763B and C which again were justified, in part, to “minimize visual and noise-induced conflicts between motorized and non-motorized users (e.g., canoeists *on the Green River*),” LGB042154 (emphasis added). These discussions do not discuss impacts within the Wilderness, but sufficiently document BLM’s designation rationales for user conflict and other factors. In fact, they note in designating certain routes OHV-Open that reported user conflict can be sufficiently minimized, thus rebutting Plaintiffs’ themes that a Wilderness buffer

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<sup>7</sup> These conflicts are “known” through comments and user reports of perceived conflict. *See, e.g.*, LGB042304 (“The BLM has received verbal and written complaints from boaters concerning the noise made by motorized vehicles along the Labyrinth Canyon river corridor.”) This is a suitable means of documenting recreational user conflict. *Nw. Motorcycle Ass’n v. U.S. Dep’t of Agric.*, 18 F.3d 1468, 1480-81 (9th Cir. 1994).

<sup>8</sup> Aside from mispresenting the user conflict rationale, Plaintiffs’ argument ignores that “the DR gives several rationales . . . [describing] both physical resource impacts and user conflict within the TMA, not the wilderness area.” *BlueRibbon*, 2024 WL 1197862, at \*5; *see also* LGB042152-53 (discussing impacts to wildlife, cultural, and riparian resources).

even exists or that BLM’s designations along the Green River singularly reflect some anti-motorized ideology. To the contrary, Plaintiffs’ citations, along with every other DR Decision Rationale, demonstrate that BLM made reasoned route-by-route choices supported by substantial evidence.

BlueRibbon Plaintiffs close by suggesting that the minimization criteria required BLM to consider conflicts between OHV use and other recreational uses “of the same or neighboring public lands.” BlueRibbon Br. at 12 (citing 43 C.F.R. § 8342.1(c)). From this snippet of text Plaintiffs claim the regulation “necessitated the District Manager to analyze noise and visual factors within the Labyrinth Canyon Wilderness.” *Id.* But this argument too is devoid of any support in the record – BLM considered impacts in the TMA, not the Wilderness. If Plaintiffs were right, this regulatory command would doom virtually any BLM travel management effort because BLM would be forced to consider impacts not only to “neighboring” wilderness but presumably tribal or military reservations, or even nonfederal lands. And again, the Court considered and rejected this argument. *BlueRibbon*, 2024 WL 1197862, at \*6 (“There is no conflict between the Dingell Act and the minimization criteria. In its closure rationales, BLM was required to analyze OHV impacts within the TMA.”).

Plaintiffs’ persistence in a Dingell Act “buffer zone” argument makes its failure now even more apparent than during the motion for preliminary injunction. It lacks any record support, and even the portions of the record that Plaintiffs feature in making this argument make clear that BLM appropriately exercised its discretion well within applicable bounds of the law.

### C. Arbitrary and Capricious Agency Action

BlueRibbon Plaintiffs further contend the TMP is unlawful because it is “shot through with arbitrary reasoning that is contrary to the controlling statute.” BlueRibbon Br. at 13. First,

they argue the TMP strays from FLPMA's statutory direction. *Id.* at 14-16. Second, they argue that some closures unlawfully rely on factors outside those established by FLPMA. *Id.* at 16-22. Third, they disagree with BLM's closure rationales based on soil erosion, user conflict, bighorn sheep, and habitat fragmentation. *Id.* at 22-38. None of these arguments meet their burden of showing that the TMP is arbitrary and capricious.

#### 1. Scope of FLPMA

BLM formulated the TMP within the broad discretionary parameters of FLPMA. BlueRibbon's argument to the contrary relies on a crabbed reading of the broadly framed statute that, unsurprisingly, finds no supporting legal authority. Focusing on one subsection of the FLPMA Section 102 "declaration of policy," Plaintiffs accuse BLM of ignoring a requirement to "provide for outdoor recreation and human occupancy and use" in making TMP route designations. BlueRibbon Br. at 14 (quoting 43 U.S.C. § 1701(a)(8)). But far from directing how any particular route (or area) should be designated, FLPMA's language "contain[s] the most general clauses and phrases . . . which 'breathe[ ] discretion at every pore.'" *Perkins v. Bergland*, 608 F.2d 803, 806 (9th Cir. 1979) (quoting *Strickland v. Morton*, 519 F.2d 467, 469 (9th Cir. 1975)); *see also Wyoming v. U.S. Dep't of Agric.*, 661 F.3d 1209, 1235 (10th Cir. 2011).

Specifically, Plaintiffs imply the TMP is structurally flawed because FLPMA states:

it is the policy of the United States that –

...

(8) the public lands be managed in a manner that will protect the quality of scientific, scenic, historical, ecological, environmental, air and atmospheric, water resource, and archaeological values; that, where appropriate, will preserve and protect certain public lands in their natural condition; that will provide food and habitat for fish and wildlife and domestic animals; and that will provide for outdoor recreation and human occupancy and use[.]

43 U.S.C. § 1701(a). But FLPMA's aspirational declarations of policy do not provide a basis for setting aside the TMP, nor do they put a thumb on the scale in favor of outdoor recreation and

human occupancy relative to other referenced policy goals. They instead recite a multitude of potentially conflicting resource uses and management goals, and the statute broadly charges BLM with authority and discretion to strike an appropriate balance. Consistent with that charge, the TMP reflects BLM’s reasoned effort to balance conservation of resource values against human occupancy and use.

Plaintiffs ignore an even more basic flaw, for a statutory plain text argument would support them only if FLPMA directed BLM to prioritize “*motorized vehicle* recreation.” But it does not; OHV-based recreation is one of many forms of outdoor recreation. FLPMA more broadly refers to “outdoor recreation and human occupancy and use,” whereas the TMP addresses the narrower topic of OHV use. And Plaintiffs simply fail to engage with the reality that in this narrower context BLM “faces a classic land use dilemma of sharply inconsistent uses.” *Norton v. S. Utah Wilderness All.*, 542 U.S. 55, 60 (2004). That FLPMA instructs BLM to “provide for outdoor recreation” aids BlueRibbon Plaintiffs no more than “members of the public [seeking] greater protection and more [motorized] route closures.” *BlueRibbon*, 2024 WL 1197862, at \*11. Plaintiffs “fail to grapple with BLM’s role in weighing all the interests present in public land management.” *Id.*

Plaintiffs gain nothing by merely questioning whether the regulations at 43 C.F.R. § 8342.1 exceed FLPMA’s grant of authority. FLPMA directed the Secretary of the Interior to “promulgate rules and regulations to carry out the purposes of this Act and of other laws applicable to the public lands.” 43 U.S.C. § 1740.<sup>9</sup> Even without the minimization criteria,

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<sup>9</sup> As noted previously, the regulatory minimization criteria closely track the language contained in Executive Order 11644. *See, supra*, at 4-5 (citing 37 Fed. Reg. 2,877 (Feb. 9, 1972)).

BLM’s designation rationales address FLPMA’s requirements to conserve and allocate resources. *See, e.g.*, 43 U.S.C. §§ 1701(a)(8), 1702(c). So, where BLM’s route designations address resource concerns on a particular route, an OHV-Closed designation can be justified (if not obligated) under FLPMA’s policy direction to manage public lands “in a manner that will protect the quality of scientific, scenic, historical, ecological, environmental, air and atmospheric, water resource, and archeological values, 43 U.S.C. § 1701(a)(8), in addition to (or independently from) the regulatory duty to minimize impacts to any such resource values. And Plaintiffs fare no better by invoking *Loper Bright Enterprises v. Raimondo*, 603 U.S. 369 (2024), which recognized that Congress can and often does confer discretionary authority on agencies and explained that courts must “identify and respect such delegations of authority” where they exist. *Id.* at 374. Indeed, designation decisions within the broad ambit of FLPMA (or regulations adopted thereunder) require only that a reviewing court “police the outer statutory boundaries” of the delegation and “ensure that agencies exercise their discretion consistent with the APA.” *Id.*

The Court should reject BlueRibbon Plaintiffs’ argument that allowing or prohibiting OHV access on specified routes somehow violates FLPMA’s plain language or exceeds BLM’s authority under FLPMA.

## 2. Factors for Route Designations

BlueRibbon Plaintiffs next argue that it was arbitrary and capricious for BLM to rely on certain factors to justify route designations. *See* BlueRibbon Br. at 16-17. But these arguments mischaracterize the record and, more fundamentally, misapprehend the nature of judicial review of an agency exercise like travel planning.

The argument starts with five “DR justifications” that BlueRibbon Plaintiffs categorize as “administrative convenience” that “are nowhere to be found” in FLPMA and thus, according to

Plaintiffs, cannot be considered in making route designations. *Id.* at 17. But Plaintiffs' categorizations are unfaithful to FLPMA's plain language and obvious intent. Closing a route that is facilitating "off-road travel" or that is not needed or receiving low use does not singularly serve "administrative convenience" but the full array of BLM's regulatory authority (and obligations), including to manage public lands in a manner that will protect enumerated resources values or "preserve and protect certain public lands in their natural condition[.]" 43 U.S.C. § 1701(a)(8). Plaintiffs overlook the primary reason why BLM has to comply with "environmental" laws to authorize OHV access – because OHV use "on federal land has negative environmental consequences, including soil disruption and compaction, harassment of animals, and annoyance of wilderness lovers." *Norton*, 542 U.S. at 60. While BLM may allow such use in accordance with applicable law (such as the minimization criteria), any rationale for restricting OHV access implicitly reduces these negative environmental consequences and serves FLPMA's conservation directives.

The bulk of Plaintiffs' argument contends that "the reasoning behind the factors is not adequately explained, nor based on actual evidence." BlueRibbon Br. at 17. This approach misapprehends the placement of the burden and the nature of judicial review – "an agency's decision is entitled to a presumption of regularity, and the challenger bears the burden of persuasion." *San Juan Citizens All. v. Stiles*, 654 F.3d 1038, 1045 (10th Cir. 2011) (citation omitted). Deferential review "is especially strong" where it concerns "technical or scientific matters within the agency's area of expertise" and "an agency must have discretion to rely on the reasonable opinion of its own qualified experts, even if, as an original matter, a court might find contrary views more persuasive." *Biodiversity Conservation All. v. Jiron*, 762 F.3d 1036, 1060 (10th Cir. 2014) (internal quotation marks and citations omitted). And courts considering a travel

plan have observed that “this standard extends beyond mere deference to the agency’s considered judgment” where “the agency must comply with a multitude of obligations, many of which pull the agency in competing directions, and which collectively lead to a record of tens of thousands of pages[.]” *Ctr. for Sierra Nev. Conservation v. U.S. Forest Serv.*, 832 F. Supp. 2d 1138, 1149 (E.D. Cal. 2011). In brief, it is of no moment that BlueRibbon Plaintiffs would have made different decisions than BLM. What matters is whether the decisions that BLM made are arbitrary and capricious. And BlueRibbon Plaintiffs have not shown that they were.

Despite these principles, BlueRibbon Plaintiffs offer little more than narrative exposition and personal theories on how BLM could or should have reached different conclusions on certain topics. Plaintiffs contend that “official closure is unnecessary” for routes receiving low use or that are reclaiming naturally. BlueRibbon Br. 17. But BLM considered (and field verified) the “route inventory” of all routes designated in the 2008 MFO RMP/travel plan, totaling 1,127.7 miles of routes. LGB042226-27. Each route (or route segment) received a designation of OHV-Open, OHV-Limited, or OHV-Closed. LGB042228. Plaintiffs’ suggestion that BLM avoid making any designation for certain routes and allow for continuing public OHV use of those routes was not a lawful option.

Plaintiffs’ next discourse addresses unlawful use, starting with the premise that “absent sufficient explanation and evidence, the solution is enhanced enforcement and not closure.” BlueRibbon Br. at 17. But this ignores the standard and inverts the analysis – the burden is on Plaintiffs to provide evidence or otherwise demonstrate that BLM’s explanation lacks any rational basis or record support. For routes closed to protect cultural resources, the record contains extensive analysis and evidence. *See*, NHPA argument, *infra* at 51-58; LGB007662-732 (finding of adverse effect); LGB010289-355 (final historical properties treatment plan). Plaintiffs

cite three cases brought by *Sierra Club*, but these cases do not support Plaintiffs' argument that BLM must clear a high bar to justify closures based on concerns about illegal use.<sup>10</sup> To the contrary, the cases find that agency route designations violated NEPA for brushing aside impacts associated with illegal OHV use when such illegal use was apparent or admitted elsewhere in the agency's analysis. *See Sierra Club*, 857 F. Supp. 2d at 1178 ("[w]hile the Forest Service's aspiration to educate users and better enforce trail restrictions is appropriate, support is lacking that this will likely be effective"); *Sierra Club*, 1997 WL 295308, at \*29 ("FSEIS fails to discuss the likelihood of keeping [OHV] users on designated trails or, in the alternative, what the increased environmental effects will be due to an inability to keep such users on the trails"). Far from aiding BlueRibbon Plaintiffs, these cases provide fodder for opponents to OHV-Open designations to argue the agency failed to consider sufficiently likely illegal use.

Plaintiffs next equate their category of "no need or low use" with routes "not used at a level Defendants deem sufficient." BlueRibbon Br. at 18. And this topic seems a particularly appropriate place to note the flaws in Plaintiffs' "methodology" underlying their "arbitrary and capricious" argument, for Plaintiffs' categories and resultant checkboxes often fail to accurately portray BLM's analysis and conclusions. According to Plaintiffs, this category is a listed rationale for 243 routes (reflecting 132 trail miles). *Id.*; Ex. A at 10 (column 7), ECF No. 75-1. Starting at the top, Plaintiffs' list includes Routes D0002, -04, -05, -06, -07, and -09 in this category. The length of those routes is 0.10, 0.29, 0.79, 0.37, 0.32, and 0.15 miles, respectively. *See* LGB042033-34. The rationales explain that because they are "reclaiming naturally" they

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<sup>10</sup> The citations to two of the cases are wrong. The correct citations are *Sierra Club v. U.S. Forest Serv.*, 857 F. Supp. 2d 1167 (D. Utah 2012) and *Sierra Club v. U.S. Dep't of Agric.*, 116 F.3d 1482 (7th Cir. 1997) (Table), No. 96-2244, 1997 WL 295308 (7th Cir. May 28, 1997).

apparently receive “little to no OHV use,” perhaps because they are “dead end” routes that “do not lead to any known recreation opportunities, or destinations.” *Id.* The routes are not being closed solely for these reasons, but also to minimize surface disturbance, related impacts to soil/vegetation, and to minimize disturbance of bighorn sheep lambing. *Id.* And while BlueRibbon Plaintiffs’ discussion about its members’ Instagram posting or the comparative experience (or risk of death) in summiting K2 versus Everest are interesting, it does not contribute in any defensible way to judicial review of the administrative record for the TMP.

Similar deficiencies are apparent in Plaintiffs’ arguments about visual resource management and route redundancy. BlueRibbon Br. at 18-22. Here, Plaintiffs draw attention to particular routes. *Id.* at 21. Routes D3810 and D3811 are not closed solely to “reduce visual contrast created by the route” but importantly, because they do “not access a destination with recreation value.” LGB042179. Similarly, while reducing visual contrast is mentioned for Route D1312, the record demonstrates a broader rationale explaining that the route “does not lead to a known destination or recreation opportunity” and is functionally a “connector route” between two other routes but is not needed for that purpose because connectivity is accomplished through those other routes. LGB042059.<sup>11</sup> And Plaintiffs’ assertions about four other routes mentioned in the final paragraph simply contradict BLM’s rationales; this contradiction is unsupported and, in

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<sup>11</sup> For these reasons, it is unnecessary to address Plaintiffs’ contradictory views on visual resource management for the sites in question. But while BLM had multiple reasons for closing the identified routes, management of visual resource impacts is a recognized basis for BLM action, including OHV route designations. *See* LGB038656-83 (BLM Manual H-8410-1, Visual Resource Inventory).

any event, does not merit finding the entire TMP to be arbitrary and capricious. *See* LGB042034, LGB042052-56 (discussing routes D0009A, D1248, D1263, D1270A).<sup>12</sup>

In making route designations, BLM considered various factors all within FLPMA's broad parameters, including resource protection and providing for different types of recreation. BLM's explanations demonstrate that it reasonably applied these factors in making individual route designations.

### 3. Designation Rationales

The last subsection of the “arbitrary and capricious” argument involves four admittedly “statutory factors” under FLPMA that BlueRibbon Plaintiffs accuse BLM of addressing in an arbitrary and capricious manner. But again, Plaintiffs offer little more than disagreement and a misbegotten hope of having the Court substitute their management vision for that of BLM.

A fundamental problem with these arguments, indeed the entire “arbitrary and capricious” claim, is Plaintiffs’ failure to grapple with the reality that nearly all route designations were based on multiple factors. *See, e.g., BlueRibbon*, 2024 WL 1197862, at \*8 (noting that “nearly all the routes closed to minimize impacts to sheep also include minimization of impacts to other resources such as soils, vegetation, and other wildlife species,” and concluding that “[e]ven if BLM could not close routes to minimize impacts to bighorn sheep

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<sup>12</sup> Aside from mere disagreement, Plaintiffs do not address BLM’s discussion and ultimate conclusions about route presence and connectivity within the area in question. For example, the discussion of Route D1248 suggests that a primary recreation destination/opportunity in the area is provided by Route D1266C, made accessible by Route D1256. LGB042052. The rationale for Route D1256 clarifies that designating it as OHV-Open will provide the needed link, and that the collective actions of designating this route open while closing others (including D1248) will reduce “route proliferation and confusion” and minimize resource impacts “by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route’s anticipated traffic volume.” LGB042053.

habitat, its decisions are justified on other minimization concerns.”). While Defendants do not concede its validity (or accuracy), Plaintiffs’ Exhibit A amplifies this point. It encompasses 441 different routes, yet categories 1-17 reflect a cumulative total of 1,661 “trails affected.” *See* ECF No. 75-1 at 10 (tabulating 297 rationales mentioning bighorn sheep impacts, 243 for “no need or low use,” 274 for visual contrast). Simply dividing the total number of trails by Plaintiffs’ rationale boxes checked suggests an average of 3.77 rationales per trail designation. If the Court were to agree with Plaintiffs that BLM’s discussion of some resource issue was insufficient for some particular route, it would not change the outcome where the ultimate designation decision was supported by independent analyses of other resource issues.

Additionally, Plaintiffs fail to appreciate the nature of BLM’s exercise of discretion in the travel planning context. Consideration of applicable law (including FLPMA, implementing regulations, and the designation criteria) is not an “all or nothing” exercise that proceeds in regimented fashion. Rather, it occurs within the multiple-use framework where “all uses [will not] be allowed on all areas of the public lands” but will instead reflect “tradeoffs between competing uses.” *Williams v. Bankert*, No. 2:05-CV-503-DAK, 2007 WL 3053293, at \*10 (D. Utah Oct. 18, 2007); *see also BlueRibbon*, 2024 WL 1197862 at \*5 (observing that BLM received “similar comments for and against OHV use” on Labyrinth Canyon “overlook routes” and designated some routes open for OHV travel while closing others). So, the fact that BLM made different route designations when faced with similar comments or similar impacts with different route designations is not, as BlueRibbon Plaintiffs would contend, proof of arbitrary and capricious agency action. Rather, it is a regulatory glass more than half full, where BLM often allowed OHV use to continue despite some adverse impacts (or opposition), upon

determining that its designations would, on balance, minimize the impacts associated with OHV use.

a. *Soils and vegetation*

Turning to the specific issues, BlueRibbon Plaintiffs first target BLM’s analysis of soil erosion (and vegetation). *See* BlueRibbon Br. at 22-24. The premise for this argument is that BLM prepared “baseline” and “interim” monitoring reports required by the 2017 Settlement to document “visually apparent damage caused by unauthorized motor vehicles” yet the TMP includes route closures that “were entirely unsupported by the evidence in the Baseline and Interim Reports.” *Id.* at 23 (citing “LWC Interim Monitoring Report 2023: Appendix B” at LGB011340-433). This argument simply misunderstands the limited purpose and context of the cited reports. They are “LWC” reports, i.e., they address only “lands with wilderness characteristics.” LGB011337. The reports are intended, at least in part, to “document visually-apparent unauthorized surface disturbance off routes as well as visually-apparent damage to public lands resources caused by motorized vehicle use within [Wilderness Study Areas], Natural Areas, and lands with BLM-inventoried wilderness characteristics.” *Id.* (quoting “[p]aragraph 20 of the Settlement Agreement”). “The TMA has 8 inventoried LWC units comprising 62,594 acres of BLM lands, within which are 40.5 miles of evaluated routes.” LGB042248. In other words, Plaintiffs’ inability to find more TMA routes discussed in the LWC reports is explained by the fact that only 4 percent of TMA route mileage occurs in LWC. LGB042249.

BlueRibbon Plaintiffs fail to engage with BLM’s straightforward discussion of impacts to soils and vegetation, which stands on its own merit. The EA provides background information and summarizes BLM’s methodology for analyzing impacts across alternatives for soils and

native vegetation. *See* LGB042251-58. It combines these topics because soil disturbance and erosion can facilitate the spread of noxious weeds and invasive species, and it describes the different soil types in the TMA. It offers “environmental effects analysis” reviewing OHV impacts to soil composition, related changes to vegetation composition, and the spread of invasive plant species. LGB042253. The EA compares alternative route mileages in highly or moderately erodible soils as well as saline soils as indicators of “potential OHV impacts on soil health and stability” and also compares alternative route mileages in the TMA’s vegetation communities and areas of invasive plants. LGB04254-56. Finally, the DR rationales make apparent that, in many instances, minimization of impacts to soil cover and vegetation communities is a likely consequence of closing redundant routes. *See, e.g.*, LGB042063. In other words, where route proliferation has resulted in unnecessary routes that each disturb native soils/vegetation and provide a mechanism for introduction of invasive plants, reducing the number of those routes allows for the prospect of reclamation to a native (or less disturbed) state of soil and vegetative cover. Even suggesting that this reasoning is arbitrary and capricious would defy common sense.

BlueRibbon Plaintiffs’ soil and vegetation argument simply misunderstands the purpose and content of the LWC monitoring reports and fails to address BLM’s analysis and intuitively logical findings on the effects of OHV use on soils and native vegetation.

b. *User conflict*

Second, BlueRibbon Plaintiffs question BLM’s analysis of user conflict, complaining that it is not “expressly define[d],” that it should not form a means of “favoring one user group over another,” that “low use” routes cannot cause conflict, or that BLM’s analysis otherwise “patently contradicts itself.” BlueRibbon Br. at 26-29. However, conspicuous amidst this litany of

complaints and examples of purportedly unlawful invocation of user conflict is the failure to discuss any of the numerous cases directly rebutting Plaintiffs' arguments. The Court already noted this flaw in the preliminary injunction ruling, finding:

BLM's approach to evaluating user conflicts is well recognized in the motorized travel planning context. A land management agency is justified in relying upon user comments to evaluate user conflict in making OHV route designations.

*Silverton Snowmobile Club v. U.S. Forest Serv.*, No. 02-RB-325, 2004 U.S. Dist. LEXIS 30844, \*10 n.3 (D. Colo. Nov. 1, 2004) *aff'd* 433 F.3d 772 (10th Cir. 2006) (rejecting argument that findings of user conflict based on comments "are not objectively quantifiable"). This is exactly what BLM did here. Contrary to Plaintiffs' suggestion, BLM is not required to use any particular scientific protocol for evaluating user conflict.

*BlueRibbon*, 2024 WL 1197862, at \*7. Plaintiffs simply rehash the preliminary injunction argument on user conflict, which is again easily rejected.

No case law supports BlueRibbon Plaintiffs' argument. In the 1990's vehicle advocates brought legal challenges asserting that something more than subjective preferences of non-motorized users is required to support closures based on user conflict. Those challenges did not succeed – non-motorized users' comments can form a basis for vehicle closures because "user conflict" has "a significant subjective element to it." *Northwest Motorcycle*, 18 F.3d at 1475 (further concluding that "[i]ndividual comment is a very persuasive indicator of 'user conflict,' for determining the existence of conflicts between humans cannot be numerically calculated or counted"). Even bicycle riders extended that argument in challenging closures in a National Park (where motorized vehicles were prohibited) by arguing "that the only credible evidence of user conflict would be a survey or study performed scientifically to determine how many conflicts occur and how and why they occur." *Bicycle Trails Council of Marin v. Babbitt*, 82 F.3d 1445, 1464 (9th Cir. 1996), *as amended* (June 17, 1996). This argument too was rejected, where the agency relied on "ample evidence" in the form of written and oral input from "hikers, bicyclists,

equestrians, and other users” about user experiences and preferences. *Id.* at 1465; *see also Hells Canyon All. v. U.S. Forest Serv.*, 227 F.3d 1170, 1184-85 (9th Cir. 2000), *as amended* (Nov. 29, 2000) (rejecting jetboaters’ similar argument that conflict analysis relied on “primitive” methods rather than empirical studies). And courts will defer to the agency’s evaluation of user conflict, even when non-motorized users claim that their identification of conflicts compelled restrictions on motorized use. *See Wild Wilderness v. Allen*, 12 F. Supp. 3d 1309, 1316-17 (D. Or. 2014), *aff’d*, 871 F.3d 719 (9th Cir. 2017). The upshot of these decisions is that an agency managing recreational access has particularly broad discretion in determining how to address subjective expressions of user conflict and balance user preferences for differing recreational experiences.

The record demonstrates that BLM acted well within the parameters of applicable law in addressing user conflict. The EA generally discusses recreation opportunities and experiences, including conflicts between motorized and non-motorized recreation. *See* LGB042303-05. BLM “acknowledges that user conflict may be both physical and social” and “further acknowledges that user conflict can be subjective; however, BLM also acknowledges that the noise of motorized vehicles could pose an impact to some of the recreating public.” LGB042413; *see also* LGB042417 (“[u]ser conflicts, by nature, consists of interpersonal/physical conflicts and/or social conflicts . . . user conflict is a social construct and individuals may differ in their definitions of conflict”). Numerous summaries of route-by-route comments note receipt of comments reflecting user conflicts. *See, e.g.*, LGB042432, -438-39, -450-51, -459-60. These summaries accurately reflect the comments received by BLM. *See, e.g.*, LGB004800, -5742, -5914, -6247, -6257, -6319, -6330, -6347. The DR discusses BLM’s general approach to resolving user conflict, as well as route-by-route examples where user conflict factored into BLM’s designation decision. *See* LGB042019-20, -038, -050, -075. And contrary to Plaintiffs’

suggestion that BLM treated user conflict as a one-dimensional tool for closure, the DR explains that some routes were designated OHV-Open “to minimize conflicts among various users of public land by providing [OHV] access to other public land areas beyond the urban interface, reducing user concentrations and the potential for impacts to documented resources within the urban interface.” LGB042076-79.

The record demonstrates that BLM took a reasonable approach in addressing its obligations to minimize user conflict. BlueRibbon Plaintiffs fail to show that BLM’s treatment of user conflict was arbitrary or capricious.

c. *Bighorn sheep*

Third, BlueRibbon Plaintiffs revisit their preliminary injunction arguments regarding impacts to bighorn sheep. *See* BlueRibbon Br. at 29. Plaintiffs contend that “BLM failed to present any non-speculative evidence that motorized use on the specific routes at issue had caused any measurable impact to bighorn sheep populations,” failed to use best available science, and contradicted prior MFO analysis. *Id.* at 30.

The simplest response to this argument, like others, is that the Court already found it unpersuasive. The Court found that the EA “presents a reasoned analysis based largely on the research and findings of subject matter experts from academic institutions, non-governmental organizations dedicated to wild sheep conservation, and the Utah Division of Wildlife Resources.” *BlueRibbon*, 2024 WL 1197862, at \*7; *see also* LGB042283-89 (wildlife analysis including bighorn sheep).

Insofar as BlueRibbon Plaintiffs attempt to modify or expand their sheep-impact argument, they still “identify no legal authority supporting this contention.” *Id.* It is not BLM’s obligation to prove that it has non-speculative evidence, or to demonstrate route-specific

causation or population level effects to TMA bighorn sheep. Rather, BLM’s obligation is to locate OHV areas and trails “to minimize harassment of wildlife or significant disruption of wildlife habitats.” 43 C.F.R. § 8342.1(b). Plaintiffs provide no basis for imposing a freestanding “best available science” requirement in APA review.<sup>13</sup> Even where such a requirement does apply, it typically presents “an epic ‘battle of the experts’” that, by failing to provide a reviewing court with “the competence to determine which among them is right[,]” often ends in the conclusion that the agency’s analysis is “not so implausible that [it] cannot be considered the project of agency expertise.” *Oregon-California Trails Ass’n v. Walsh*, 467 F. Supp. 3d 1007, 1038 (D. Colo. 2020). But Plaintiffs do not even offer “better” science – they attempt little more than to poke holes in BLM’s discussion. These arguments collapse when confronted by the standard of review.

BLM’s route designations to address bighorn sheep impacts reflect a similar degree of support from the record and common sense – wild animals are sensitive to human disturbance. OHVs facilitate increased human access to sheep habitat, so restricting OHV travel on some routes will contribute to minimizing disturbance of sheep. Plaintiffs offer neither a legal nor factual basis for finding BLM’s reasoning to be irrational.

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<sup>13</sup> Plaintiffs cite a case imposing a “best available science” requirement under NEPA. *See* BlueRibbon Br. at 30 (citing *Ctr. for Biological Diversity v. U.S. Dep’t of the Interior*, 72 F.4th 1166, 1178 (10th Cir. 2023)). But the NEPA regulations do not refer to “best available science”; they instead direct agencies to “ensure the professional integrity, including scientific integrity, of the discussions and analyses in environmental documents.” 40 C.F.R. § 1502.23 (2020). “Best available science” is a regulatory term of art typically arising in disputes involving National Forest regulations or the Endangered Species Act. *See, e.g.*, *Ecology Ctr., Inc. v. U.S. Forest Serv.*, 451 F.3d 1183, 1191-93 (10th Cir. 2006); *Colo. Env’t Coal. v. Dombeck*, 185 F.3d 1162, 1170-71 (10th Cir. 1999).

d. *Habitat fragmentation*

Fourth, BlueRibbon Plaintiffs contend that BLM’s treatment of “habitat fragmentation” was arbitrary and capricious because DR rationales contain “boilerplate language . . . used so vaguely and generically it is virtually meaningless.” BlueRibbon Br. at 36.

This argument fails, in part, because once again BlueRibbon Plaintiffs attempt to shift the burden by combining unsupported assertions with accusations that BLM has failed to sufficiently document the TMP’s analysis or conclusions. Plaintiffs contend “[t]he EA makes no effort to provide any scientific evidence demonstrating how lightly used dirt tracks ‘fragment’ habitat” and “[n]either does it in any quantify the actual impacts . . . or demonstrate population level harm.” *Id.* As noted above, BLM’s duty is “to minimize harassment of wildlife or significant disruption of wildlife habitats.” 43 C.F.R. § 8342.1(b). Requiring quantification of impacts or proof of population level harms is not required, and in fact would contradict BLM’s actual obligations.

Plaintiffs’ argument also emphasizes comments submitted by Rob Roy Ramey II, Ph.D., who has various academic degrees and over 30 years’ experience as a consultant on wildlife and endangered species management. *See* BlueRibbon Br. at 37-38; LGB006167-81 (comments); LGB006195-98 (curriculum vitae). Plaintiffs characterize these comments as providing “a detailed refutation of the wildlife impacts analysis in the EA[.]” BlueRibbon Br. at 37. But Plaintiffs are incorrect when they say that “BLM failed to respond to Mr. Ramey’s comments,” and for that reason their argument fails. *Id.* at 38. The EA contains meaningful responses to particular points and categories of issues raised by the Ramey comments, among others. *See* LGB042422-26. Merely providing contrary opinions, even from experts, is not responsive to

Plaintiffs' burden because BLM is entitled to rely on reasonable opinions of its own qualified experts. *See Biodiversity Conservation All.*, 762 F.3d at 1060.

Moreover, the EA response to wildlife comments provides additional context that supports route-specific designations based on wildlife impacts. It clarifies that BLM considered species occurrence data from the Utah Division of Wildlife Resources, and for listed species, from the U.S. Fish and Wildlife Service. *See* LGB042423. BLM also considered bird nesting locations, such as from the Raptor Inventory Nesting Survey. *Id.* These responses clarify that BLM in some instances invoked wildlife impacts in its designation rationales as a reflection of its obligation to implement broader requirements such as raptor nest buffers provided by the Service and MFO RMP. *See* LGB042425.

In sum, Plaintiffs' "arbitrary and capricious" claims ignore applicable legal requirements, are based on unsupported opinions, or reflect mere disagreement with BLM's conclusions. BLM's determinations follow applicable law and are supported by the administrative record. The TMP makes reasonable determinations about whether to allow or discontinue existing OHV travel on individual routes, and Plaintiffs' arbitrary and capricious claims therefore must fail.

#### D. NEPA

BlueRibbon Plaintiffs' final argument under NEPA now solely contends that BLM analyzed the TMP's environmental impacts through an EA when an EIS was required. *See* BlueRibbon Br. at 38-42. Again, Plaintiffs provide no basis for the Court to modify its prior analysis finding this argument unlikely to succeed.<sup>14</sup>

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<sup>14</sup> In the preliminary injunction motion BlueRibbon Plaintiffs argued "that BLM's DR failed to take a sufficiently 'hard look' as required by NEPA", that BLM chose an improper alternative, "that the EA failed to provide site-specific impact analyses", and "that BLM was

NEPA requires agencies to take a “hard look” at the environmental consequences of a proposed federal action. *Robertson*, 490 U.S. at 350. For “major Federal actions significantly affecting the quality of the human environment” an agency must prepare an environmental impact statement (“EIS”), 42 U.S.C. § 4332(C). An agency decision supported by a more concise EA must be accompanied by a FONSI, which “is a document by a federal agency briefly presenting the reasons why an action will not have a significant effect on the human environment and for which an EIS therefore will not be prepared.” *Rocky Mt. Peace & Just. Ctr. v. U.S. Fish & Wildlife Serv.*, 40 F.4th 1133, 1143 (quoting 40 C.F.R. § 1508.13) (cleaned up).<sup>15</sup> An agency’s compliance with NEPA by relying on an EA and FONSI “is a factual determination which implicates agency expertise and accordingly, is reviewed under the deferential arbitrary and capricious standard of review.” *Utah Shared Access All. v. U.S. Forest Serv.*, 288 F.3d 1205, 1213 (10th Cir. 2002) (quoting *Comm. to Pres. Boomer Lake Park v. Dept. of Transp.*, 4 F.3d 1543, 1555 (10th Cir. 1993)).

Again, the Court’s preliminary injunction ruling found this same NEPA argument unlikely to succeed. *See BlueRibbon*, 2024 WL 1197862, at \*9. BLM’s FONSI addressed the

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required to prepare an EIS instead of the EA.” *BlueRibbon*, 2024 WL 1197862, at \*8-9. Section IV of their argument indicates they now pursue only the latter claim. *See BlueRibbon Br.* at 38-42. The other claims are thus waived because “[t]he failure to raise an issue in an opening brief waives that issue.” *Anderson v. U.S. Dep’t of Lab.*, 422 F.3d 1155, 1174 (10th Cir. 2005) (citations omitted).

<sup>15</sup> Courts have found that the Council on Environmental Quality (“CEQ”) regulations implementing NEPA “are entitled to substantial deference,” *Robertson*, 490 U.S. at 355, leading to development of a significant body of case law interpreting and applying those regulations.

regulatory criteria at 40 C.F.R. § 1501.3. *See* LGB042658.<sup>16</sup> Relying on the analysis in the EA, the FONSI provides a resource-by-resource evaluation of short- and long-term effects, including for recreation. *See* LGB042668. The District Manager concluded that “[b]ecause all action alternatives would continue to provide recreation opportunities to a variety of user types . . . significant effects to recreation opportunities would not occur as a result of any of the action alternatives.” LGB042674. This is a factual determination that Plaintiffs conveniently ignore, and which implicates agency expertise. *Utah Shared Access All.*, 288 F.3d at 1213.

BlueRibbon Plaintiffs’ NEPA argument is premised on the notion that “[t]he human environment encompasses more than what is traditionally considered part of the physical environment” and must also include “recreation.” BlueRibbon Br. at 40. But Plaintiffs fail to cite a single case that found an EA/FONSI unlawful based on the possibility of significant effects to “recreation.” Courts have upheld an agency’s choice to proceed with an EA rather than an EIS for comparable projects. *See, e.g., id.; Williams*, 2007 WL 3053293, at \*3; *Utah Env’t Cong. v. MacWhorter*, No. 2:08-CV-118-SA, 2011 WL 4901317, at \*9-15 (D. Utah Oct. 14, 2011). Indeed, decisions finding a travel plan EA insufficient involved claims brought by conservation organization plaintiffs raising impacts to the physical environment. *See, e.g., Wilderness Soc. v. U.S. Forest Serv.*, 850 F. Supp. 2d 1144, 1161-62 (D. Idaho 2012).

Like each of their other claims, the BlueRibbon Plaintiffs’ NEPA claim must fail. BLM reasonably addressed NEPA’s procedural requirements, and the TMP otherwise satisfies the arbitrary and capricious standard of review.

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<sup>16</sup> Historically, the regulatory criteria addressing whether a proposed action will have significant effects were found at 40 C.F.R. § 1508.27 (2019). But the FONSI applied CEQ regulations issued in 2020. *See* 40 C.F.R. § 1501.3(b) (2020).

## II. The State's Claims Also Fail

The State's claims are similarly flawed. Some of its claims track the BlueRibbon Plaintiffs' claims and therefore fail for the same reasons. Where it raises different claims, the State ignores relevant legal authority. And the State eschews any meaningful effort at seeking record support, relying on allegations of its complaint or on unsupported narrative alone to provide any factual basis for its arguments. This shortcoming is fatal, because the State "bears the burden of proof" on these elements but ignores the "degree of evidence required at the successive stages of the litigation." *Lujan v. Defs. of Wildlife*, 504 U.S. 555, 561 (1992). While "mere allegations" based on information and belief might suffice "[a]t the pleading stage," factual positions advanced in briefing the merits must be supported by evidence. *Id.* And this evidence must come from the administrative record, not "counsel's briefs" or "counsel's statements as to what was in the record[.]" *Olenhouse*, 42 F.3d at 1576.<sup>17</sup> Defendants will address the relevant law and applicable portions of the record for each argument, but in nearly every instance the State's failure "to give any factual or legal analysis" renders their argument "so thin that the court would be justified in declining to address it for that reason alone." *Williams*, 2007 WL 3053293, at \*8. The State falls far short of its burden of showing that the TMP violates the arbitrary and capricious standard of review.<sup>18</sup>

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<sup>17</sup> Also, the State fails to meet its burden to demonstrate standing. Jurisdiction requires a sufficient sovereign interest, because the State "does not have standing as a *parens patriae* to bring an action on behalf of its citizens against the federal government[.]" *State ex rel. Sullivan v. Lujan*, 969 F.2d 877, 883 (10th Cir. 1992); *see also Wyoming v. U.S. Dep't of the Interior*, 674 F.3d 1220, 1232 (10th Cir. 2012).

<sup>18</sup> References to the State include its Public Lands Policy Coordinating Office within the Utah Department of Natural Resources ("PLPCO"), as well as the Utah School and Institutional Trust Lands Administration ("SITLA"), "as an agency of the State of Utah." Compl. ¶ 32 (Case No. 4:24-cv-46).

**A. Arbitrary and Capricious Agency Action**

The State argues that any “road closures” were “arbitrary and capricious.” Pl. State of Utah’s Opening Br. at 28, ECF No. 76 (“State’s Br.”). This section of the argument hints at a smattering of theories, all lacking a proper legal basis or any factual support.<sup>19</sup>

First, the State contends that BLM “failed to properly consider” the effects of “road closures” on “the human environment” and “alternatives which did not involve road closures.” *See id.* While the State offers no supporting legal authority, this terminology suggests it frames these arguments under NEPA. *See* 40 C.F.R. § 1508.1(m), 85 Fed. Reg. 43,375 (July 16, 2020) (defining “human environment”); *Sierra Trail Dogs Motorcycle & Rec. Club v. U.S. Forest Serv.*, 470 F. Supp. 3d 1186, 1192-1193 (D. Nev. 2020) (addressing NEPA range of alternatives argument for a TMP EIS); *Earth Island Inst. v. U.S. Forest Serv.*, 87 F.4th 1054, 1069-71 (9th Cir. 2023) (applying same legal analysis to an EA). But the State cannot advance these claims because it did not plead them. Regardless, the Court has already rejected the premise of the State’s late-raised NEPA argument. *BlueRibbon*, 2024 WL 1197862, at \*9 (finding that consideration of the “human environment” under NEPA does not mandate continuation of OHV “historic use” on every route).<sup>20</sup>

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<sup>19</sup> The State improperly attempts a freestanding APA claim, adrift of any jurisdictional standard or law to apply. The APA does not provide an independent basis for jurisdiction. *Califano v. Sanders*, 430 U.S. 99, 107 (1977). Arbitrary or capricious review may not be conducted under the APA independent of another statute that provides substantive law for a court to apply. *See Jarita Mesa Livestock Grazing Ass’n v. U.S. Forest Serv.*, 140 F. Supp. 3d 1123, 1202 (D.N.M. 2015) (collecting cases).

<sup>20</sup> The State seemingly argues that NEPA involves discrete analysis of impacts to the “natural environment” on one hand and the “human environment” on the other. State’s Br. at 28 (stating that BLM devoted “only a page and a half” on the latter “compared to the dozens of pages” on the former). But this novel distinction contradicts the statutory text and longstanding interpretation of NEPA’s reference to the human environment. *See* 42 U.S.C. § 4331 (NEPA

Second, the State claims that BLM abused its discretion by “refus[ing] to adopt an administrative process that would validate the States’ rights of way under R.S. 2477.” State’s Br. at 29. But this Court has already ruled that “BLM was not required to determine the validity of the R.S. 2477 claims prior to adopting the Travel Plan.” *Williams*, 2007 WL 3053293, at \*6-7 (citing *SUWA v. BLM*, 425 F.3d 735 (10th Cir. 2005)). Like the travel plans discussed in *Williams*, the TMP here “has not precluded a finding on these rights-of-way” and BLM “acknowledge[s] that the Travel Plan can be amended if the rights-of-way are demonstrated.” *Id.* at \*7; *see* LGB042229. The State further theorizes that closing “D-roads” may cause them to “fall into a state of disrepair” while closing “B-roads” will necessitate repairs that would be “extremely costly for the State.” State’s Br. 29. This discussion fails to identify any particular “D” or “B” roads in the TMP, let alone provide support for the assertions about their use or maintenance requirements. These shortcomings, indeed, the absence of any factual support, precludes any possibility of a defensible ruling in the State’s favor.

Third, the State asserts that unspecified “road closures interfere with the State’s ability to collect evidence necessary for its [quiet title] case.” State’s Br. at 29-30. This position too suffers the absence of an identified legal basis or any factual support in the administrative record. *See id.* at 19-20 (background for “Interference with RS 2477 Litigation” consisting entirely of citations to the State’s First Amended Complaint). Defendants have repeatedly resolved the State’s

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policy declaration “recognizing the profound impact of man’s activity on the interrelations of all components of the natural environment”; 40 C.F.R. § 1508.14 (1978) (“Human environment shall be interpreted comprehensively to include the natural and physical environment and the relationship of people with that environment.”). And even if there was any basis for this “compare number of pages” argument (there is not), the State’s tabulation mischaracterizes both the volume and nature of BLM’s analysis. *See* LGB042303-09 (EA Chapter 3.2.11 Recreation); LGB042360-67 (EA Appx. H Estimated Economic Impact).

requests in the R.S. 2477 litigation seeking vehicular access for proffered “preservation” deponents, including on OHV-Closed routes. And, in any event, the Federal Rules of Civil Procedure amply accommodate the State’s litigation needs. *See Fed. R. Civ. P. 34* (describing process for requesting and obtaining entry upon land for inspection and other purposes).

B. SITLA Parcels

The next claim relies on *State of Utah v. Andrus*, 486 F. Supp. 995, 1001 (D. Utah 1979), in arguing that BLM has unlawfully impeded access to school trust lands. State’s Br. 30-31; *see also* First Am. Compl. ¶ 46, ECF No. 70 (alleging that BLM regulation of access “cannot prevent the State or its lessee from gaining access to its land, nor may it be so prohibitively restrictive as to render the land incapable of full economic development”). In addition to lacking a factual basis, this argument relies on flawed legal analysis and ignores the TMP’s plain language.

At the outset, there is no defensible factual basis for this claim because the State relies entirely on the mere allegations of its First Amended Complaint. *Id.* at ¶¶ 92-102. The failure to present any underlying factual basis again precludes a ruling in the State’s favor.

The State’s claim also lacks a legal basis. *Andrus* rejects any asserted “absolute” right of access, concluding that “the United States may regulate the manner of access under statutes such as FLPMA.” 486 F. Supp. at 1009; *see also United States v. Jenks*, 22 F.3d 1513, 1518 (10th Cir. 1994) (finding “patent or common law rights” of access are subject, “[u]nder basic principles of property law, . . . to regulation by the Forest Service as the owner of the servient estate”). And the suggestion that TMP route designations could constitute a taking further exposes the State’s shoddy reasoning. Restricting public motorized recreational access does not deprive a permittee (or the underlying SITLA parcel) “of all economically beneficial use.” *Lucas v. S.C. Coastal*

*Council*, 505 U.S. 1003, 1027 (1992). The State’s conclusory narrative on this point is insufficient to support a finding that the TMP somehow “denied *all* economically beneficial or productive use” of SITLA lands “as a *Lucas* categorical takings claim requires.” *Bruce v. Ogden City Corp.*, 640 F. Supp. 3d 1150, 1162–64 (D. Utah 2022), *aff’d*, No. 22-4114, 2023 WL 8300363 (10th Cir. Dec. 1, 2023), *cert. denied*, No. 23-1260, 2024 WL 4426623 (U.S. Oct. 7, 2024). More fundamentally, there is no authority for the proposition that potential Fifth Amendment takings implications have any bearing on the issues before this Court in APA review of a TMP. And this Court could not resolve a takings claims anyway, even if the State had pleaded such a claim, because exclusive jurisdiction for such claims lies with the Court of Federal Claims under the Tucker Act. *See Gordon v. Norton*, 322 F.3d 1213, 1217-18 (10th Cir. 2003).

The TMP reflects a reasoned exercise of BLM’s regulatory authority. It makes clear that the “selected travel network” OHV designations “will not apply to existing or future authorized uses.” LGB042228. Such authorized uses “include, but are not limited to, grazing permittees who need to access grazing allotments or range improvements, private landowners who obtain a right-of-way to access their inholding, or entities with a valid right-of-way to access SITLA parcels.” *Id.* The TMP explicitly addresses the State’s purported fears for existing or future uses of SITLA parcels:

Existing authorizations will not be altered by the final TMP, when adopted. The final TMP will not prohibit new authorizations in the future. BLM will continue to work with private landowners, the State, SITLA permittees, and other authorized users to ensure reasonable access to, among other things, range improvements, private lands, and SITLA parcels. As the need arises, and in accordance with applicable laws and regulations, any route (including those that are designated OHV-Closed) can be made available to authorized uses.

LGB042228-29. The TMP interdisciplinary team considered the issue of access to SITLA parcels to be “present, but not affected to a degree that detailed analysis is required” because “[n]one of the alternatives will prohibit reasonable access to SITLA or other landowner parcels.” LGB042338-39. And BLM reiterated this position and reasonably responded to comments addressing access to SITLA parcels. *See, e.g.*, LGB042419 (explaining that for “the great majority of cases” at least one public OHV route accessing SITLA parcels was provided in at least one action alternative and that “in all instances, SITLA and its permittees may receive authorization from BLM to access SITLA parcels”). Moreover, the TMP designates numerous routes as OHV-Open that provide access to SITLA parcels. *See* LGB042037 (Route D1002); LGB042048 (Route D1168); LGB042051 (Route D1234); LGB042054 (Route D1262A); LGB042148 (Routes D2474 and D2750); LGB042162 (Route D2919); LGB042178 (Routes D3547, D3551, and D3569); LGB042181 (Routes D3856 and D3860); LGB042183 (Routes D3906, D3922, D3923); LGB042184 (Routes D3926 and D3925); LGB042189 (Route D7436)

The State identifies only two SITLA parcels, previously accessed in some fashion by Hell Roaring Road (Route D1223) and Mineral Canyon Road (Route D1026), which it erroneously claims have been “cut off” from access by the TMP. *See* State’s Br. at 22. Again, the TMP regulates public OHV travel, and has no effect on access by permittees or other authorized uses. The DR makes this clear, explaining that SITLA or relevant permittees will remain able to obtain authorization to access the parcels under applicable mechanisms and clarifying that BLM has not authorized, and does not intend to authorize, reclamation or rehabilitation of these two routes. *See, e.g.*, LGB042039 (Route D1026B “provides access to a SITLA section, and will not be actively reclaimed nor rehabilitated”); LGB042050 (while Route D1223B is closed to motorized

use “SITLA shall retain access to its section” and the route “will not be reclaimed or rehabilitated”).

The TMP does not impede economic development or administration of state school trust lands. The State’s concerns about access to SITLA parcels do not provide a basis for setting aside the TMP.

C. FLPMA

The State raises two arguments under FLPMA. Each argument is insufficiently developed and ignores relevant authority.

1. *Consistency Review*

The State presents a one-page argument contending that BLM failed to comply with FLPMA and its implementing regulations by failing to sufficiently allow for “Governor’s Consistency Review.” State’s Br. at 31-32 (citing 43 U.S.C. §§ 1712(a), (c); 43 C.F.R. § 1610.3-2(e)). The relevant regulation outlines procedures to be taken “[p]rior to the approval of a proposed resource management plan, or amendment to a management framework plan or resource management plan.” 43 C.F.R. § 1610.3-2(e). These requirements therefore apply to adoption (or amendment) of a land use plan, not implementation decisions. Land use plans “are a preliminary step in the overall process of managing public lands” which are followed by “site-specific implementation decisions.” *Norton*, 542 U.S. at 69-70. This structural distinction is clear in BLM travel planning – a land use plan broadly designates areas for open, closed, or limited OHV access. Implementation level planning addresses designations for particular routes. *See* LGB040027-31. This distinction is punctuated by the fact that the TMA is a subunit within the MFO. *See* LGB042217 (explaining that the 2008 MFO travel planning process considered 6,199 miles of routes “throughout the MFO” of which “1,886.7 miles were located within the TMA”).

Thus, there is an obvious factual disconnect in arguing that a TMP for a TMA can somehow constitute a FLPMA “land use plan” triggering the Governor consistency review requirements, because a resource management plan applies to a field office, i.e., a much broader administrative unit than the TMA.

The State’s argument is also flawed insofar as it implies that consistency review obligates BLM to achieve consistency with “the State Resource Management Plan.” State’s Br. at 31. At most, BLM’s obligations regarding “consistency review” require it to identify issues and explain how they were resolved, but “[t]he statute and regulations are silent on how detailed or specific BLM needs to be in doing so.” *W. Expl., LLC v. U.S. Dep’t of the Interior*, 250 F. Supp. 3d 718, 745 (D. Nev. 2017). In fact, the Tenth Circuit has indicated that “it is doubtful that the provision was intended to, or could reasonably be construed as, creating a ‘procedural right’ enforceable by state or local governmental entities.” *Kane Cnty. Utah v. Salazar*, 562 F.3d 1077, 1088 (10th Cir. 2009).

Moreover, the issues raised in the purported “Governor’s Consistency Review” were plainly considered and lawfully addressed by BLM. The Governor’s letter dated October 25, 2023, states that “closing” 114 miles of asserted R.S. 2477 rights-of-way was “highly inappropriate,” and that the TMP “closes access” to SITLA lands. ECF No. 1-10 (Case No. 4:24-cv-46) at 3-6. Contrary to the Governor’s input, the TMP “does not adjudicate, analyze, or otherwise determine the validity of any asserted [R.S. 2477] rights-of-way.” LGB042229 (EA); *see also* LGB042018 (DR). *Kane County* points to this same BLM approach to R.S. 2477 assertions in rejecting virtually the same “consistency” argument as Utah presents here. *See* 562 F.3d at 1088 (“even assuming that the [consistency] provision did create some type of ‘procedural right,’ that right was protected in this case because the Plan expressly recognizes that

the County plaintiffs may have valid R.S. 2477 rights-of-way and acknowledges that any such rights-of-way will be honored by the BLM”). Similarly, the TMP has no effect on authorized access to SITLA parcels. *See* LGB042228-29 (EA); LGB042018 (DR). The State has persistently communicated these positions, which BLM has rejected, beginning with the early stages of the TMP process. *See* LGB002821-25 (December 2021 comments addressing R.S. 2477 claims and consistency with “Utah’s Resource Management Plan”).

Any FLPMA Governor consistency review requirement did not apply here. But even if it did, the Utah Governor’s letter submitted approximately one month after issuance of the DR did little more than repeat the State’s longstanding disagreement on two issues. The TMP rationally addressed those issues in accordance with applicable law, and the State’s consistency review argument therefore must fail.

## 2. *Multiple Use and Sustained Yield*

The State additionally contends that that the TMP violates FLPMA’s direction to provide for “multiple use and sustained yield.” State’s Br. at 32-33 (citing 43 U.S.C. § 1732(a)). This argument too is easily rejected. As with its other claims, the State fails to provide citations to the administrative record to support its argument. And the State’s unsupported factual premise that the “DR considered conservation exclusively” is demonstrably false. The TMP leaves 810.5 miles of routes available for some form of continuing OHV travel. The DR makes clear that BLM considered an array of multiple uses in making individual route designations, in many instances emphasizing the importance of motorized recreation opportunities in providing for continuing OHV travel. *See, e.g.*, LGB042046 (Route D1116 designated “open” because “it provides access to a scenic overlook of Taylor Canyon as well as to several dispersed campsites”); LGB042048 (Route D1167 designated “open” because it “provides recreation

opportunities for the OHV public in lesser used desert bighorn sheep habitat compared to other areas”); LGB042055 (discussing five Jeep Safari routes that each “provide[ ] recreation value”); LGB042079-80 (designating D1579 routes “open” noting they are “so popular” as to be “featured in guidebooks” featuring “challenging four-wheel drive routes” and providing “a valuable recreation experience for those who enjoy testing their skills and their vehicles”).

The State’s argument also ignores well established law flowing from any intuitive meaning of “multiple use” management. This FLPMA policy directive “represents an attempt by Congress to balance the use of the public lands by interests as diverse as the lands themselves” and “BLM need not permit all resource uses on a given parcel of land.” *Rocky Mountain Oil & Gas Ass’n v. Watt*, 696 F.2d 734, 738 (10th Cir. 1982). “The purpose of the [multiple use] mandate is to require the BLM to evaluate and choose an appropriate balance of resource uses, which involves tradeoffs between competing uses.” *Williams*, 2007 WL 3053293, at \*10-11. This “language which breathe(s) discretion at every pore” can “hardly be considered” to impose “concrete limits upon agency discretion.” *Perkins*, 608 F.2d at 806 (internal quotation marks and citation omitted).<sup>21</sup>

The State has not established a FLPMA violation – the MFO’s management, including the TMP, reflects reasonable consideration of multiple uses.

#### D. Dingell Act

The State also brings a Dingell Act claim. *See* State’s Br. 33-35. Insofar as the State raises a “buffer zone” argument, it fails for the same reasons as the BlueRibbon Plaintiffs’

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<sup>21</sup> The State pleaded a similar “de facto wilderness” argument. *See* First Am. Compl. ¶¶ 205-13, ECF No. 70. Again, by failing to include this claim in its opening brief the State has waived it.

argument – most notably because it is founded on the erroneous premise that TMP designations were “designed to minimize visual and auditory impacts to visitors and wildlife within the Labyrinth Wilderness Area.” *Id.* at 34. Again, “neither the EA nor the DR contain any discussion whatsoever about user experiences, or any other impact, within the wilderness. Instead, BLM’s analysis addressed impacts along the Green River corridor that is located within the TMA.”

*BlueRibbon*, 2024 WL 1197862, at \*6.

The State also seemingly argues that by designating portions of the Green River within the TMA as “scenic,” Congress cabined BLM’s management authority and commanded that it “protect existing road access.” State’s Br. at 34-35. But in similar fashion to FLPMA, the Wild and Scenic Rivers Act is framed broadly, directing that a designated river be managed “in such manner as to protect and enhance the values which caused it to be included in said system without, insofar as is consistent therewith, limiting other uses that do not substantially interfere with public use and enjoyment of these values.” 16 U.S.C. § 1281(a). Neither the statutory text nor any relevant case law supports the State’s suggestion that a particular prescription (or prohibition) of motorized use is inherent in any WSRA designation. Rather, an agency’s decisions applying WSRA, including in concert with travel management, “must be accorded substantial deference[.]” *Hells Canyon All.*, 227 F.3d at 1178. “Ultimately, it is the agency’s role – not the court’s – to balance competing recreational uses.” *Riverhawks v. Zepeda*, 228 F. Supp. 2d 1173, 1184 (D. Or. 2002); *see also Friends of the Flathead River v. U.S. Forest Serv.*, 614 F. Supp. 3d 747, 753 (D. Mont. 2022) (agreeing with agency’s position that WSRA “states only broad objectives for monitoring and protection and dictates no specific requirement for furthering those objectives”). That BLM is able to allow motorized access on (or in proximity to) a designated scenic river does not compel it to do so.

BLM’s route designations in the vicinity of the Green River corridor appropriately consider impacts within the TMA and otherwise comply with applicable law.

E. NHPA

Next, the State argues that BLM failed to consider whether “R.S. 2477 roads subject to the TMP’s closures are eligible for protection” under the NHPA. State’s Br. at 36. Again, the State’s argument is insufficiently developed, and BLM amply addressed the NHPA’s procedural requirements.

The State’s argument again omits cogent discussion of the legal backdrop. The ACHP regulations provide a detailed structure to guide NHPA Section 106 analysis. These regulations outline the steps to be taken by the action agency (here BLM), which may include defining the undertaking’s “area of potential effects” (“APE”) and identifying historic properties within the APE (36 C.F.R. § 800.4), determining whether an adverse effect(s) may result from the undertaking (*id.* § 800.5), and if so, considering alternatives or modifications to the undertaking to avoid, minimize, or mitigate adverse effects (*id.* § 800.6). At each step the regulations address the agency’s consultation options (or obligations) vis-à-vis the State Historic Preservation Officer (“SHPO”) and any Tribal Historic Preservation Officer(s) (“THPO”), consulting parties, the public, and ACHP. *See, e.g., id.* §§ (a) (describing continuing consultation “with the SHPO/THPO and other consulting parties” regarding resolution of adverse effects) and (a)(1) (prescribing notice to be provided to ACHP); *see also id.* § 800.2.

However, an agency may adopt “program alternatives” to implement Section 106. *See id.* § 800.14. Here, various parties entered into “a programmatic agreement to govern the implementation of a particular program or the resolution of adverse effects from certain complex project situations or multiple undertakings.” *Id.* § (b). “Compliance with the procedures

established by an approved [PA] satisfies the agency’s section 106 responsibilities for all individual undertakings of the program covered by the agreement[.]” *Id.* § 800.14(b)(2)(iii). A programmatic agreement addressing NHPA responsibilities “for Travel and Transportation Management Undertakings” was executed by BLM, SHPO, and ACHP in November 2018 (the “PA”). *See Exhibit 1 hereto.*<sup>22</sup> The signatories entered the PA in recognition of “a need to establish greater clarity in how BLM-Utah’s travel and transportation management undertakings should make ‘a reasonable and good faith’ effort to identify historic and traditional cultural properties” and to establish “procedures towards comprehensively meeting [BLM’s] obligations under 36 C.F.R. Part 800 to identify, evaluate, and resolve potential adverse effects to historic properties (including traditional cultural properties) for travel and transportation management undertakings[.]” PA at 5-6. In part, the manner in which BLM could clarify these responsibilities developed as a result of litigation between these parties. *See S. Utah Wilderness All. v. Burke*, 981 F. Supp. 2d 1099, 1107-11 (D. Utah 2013), *vacated sub nom. S. Utah Wilderness All. v. U.S. Dep’t of the Interior*, No. 2:12-CV-257 DAK, 2017 WL 11516766 (D. Utah May 17, 2017).

The PA tracks the ACHP regulations but offers specific refinements and procedures unique to BLM Utah travel planning processes. Section III of the PA addresses “Identification Efforts” starting with definition of the APE for OHV designations (and special recreation permits). PA at 12. Section IV addresses “Findings of Effect.” *Id.* at 19. It directs that where BLM determines that “the undertaking may cause adverse effects to historic properties” it will provide consulting parties at least 30 days “to provide input on the finding.” Section V provides:

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<sup>22</sup> The PA is also available at: [https://www.blm.gov/sites/blm.gov/files/BLM%20Utah%20Final%20Signed%20Programmatic%20Agreement%20for%20BLM%20Travel%20and%20Transportation%20Management%20Undertakings%20in%20Utah%2011-28-18%20\(1\).pdf](https://www.blm.gov/sites/blm.gov/files/BLM%20Utah%20Final%20Signed%20Programmatic%20Agreement%20for%20BLM%20Travel%20and%20Transportation%20Management%20Undertakings%20in%20Utah%2011-28-18%20(1).pdf) (last viewed Jan. 10, 2025).

The resolution of any adverse effects to historic properties from undertakings encompassed in this Agreement will be accomplished through the development of Historic Properties Treatment Plans (HPTP), and the completion and implementation of HPTPs will evidence BLM-Utah's compliance with the Section 106 process for these undertakings. Through the development of the HPTP, the agency official will identify and consult with consulting parties to develop and evaluate modifications to the undertaking that would avoid, minimize, or mitigate adverse effects to historic properties.

*Id.* at 20-21. BLM will provide consulting parties with 30 days to provide input on draft HPTPs and will revise an HPTP, "as needed, to address comments from this consultation process." *Id.* at 21. The draft HPTP, with any revisions, will be submitted to SHPO with a summary of consulting party input. *Id.* BLM ultimately determines "whether the HPTP will resolve the adverse effects in consultation with the SHPO." *Id.*

BLM closely followed the steps prescribed by the PA in adopting the TMP.<sup>23</sup> In March 2020 BLM sent a "consulting party invitation" to various entities and individuals, including PLPCO and SITLA. *See* LGB010186-221. In October 2021 BLM sent a further letter to consulting parties requesting input on the APE for the TMP. *See* LGB010669-86. In addition to describing how BLM would define the APE, those letters sought "any information you wish to share about cultural resources within the TMA." LGB010673 (PLPCO letter). The State, through PLPCO, provided a response on November 9, 2021, expressing appreciation for "BLM reconsidering the designation of each route using the most up-to-day information" and agreeing that the proposed APE "meets the requirements" of the PA. LGB010660-61. In March 2023 BLM sent consulting parties another letter "to follow up" on NHPA consultation for the TMP. *See* LGB007662-8016. These letters included several pages detailing the "identification efforts" for the TMP including site visits and Class II and Class III surveys where appropriate under the

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<sup>23</sup> The PA implementation process is summarized in EA Appendix I. *See* LGB042368-70.

PA. See LGB007663-66. The letters further summarized possible adverse effects, including for specified sites, along with possible treatments. *See* LGB007666-68. In March 2023 BLM also sent a similar update to SHPO. *See* LGB008227-302.

At this stage in the NHPA consultation process PLPCO sent the April 11, 2023, letter mentioned in its complaint. *See* ECF No. 1-13 (Case No. 4:24-cv-46). PLPCO concurred with BLM's finding of adverse effects, and its proposed treatment at seven sites, while suggesting different treatments for six other sites "similar to those proposed for routes open in all planning alternatives." *Id.* at 3. PLPCO further voiced a "concern" that BLM's "reluctance to consider any information associated with R.S. 2477 claims means that numerous historical roads proposed for closure, especially under Alternative B, have not been recorded and evaluated for National Register eligibility. Some of these overlooked roads may qualify as historic properties, and closing them may alter characteristics that qualify these properties for National Register inclusion." *Id.* at 3-4. PLPCO's letter identifies Routes 1527, 1019, 1112, 1190, and 1223 as examples of such "historical" roads. *Id.* at 4.

On May 31, 2023, BLM circulated a draft HPTP. *See* LGB008305-08 (SHPO); LGB008017-225, LGB009497-986 (tribes); LGB010356-635 (nontribal consulting parties). Various parties submitted comments on the draft HPTP, including PLPCO in a letter dated June 8, 2023. *See* LGB010663-65. "PLPCO's comments consider two issues outlined in the *State Resource Management Plan*, encouraging preservation and responsible use of cultural resources, and protecting current and future access, use, and benefit of public lands." LGB010663. On the first point, the comments indicate that PLPCO "fully supports" the HPTP's "proposed treatments to minimize, mitigate, and monitor effects to historic properties" within the TMA. *Id.* On the second point, PLPCO "urges" BLM to consider treatment options other than route closure, such

as site monitoring, interpretive signage, and increased law enforcement efforts. LGB010664. The comments specifically discuss three routes, expressing concern that proposed closures might adversely affect livestock grazing operations. LGB010663-64. The comments make no mention of the historic eligibility of these three roads, or any other roads. In addition to PLPCO, BLM received comments on the draft HPTP from three other consulting parties, which were summarized in notes dated July 11, 2023. *See* LGB010687-88. BLM “considered these comments and made some minor adjustments” and on July 11, 2023, transmitted a final HPTP to SHPO. LGB008303-04.

In light of this background and relevant law, the State’s NHPA argument fails for several reasons.

BLM complied with the PA and obtained SHPO concurrence in the final HPTP, thus resolving identified adverse effects and discharging BLM’s Section 106 duties. Following consultation, SHPO concurred in BLM’s determinations of eligibility, findings of adverse effect, and decisions regarding further Class II surveys. *See* LGB008227, LGB010666. BLM appropriately communicated with SHPO regarding the draft HPTP. *See* LGB008305, LGB010667. BLM’s July 13, 2023, letter to SHPO summarized BLM’s efforts, provided a copy of the final HPTP, and advised that, “[c]onsistent with the [Travel Management] PA, the BLM has determined that execution of the enclosed final HPTP will resolve adverse effects and the BLM respectfully seeks your concurrence with this determination.” LGB008303. On July 20, 2023, SHPO responded, noting BLM’s “thoughtful consideration of comments received from our office and other consulting parties” and concurring “that the revised HPTP is sufficient to guide the next steps of this undertaking.” LGB010668. The PA provides that “the completion and implementation of HPTPs will evidence BLM-Utah’s compliance with the Section 106 process

for these undertakings.” PA at 20. Compliance with an approved PA “satisfies the agency’s section 106 responsibilities for all individual undertakings of the program[.]” 36 C.F.R. § 800.14(b)(2)(iii); *see also S. Utah Wilderness All. v. Norton*, 326 F. Supp. 2d 102, 115-16 (D.D.C. 2004) (“The Court, in its deferential review of agency action, places great weight on the fact that the instant agency action received the approval of the very entities charged with overseeing compliance with NHPA.”).<sup>24</sup>

In addition, BLM considered and reasonably addressed the State’s concerns regarding historical roads. BLM’s response to comments acknowledged that some routes analyzed “have been documented as cultural resources and that some may be eligible for the National Register of Historic Places” and considered this information “as part of the BLM’s compliance with [NHPA] Section 106[.]” LGB042403. “BLM also considered historical and cultural purpose and need for routes as part of the route evaluations, as described in Section 2.1.3.” *Id.* As noted above, the State’s April 11, 2023, letter identified routes 1527, 1019, 1112, 1190, and 1223 as potential “historical roads.” ECF No. 1-13 (Case No. 4:24-cv-46) at 4. The DR designated two of these routes as OHV-Open. *See* LGB042038 (D1019), LGB042048 (D1190). Route D1112 was designated OHV-Closed, but no comments were submitted addressing its historic (or R.S. 2477)

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<sup>24</sup> The State mistakenly suggests the Court can independently consider whether routes should be designated as historic properties pursuant to the regulations at 36 C.F.R. Part 60, National Register of Historic Places. *See* State’s Br. at 17, 36. Those regulations address a process whereby SHPO or a federal agency can nominate a district, site, building, structure or object for inclusion in the National Register. *See* 36 C.F.R. §§ 60.6, 60.9. Any other “person or organization” can request a nomination by submitting the prescribed form to SHPO or a designated federal preservation officer. *Id.* § 60.11. The State provides no evidence that it (or any person or local government) completed these procedural requirements for any road within the TMA (or elsewhere). Nor does the State cite to any case law or other legal authority suggesting that a district court can rely on the criteria at 36 C.F.R. § 60.4 while conducting APA review of agency action.

status. *See* LGB042046 (DR), LGB042435 (EA Appx. M comments by BlueRibbon and SUWA). Route D1223 (Hell Roaring Road) received substantial comments from proponents for and against continuing OHV access, including PLPCO and SITLA. *See* LGB04237-38. BLM designated each segment of D1223 as OHV-Closed, and noted that while “the road dates from the uranium mining days of the 1950’s” the route “is in disrepair and staying on the roadbed is difficult to impossible due to flash flooding.” BLM’s rationale thus considers the road’s historical context, while finding that the road has been altered by recurrent flooding and concluding that closure to OHV travel is warranted to address wildlife habitat impacts and user conflict. LGB042050.<sup>25</sup> Similarly, comments on Route D1527 (Hey Joe) raised numerous considerations, including claimed R.S. 2477 status and access to “two famous inscriptions and an historic mining site[.]” LGB042459-60. Ultimately, based on impacts to wildlife and riparian habitat, wetlands, sediment transport, and user conflict, BLM chose to designate both segments of D1527 as OHV-Closed. *See* LGB042075. The State disagrees with this outcome, but BLM considered the route’s historical context and addressed any NHPA procedural duties.

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<sup>25</sup> The State provides no authority supporting the proposition that motorized travel is ever essential to preserving the historical status of a road. Indeed, NHPA compliance in the travel management context typically focuses on whether motorized travel, even along existing routes, might cause adverse impacts to cultural resources or historic properties. *See Mont. Wilderness Ass’n v. Connell*, 725 F.3d 988, 1005-06 (9th Cir. 2013).

The State has failed to articulate a colorable legal or factual basis in support of an NHPA argument. Review of applicable law and the administrative record makes clear that BLM expended significant effort in formulating the PA and complying with its terms during the TMP process. The State’s argument fails to address its role in establishing the PA and applying the PA during the TMP process. The State’s NHPA claim provides no basis for setting aside the TMP.

F. R.S. 2477

The State also argues that BLM should be precluded from making OHV-Closed designations on asserted R.S. 2477 rights-of-way. *See* State’s Br. 37-40. This argument seeks to capitalize on the August 9, 2024, ruling in *Kane County v. United States*, No. 2:10-CV-1073-CWW, 2024 WL 3760024 (D. Utah Aug. 9, 2024). But the State’s argument mischaracterizes the *Kane County* ruling(s), fails to acknowledge key aspects making those rulings inapplicable to this case, and ignores legal authority more clearly on point that ratifies BLM’s longstanding approach to addressing R.S. 2477 assertions in formulating travel plans.

At the outset, it is important to clarify that what the State refers to as “The Decision,” State’s Br. at 38 (citing August 9 ruling) is in fact two decisions. The court issued a second decision to address “some confusion about one of the holdings” in the first decision, clarifying that the second decision “supplements its prior ruling” and that the two decisions “are to be read together.” *Kane Cnty. v. United States*, No. 2:10-CV-1073, 2024 WL 4285110, at \*1 (D. Utah Sept. 25, 2024).

The State overlooks several key aspects of the *Kane County* rulings. First, that case involves an action by the County (and the State) seeking to quiet title to asserted R.S. 2477 roads under the Quiet Title Act, 28 U.S.C. § 2409a, and the rulings address the United States’ jurisdictional motion to dismiss. The rulings thus involve an entirely dissimilar procedural

context than review of agency action under APA and *Olenhouse* standards. Second, there are significant factual dissimilarities. The *Kane Cnty.* rulings only address eight roads that the court described as “well-defined roads on the ground and on maps” and “open for use by the public and motor vehicles.” *Kane Cnty.*, 2024 WL 3760024, at \*5. In most instances they are regularly maintained “Class B” roads.<sup>26</sup> In contrast, the State has not asserted that the TMP closes any Class B roads, but takes issue with TMP designations of about 114 miles of Class D roads claimed under R.S. 2477 by the State and Grand County. *See* ECF No. 1-10 (Case No. 4:24-cv-46) at 3-4. Third, even the *Kane Cnty.* court agrees that in the relevant context – Class D roads designated OHV-Closed by the TMP – the United States (BLM) “shall not be disturbed in possession or control” of those routes “pending a final judgment or decree” in the quiet title litigation. 28 U.S.C. § 2409a(b); *Kane Cnty.*, 2024 WL 4285110, at \*6.

Moreover, the State fails to address this Court’s rulings that resolves this question in the relevant travel planning context. The proper manner of asserting rights under R.S. 2477 is through “an action under the Quiet Title Act, not a challenge to the BLM’s [TMP].” *Williams*, 2007 WL 3053293, at \*7. BLM is not obligated to resolve R.S. 2477 claims and the TMP “has not precluded a finding on these rights-of-way” and “can be amended if the rights-of-way are

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<sup>26</sup> Roads potentially claimed by a Utah county are commonly referred to as “Class B” or “Class D” roads based on their status under Utah law. *See Kane Cnty.*, 2024 WL 3760024, at \*4-5. Class B roads are maintained for travel by two-wheel drive passenger vehicles and are therefore reflected on maps prepared “in cooperation with the federal government” that have the effect, in part, of “obligat[ing] the State to provide funding to help maintain the road.” *See Kane Cnty.*, 2024 WL 4285110, at \*1-2. Class D roads do not meet the standards of Class A, B, or C roads, and are often “established by use” and “maintained to provide for usage by the public for vehicles with four or more wheels.” *Id.* at \*5; Utah Code Ann. § 72-3-105(1); *see also id.* § 102 (indicating that Class A roads are state highways), § 104(2) (indicating that Class C roads are city streets). The *Kane County* motion to dismiss involved only five Class B roads and three Class D roads. *Kane Cnty.*, 2024 WL 3760024, at \*3 n.6, \*5.

demonstrated.” *Id.*; *Kane Cnty.*, 562 F.3d at 1088; LGB042229 (noting the State and counties “may hold valid existing rights-of-way within the TMA” under R.S. 2477” and that “[a]t such time as administrative or judicial determinations are made acknowledging or adjudicating asserted R.S. 2477 rights-of-ways, the BLM will adjust its TMP accordingly.”).

The *Kane County* rulings do not aid the State’s opposition to the TMP. Instead, the *Kane County* rulings, in concert with others by this Court, only make clear that BLM can restrict public OHV use on an asserted R.S. 2477 right-of-way pending judicial determination of such claims under the Quiet Title Act.

#### G. Conflict of Interest

The State’s final argument contends that BLM “abused its discretion” by “failing to exclude” a BLM official purportedly having a “conflict of interest” from involvement in the TMP process. State’s Br. at 40. The State fails to define “conflict of interest,” articulate which “conflict of interest” it believes is at issue, or provide any legal authority demonstrating that a conflict of interest provides a basis for setting aside agency action. And yet again, the factual basis for this claim consists entirely of the mere allegations of the State’s amended complaint. *See id.* (citing Am. Compl. ¶¶ 159-161). Indeed, the State admits to possessing no more than “information and belief” that the unnamed official in question was involved in the TMP process, preventing characterization of its claim as anything more than innuendo. There is no basis for granting the State’s conflict of interest claim.

### **III. Plaintiffs Fail to Address the Proper Remedy Standard**

Plaintiffs do not attempt the showing necessary to obtain their requested relief. Both Plaintiffs ask the Court to declare unlawful and vacate the TMP. *See* State’s Br. at 40; BlueRibbon Br. at 42 (asking that the Court “set aside” the TMP). But “vacatur is not always the

appropriate remedy” in a case of this nature. *Dine Citizens Against Ruining Our Env’t v. Haaland*, 59 F.4th 1016, 1049 (10th Cir. 2023) (considering NEPA violations). The Tenth Circuit now follows the “the *Allied-Signal* test” which considers “(1) the seriousness of the agency action’s deficiencies (and thus the extent of doubt whether the agency chose correctly), and (2) the disruptive consequences of an interim change that may itself be changed.” *Id.* (quoting *Allied-Signal, Inc. v. U.S. Nuclear Regul. Comm’n*, 988 F.2d 146, 150-51 (D.C. Cir. 1993) (cleaned up)); *see also W. Watersheds Project v. Vilsack*, No. 23-8081, 2024 WL 4589758, at \*15 (10th Cir. Oct. 28, 2024) (same). This determination “requires a fact-intensive inquiry that is typically left to the discretion of the district court.” *Id.*

The Court should not have to consider remedy because Plaintiffs have not demonstrated that they are entitled to any relief. But if determining a proper remedy becomes necessary, Plaintiffs have not attempted to make an argument (or present evidence) under the *Allied-Signal* factors. In particular, vacatur of the TMP could lead to resumption of OHV use that some believe “poses a real threat to riparian areas and wildlife habitats.” *BlueRibbon*, 2024 WL 1197862, at \*11. The Court would need to conduct further proceedings, should it somehow become necessary to entertain Plaintiffs’ request to vacate the TMP.

### **CONCLUSION**

For the above reasons, the Court should deny all of Plaintiffs’ challenges to the TMP, and enter judgment for Defendants.

Respectfully submitted this 10th day of January 2025.

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**CERTIFICATE OF COMPLIANCE**

I hereby certify that this memorandum contains 18,786 words and complies with the type-volume limitation of DUCivR 7-1(a)(4)(C), as extended by the Amended Scheduling Order in Consolidated Administrative Cases, ECF No. 69. This memorandum has been prepared in a proportionately spaced typeface, Times New Roman 12-point font, and I obtained the word count using Microsoft Word 365 MSO (Version 2409 Build 16.0.18025.20214) 32-bit.

/s/ Paul A. Turcke  
Paul A. Turcke

**PROGRAMMATIC AGREEMENT  
AMONG  
THE ADVISORY COUNCIL ON HISTORIC PRESERVATION  
THE BUREAU OF LAND MANAGEMENT - UTAH  
AND  
THE UTAH STATE HISTORIC PRESERVATION OFFICE  
REGARDING NATIONAL HISTORIC PRESERVATION ACT RESPONSIBILITIES  
FOR TRAVEL AND TRANSPORTATION MANAGEMENT UNDERTAKINGS**

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**PROGRAMMATIC AGREEMENT  
AMONG  
THE ADVISORY COUNCIL ON HISTORIC PRESERVATION  
THE BUREAU OF LAND MANAGEMENT - UTAH  
AND  
THE UTAH STATE HISTORIC PRESERVATION OFFICE  
REGARDING NATIONAL HISTORIC PRESERVATION ACT RESPONSIBILITIES  
FOR TRAVEL AND TRANSPORTATION MANAGEMENT UNDERTAKINGS**

**WHEREAS**, this Programmatic Agreement (Agreement) is made under the authority of Section 106 of the *National Historic Preservation Act* (NHPA, 54 U.S.C. § 306108), and its implementing regulations found at Title 36 Part 800 of the *Code of Federal Regulations* (36 CFR Part 800) – hereafter collectively referred to as “Section 106”; and specifically 36 CFR 800.14(b)(2), which provides the Bureau of Land Management - Utah (BLM-Utah) with the authority to develop a programmatic agreement to govern the Section 106 process for a particular agency program; and

**WHEREAS**, BLM-Utah administers approximately 23 million acres of public lands (public lands) in Utah in accordance with the “multiple use and sustained yield” mission mandated by the *Federal Land Policy and Management Act* (FLPMA) (43 U.S.C. § 1701 et seq.), and these public lands contain tens of thousands of cultural resources. Many of these cultural resources have been listed or determined eligible for listing in the National Register of Historic Places (National Register). These listed and eligible cultural resources (historic properties) possess archaeological, historical, scientific, traditional, and religious values and maintain significant cultural importance to Native American tribes and local, regional, national and international individuals, communities, and organizations. By their very nature, these historic properties are non-renewable and of great worth to the American public; and

**WHEREAS**, public lands in Utah are interlaced with thousands of miles of existing travel routes available for off-highway vehicle (OHV, or “off-road vehicle” as defined in 43 CFR Part 8340) use, in varying degrees of use, condition, and maintenance, many of which provide for public and administrative access needs that support the implementation of the BLM’s multiple-use mission. Many of these routes are historic properties. Many of these routes provide access to and across Utah’s public lands that support oil and gas development, renewable energy development, mining and mineral development, grazing management, and outdoor recreation opportunities, all of which significantly contribute to Utah’s economy. Recreational visitors represent one of the largest users of OHV routes on Utah’s public lands, which provided over 7.5 million visitors with access to a wide variety of motorized and non-motorized outdoor recreation opportunities in 2015 and 7.9 million visitors in 2017 ; and

**WHEREAS**, BLM’s OHV area and route designation criteria found at 43 CFR Subpart 8342.1 mandates that BLM-Utah’s travel and transportation management designations will be based on the protection of resources of the public lands, the promotion of safety of all the users of the

public lands, and the minimization of conflicts among various uses of the public lands. The objective of the BLM-Utah's Travel and Transportation Management Program is to balance the protection of public land resources, including historic and archaeological resources, traditional cultural properties, and cultural landscapes, with the need to establish long-term, sustainable, and multi-modal transportation systems composed of designated roads, primitive roads, trails, and areas that recognize valid existing rights and provide public and administrative access for millions of public land visitors and authorized users. The NHPA, FLPMA, 43CFR8342.1, as well as the *National Environmental Policy Act* (NEPA), also mandate that BLM-Utah seek comment and input from the public and federal, tribal, state, and local government agencies when planning for its travel and transportation management activities; and

**WHEREAS**, BLM-Utah recognizes the following travel and transportation management activities as "undertakings" defined at 36 CFR 800.16(y) that have the potential for adverse effects to historic properties, which require conformance with the Section 106 process:

- The designation of open, limited, and closed OHV areas in BLM-Utah field office resource management plans (RMP) and RMP amendments. Within open OHV areas, cross-country OHV travel may occur anywhere across the landscape; within limited OHV areas, OHV travel is allowed subject to limitations, such as limited to designated routes, administrative, seasonal, vehicle size, or other OHV use limitations; and within closed OHV areas, OHV travel is prohibited.
- The designation of routes (including designated off-route parking), for OHV travel within limited OHV areas. The BLM can comprehensively designate routes for a particular planning area within Travel Management Plans, or designate routes on a route-by-route basis as needed. Route designations may involve the following actions:
  - Numbering and signing routes for OHV travel or closure;
  - Identifying routes on publicly-available travel maps;
  - Maintaining routes in manners that may or may not require surface disturbance; and
  - Rehabilitating and barricading closed routes.
- The approval of Special Recreation Permits that authorize OHV-related commercial, competitive, and organized events.

BLM-Utah initiates the 36 CFR Part 800 process for these undertakings at the point it begins land use planning pursuant to its *Resource Management Planning* regulations at 43 CFR Subpart 1610 and/or its *Procedures for Implementation of National Environmental Policy Act* regulations at 36 CFR Part 805; and

**WHEREAS**, the signatories to this Agreement recognize that BLM-Utah's travel and transportation management undertakings, including OHV area and route designations, are intended to provide for protection and management of cultural resources and historic properties (including traditional cultural properties) on the public lands. However, the signatories to this Agreement also recognize that there is a need to establish greater clarity in how BLM-Utah's travel and transportation management undertakings should make "a reasonable and good faith" effort to identify historic and traditional cultural properties in accordance with 36 CFR 800.4(b)(1). This Agreement establishes BLM-Utah's procedures towards comprehensively

meeting its obligations under 36 CFR Part 800 to identify, evaluate, and resolve potential adverse effects to historic properties (including traditional cultural properties) for travel and transportation management undertakings; and

**WHEREAS**, BLM-Utah is the lead federal agency responsible for ensuring that all stipulations, provisions and terms of this Agreement are carried out, and is a signatory to this Agreement; and

**WHEREAS**, BLM-Utah invited the Advisory Council on Historic Preservation (AChP) to participate in the consultation process for this Agreement in accordance with the *Programmatic Agreement among the BLM, the AChP, and the National Conference of State Historic Preservation Officers regarding the Manner in which the BLM will meet its Responsibilities under the National Historic Preservation Act* (National PA). The AChP elected to participate in this Agreement because it presents questions of policy or interpretation and presents issues of concern to Indian tribes. The AChP is a signatory to this Agreement; and

**WHEREAS**, the Utah State Historic Preservation Office (SHPO) has responsibilities under the NHPA, including 36 CFR Part 800 and the *Procedures for State, Tribal, and Local Government Historic Preservation Programs* regulations at 36 CFR Part 61, to advise and assist BLM-Utah in complying with its Section 106 responsibilities for proposed undertakings on public lands in Utah. The SHPO is a signatory to this Agreement; and

**WHEREAS**, BLM-Utah, the AChP, and the SHPO maintain the authority to execute, amend, or terminate this Agreement as signatories in accordance with 36 CFR 800.6(c)(1); and

**WHEREAS**, unless otherwise specified, this Agreement collectively refers to Indian tribes, the AChP, BLM, SHPO, local governments, organizations, and individuals that participated in the development of this Agreement and may participate in future Section 106 undertakings as outlined in this Agreement as “consulting parties;” and

**WHEREAS**, in accordance with 36 CFR 800.6(c)(3), consulting parties that participated in the development of this Agreement were also invited to be a concurring party to this Agreement. A concurring party does not have the authority to amend or terminate the Agreement, nor is their signature required to execute this Agreement; and

**WHEREAS**, BLM-Utah invited the governments of the following federally recognized Indian tribes to participate in the development of this Agreement and be concurring parties: Confederated Tribes of the Goshute Reservation, Eastern Shoshone Tribe, Hopi Tribe, Kaibab Band of Paiute Indians, Kewa Pueblo, Navajo Nation, Northwest Band of the Shoshone Nation, Ohkay Owingeh Pueblo, Paiute Indian Tribe of Utah, Pueblo of Acoma, Pueblo de Cochiti, Pueblo of Isleta, Pueblo of Jemez, Pueblo of Laguna, Pueblo of Nambe, Pueblo of Picuris, Pueblo of Pojoaque, Pueblo of San Felipe, Pueblo of San Ildefonso, Pueblo of Sandia, Pueblo of Santa Clara, Pueblo of Taos, Pueblo of Tesuque, Pueblo of Zia, Pueblo of Zuni, San Juan Southern Paiute Tribe, Skull Valley Band of the Goshute Indians of Utah, Southern Ute Tribe,

Tamaya Pueblo, Ute Indian Tribe, Ute Mountain Ute Tribe, and White Mesa Ute Tribe; and

**WHEREAS**, the Hopi Tribe and the Navajo Nation provided comments to this Agreement; and

**WHEREAS**, BLM-Utah will continue to consult with Indian tribes regarding travel and transportation management undertakings in accordance with 36 CFR 800.2(c)(2)(ii)(A), including providing Indian tribes with meaningful opportunities to identify traditional cultural properties and cultural landscapes that BLM-Utah must consider during future Section 106 processes; and

**WHEREAS**, BLM-Utah invited the following federal and state government agencies to participate in the development of this Agreement and be concurring parties: National Park Service, Utah Department of Transportation, Utah Division of Wildlife Resources, U.S. Army Dugway Proving Ground, Utah Division of Parks and Recreation, Utah Public Lands Policy Coordination Office, Utah School and Institutional Trust Lands Administration; and

**WHEREAS**, three of the above-referenced federal and state government agencies participated in the development of this Agreement and were invited to be concurring parties. These agencies include: the U.S. Army Dugway Proving Ground, Utah School and Institutional Trust Lands Administration, and Utah Public Lands Policy Coordination Office; and

**WHEREAS**, BLM-Utah invited the following local governments to participate in the development of this Agreement and be concurring parties: Beaver County, Box Elder County, Cache County, Carbon County, Daggett County, Davis County, Duchesne County, Emery County, Garfield County, Grand County, Iron County, Juab County, Kane County, Millard County, Piute County, Rich County, San Juan County, Sanpete County, Sevier County, Tooele County, Uintah County, Utah County, Washington County, Wayne County, and Weber County; and

**WHEREAS**, ten of the above-referenced counties in Utah participated in the development of this Agreement and were invited to be concurring parties. These counties include: Beaver County, Duchesne County, Emery County, Iron County, Juab County, Kane County, Piute County, San Juan County, Uintah County, and Washington County; and

**WHEREAS**, BLM-Utah invited the following individuals and organizations to participate in the development of this Agreement and to be concurring parties: American Lands and Access Association, Blue Ribbon Coalition, Colorado Plateau Archaeological Alliance, Friends of Cedar Mesa, Great Old Broads for Wilderness, Milford Archaeological Research Institute, National Off-Highway Vehicle Conservation Council, National Trust for Historic Preservation, Nine Mile Canyon Coalition, Old Spanish Trail Association, Oregon-California Trails Association, San Juan Public Entry and Access Rights, San Juan Heritage Council, Mr. Owen Severance, Ms. Lynell Shalk, Southern Utah Wilderness Alliance, United Four Wheel Drive Associations, Utah Professional Archaeological Council, Utah Rock Art Research Association, Utah Shared Access

Alliance, Utah Statewide Archaeological Society, and Utah 4 Wheel Drive Association; and

**WHEREAS**, nine of the above-referenced organizations participated in the development of this Agreement and were invited to be concurring parties. These organizations include: the American Lands and Access Association, Colorado Plateau Archaeological Alliance, National Trust for Historic Preservation, Nine Mile Canyon Coalition, Old Spanish Trail Association, Southern Utah Wilderness Alliance, United Four Wheel Drive Associations, Utah Rock Art Research Association, and Utah 4 Wheel Drive Association; and

**NOW, THEREFORE**, the signatories and concurring parties agree that travel planning and transportation management undertakings will be implemented in accordance with the following stipulations.

## **STIPULATIONS**

BLM-Utah will ensure that the following stipulations in this Agreement are carried out:

### **I. Professional Standards**

#### **A. Agency Official**

The “agency official” (36 CFR 800.2) for this Agreement is the BLM-Utah State Director (State Director). The State Director will delegate the agency official responsibilities to the appropriate District Manager, Field Manager, Monument Manager, and/or National Conservation Area Manager when implementing the stipulations in this Agreement in accordance with the appropriate manager’s respective jurisdiction.

#### **B. Agency Archaeologist**

BLM-Utah will ensure that all work undertaken to satisfy the stipulations of this Agreement will be conducted or overseen by personnel who meet the qualifications established by the Office of Personnel Management for a GS-0193 professional series archaeologist, hereafter referred to as a “BLM archaeologist.” BLM-Utah will continue to authorize BLM-permitted archaeologists to implement the stipulations of this Agreement in accordance with the *Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation*.

#### **C. Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation**

The *Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation* are not regulations and do not set or interpret agency policy; rather they are intended to provide technical advice about archaeological and historic preservation activities and methods ([https://www.nps.gov/history/local-law/arch\\_stnds\\_8\\_2.htm](https://www.nps.gov/history/local-law/arch_stnds_8_2.htm)).

BLM-Utah will take into consideration the *Secretary of the Interior's Standards and Guidelines for Identification, Evaluation, Historical and Archaeological Documentation, and Treatment of Historic Properties* when satisfying the stipulations of this Agreement. BLM-Utah will also take into consideration the ACHP's *Section 106 Archaeology Guidance* (<http://www.achp.gov/archguide.html>) and National Register Bulletin 38: *Guidelines for Evaluating and Documenting Traditional Cultural Properties* when satisfying the stipulations of this Agreement.

#### **D. Conformance with Current Laws, Regulations, Policies, and Guidance**

This Agreement conforms to all applicable federal statutes, regulations, and departmental and agency policies and guidance, as of the Agreement's effective date. Nothing in this Agreement will be construed as limiting BLM's discretion to promulgate new manuals, handbooks, or instruction memoranda consistent with relevant law and guidelines. In the event that changes to applicable federal regulations or guidance affect BLM-Utah's ability to meet the stipulations and/or commitments in this Agreement, BLM-Utah will notify the consulting parties at the earliest available opportunity in accordance with Stipulation XIII of this Agreement.

### **II. Terminology Standards**

#### **A. Travel and Transportation Management Terminology**

##### **1. Common Terms**

The terms used in this Agreement, including "open, limited, and closed OHV areas," "routes," "travel management plan," and "Special Recreation Permits," are consistent with the definitions found in the BLM's regulations for the *Designation of Areas and Trails* at 43 CFR Part 8342, regulations for *Special Recreation Permits for Commercial Use, Competitive Events, Organized Groups, and Recreation Use in Special Areas* at 43 CFR Part 2932, the BLM's *Travel and Transportation Management Manual* (BLM Manual Section-1626, "Travel Planning Manual"), and the BLM's *Travel and Transportation Handbook* (BLM Handbook-8342, "Travel Planning Handbook").

##### **2. Travel Management Area**

For the purposes of this Agreement, a "travel management area" means the planning area for an undertaking that will involve the comprehensive designation of OHV routes within a travel management plan.

##### **3. Route-Based Special Recreation Permit**

For the purposes of this Agreement, a "route-based Special Recreation Permit" (SRP) authorizes a permit holder to conduct commercial, competitive, or organized group

activities, which include motorized access on routes or areas that have been designated for public OHV use or will only be accessible through a route-based SRP. Such route-based SRP undertakings include OHV races and OHV group rides.

**4. Concentrate Travel**

For the purposes of this Agreement, “concentrate travel” refers to a BLM-Utah agency official’s determination made in conformance with Stipulations III.A.4.d or III.B.1.c of this Agreement and where there is a reasonable expectation that a proposed designation will shift, concentrate or expand travel into areas where historic properties are likely to be adversely affected within the area of potential effect.

**B. Cultural Resource Management Terminology**

**1. Common Terms**

Unless otherwise noted, the terms used in this Agreement, including “adverse effect,” “area of potential effect” (APE), “historic property,” and “National Register,” are consistent with the definitions found in the regulations related to the *Protection of Historic Properties* at 36 CFR 800.16, regulations for *Determinations of Eligibility for Inclusion in the National Register of Historic Places* at 36 CFR Part 63, the BLM’s *Identifying and Evaluating Cultural Resources Manual* (BLM Manual Section-8110), BLM-Utah’s *Guidelines for Identifying Historic Properties Handbook* (BLM-Utah Handbook 8110).

**2. Literature Review**

A literature review serves as a component of BLM-Utah’s efforts to identify historic properties for travel planning and transportation management undertakings. For the purposes of this Agreement, a “literature review” will include the summarizing and/or listing of the following known resources within the relevant APE: (1) all known cultural resources; (2) all previously conducted Class II and III surveys; (3) all traditional cultural properties and any relevant ethnographic data; and (4) any relevant information about known historic resources. Literature reviews will also include the most recent geographic information system (GIS) dataset from the SHPO containing cultural resource surveys, recorded cultural resource sites, and associated GIS metadata for the APE.

**3. Cultural Resource Potential Map**

A cultural resource potential map supplements a literature review, and serves as a component of BLM-Utah’s efforts to identify historic properties for travel planning and transportation management undertakings. For the purposes of this Agreement, a “cultural resource potential map” will identify those public lands within the travel management area that are predicted to have a high, medium, or low potential of having cultural resources. Three types of cultural resource potential maps may be developed: (1) a statistically-based predictive model (predictive model); (2) an

expert-informed map; or (3) a predictive model that has been updated with an expert-informed map. When determining which type of cultural resource potential map to develop to supplement the associated literature review, the agency official will consider the quality of the existing GIS data and the availability of individuals to provide professional, tribal, or local knowledge of the planning area.

The development of an expert-informed map requires the direct input of multiple experts, including professional archaeologists, tribal representatives, and consulting parties, such as local historians. In a workshop framework, experts will collaborate and use their collective knowledge and expertise to identify areas with high, medium, or low potential for cultural resources for all public lands within the travel management area. Existing GIS data, cultural resource publications, satellite imagery, and field visits may be used to further refine the potential areas depicted on the expert-informed map.

**4. High, Medium, and Low Potential Cultural Resource Areas**

For the purposes of this Agreement, “high, medium, and low potential cultural resource areas” refer to those areas identified on the respective BLM-Utah field office’s most current cultural resource potential map. These terms do not refer to land use planning-level allocations made in BLM RMPs or RMP amendments or any type of special designation.

**5. Site Revisit**

Site revisits serve as a component of BLM-Utah’s efforts to identify historic properties for undertakings that would designate open OHV areas and designate OHV routes. For the purposes of this Agreement, a “site revisit” is an on-the-ground exercise and potential site re-documentation completed by a BLM archaeologist or BLM-permitted archaeologist to identify the potential effects of proposed travel and transportation management undertakings to a specific historic property, unevaluated cultural resource site, or known traditional cultural property.

**6. Class III Survey**

Class III surveys serve as a component of BLM-Utah’s efforts to identify historic properties for undertakings in which BLM-Utah may designate open OHV areas and construct new routes, and a potential identification component for undertakings in which BLM-Utah may designate routes for OHV use and approve route-based SRPs. A “Class III survey” is a professionally conducted, intensive pedestrian survey of an entire target area, aimed at locating and recording cultural resources that have surface indications, by walking parallel transects until the area has been intensively surveyed. In consultation with the SHPO, the agency official will make the final determination of the appropriate transect width for Class III survey efforts based on the potential for locating historic properties within the APE. Class III surveys provide BLM-Utah with data regarding the presence or absence of cultural resources across a particular

landscape, including prehistoric and historic trails and roads, as well as specific quantitative and qualitative information regarding identified historic properties (see BLM Manual 8110).

**7. Cultural Resource Identification Strategies for Travel Management Plans**

Cultural Resource Identification Strategies for Travel Management Plans (Identification Strategy) serve as potential components of BLM-Utah's efforts to identify historic properties for undertakings in which BLM-Utah may comprehensively designate OHV routes in a travel management plan. Identification strategies refer to the document identified at Stipulation III.B.2. of this Agreement that will identify each BLM-Utah field office's respective priorities and associated timeframes to complete any additional Class II surveys in a phased manner after the approval of an individual travel management plan. 36 CFR 80036 CFR 800

**8. Class II Survey**

A "Class II survey" is a professionally conducted sample field survey. Class II surveys are on-the-ground pedestrian surveys, but they do not occur across one hundred percent of the target area for a particular undertaking, and/or the survey is completed using alternative field identification methods, which may include walking parallel transects at a greater width than a Class III survey, linear sample surveys along a particular route or routes, or sample survey blocks.

### **III. Identification Efforts**

#### **A. Identification Efforts Prior to Approving Undertakings Covered by this Agreement**

**1. Identifying Areas of Potential Effects (APEs)**

**a. APEs for Open, Limited, and Closed OHV Areas**

For the designation of open and limited OHV areas, the APE is defined as the geographical extent of the areas being proposed for designation as open and limited OHV areas in RMPs and RMP amendments that could potentially affect historic properties. As identified in Stipulation VI of this Agreement, the designation of closed OHV areas is exempt from the Section 106 survey and consultation requirements and the identification of APEs for closed areas is therefore unnecessary.

During the public scoping phase of a RMP or RMP amendment, the agency official will invite and seek consulting party input regarding the undertaking's Section 106 process, including whether to modify the APE for proposed open and limited OHV area designations to account for potential direct, indirect, and/or cumulative effects. After considering all consulting party input, the agency

official will make the final determination of the size of the APE for the undertaking in consultation with the SHPO.

**b. APEs for OHV Route Designations**

The APE for routes designated in either a comprehensive travel management plan or on a route-by-route basis will encompass the geographic width of the route bed or current area of disturbance, as well as the geographic width that the governing RMP or RMP amendment provides for off-route OHV travel for parking and dispersed camping purposes. In the event that the governing RMP does not provide for off-route OHV travel for parking and dispersed camping purposes, the APE will be a 15 meter (49.2 feet) corridor from centerline of each route designation. During the NEPA public scoping phase for route designations, the agency official will invite and seek consulting party comments as well as cultural resource site information. The agency official will also take comments on whether to modify the APE for proposed route designations to account for potential direct, indirect, and/or cumulative effects. After considering all consulting party input, the agency official will make the final determination of the size of the APE for the undertaking in consultation with the SHPO.

**c. APEs for Route-Based SRPs**

The APE for proposed route-based SRPs will have the same geographic scope that was delineated for the respective route designation, as well as the geographic scope of any proposed travel, parking, staging, camping, or other uses that would be permitted. The agency official will determine whether inviting and seeking consulting party input into these undertakings' Section 106 processes, including the identification of an APE, is necessary in accordance with the route-based SRP identification standards included in Stipulation III.A.4.d of this Agreement. After considering all consulting party input, the agency official will make the final delineation of the APE for the undertaking in consultation with the SHPO.

**2. Literature Reviews and Cultural Resource Potential Maps for Open OHV Area and OHV Route Designations**

Each BLM-Utah field office will complete and/or update a literature review prior to designating an open OHV area in a RMP or RMP amendment. A literature review is not needed when an RMP or RMP amendment designates a previously open OHV area to a limited or closed OHV area.

Each BLM-Utah field office will complete and/or update a literature review and cultural resource potential map prior to designating routes for OHV use within a particular travel management area through the approval of a travel management plan. BLM-Utah field offices will invite and seek information from consulting parties in the development and updates of their literature reviews and cultural resource potential maps. Consulting parties may provide information, such as the location of unrecorded

or partially recorded cultural resource sites, traditional cultural properties, places of religious significance, and input on defining areas of high, medium and low cultural resource potential. Prior to finalizing literature reviews and cultural resource potential maps, or associated updates, BLM-Utah field offices will provide interested consulting parties, including SHPO, with 30 calendar days to review and provide feedback on their respective draft literature reviews and cultural resource potential maps. After the BLM-Utah field office considers consulting party feedback, and appropriate revisions are made, the BLM-Utah field office will provide the SHPO with another 30 calendar days to review and comment on whether the literature review and cultural resource potential map meets the mutually-agreed upon standards in this Agreement. The sharing of sensitive cultural resource data included in the literature review and cultural resource potential maps will conform to the standards in 36 CFR 800.11(c) and Stipulation IX of this Agreement.

**3. Site Revisits for Open OHV Areas and OHV Route Designations**

BLM-Utah field offices will review all known cultural resource site data within the APE that is included in the literature review, as well as any additional data that may be internally available or available from the SHPO. During this review, the agency official will determine which of the cultural resources should be revisited based on the potential of being affected by the undertaking. The agency official will take into consideration those cultural resources where a road is listed as an impact on the site form.

In considering a possible site revisit, the agency official will review the source, accuracy and completeness of the data, including information provided by consulting parties.

Cultural resource site form updates will be completed when any of the following thresholds are met:

- a. When the BLM archaeologist determines that the previous cultural resource site form is insufficient (i.e. missing or insufficient data on features or artifact types);
- b. When notable changes to the site content or structure are identified by the BLM archaeologist;
- c. When the previously recorded site could not be found by the BLM archaeologist or was destroyed;
- d. When the agency official determines that there needs to be a change to the National Register eligibility determination; or
- e. When the previous cultural resource site form was completed over 10 years ago.

Cultural resource site form updates may be completed on shortened forms. Minimum requirements for a site form update include the site number, county, project name and number, location, and any updated lines of data.

When the site revisit results in the agency official's determination that no adverse effects to historic properties are occurring or may occur from the undertaking, cultural resource site forms and other documentation will be updated as appropriate and incorporated into the Section 106 documentation for the undertaking.

When a site revisit results in the agency official's determination that adverse effects to historic properties are occurring or may occur from the proposed undertaking, BLM-Utah will initiate implementation of Stipulations IV.D and V of this Agreement, which process include inviting and seeking consulting party input.

#### **4. Class III Surveys**

##### **a. Class III Surveys for Open OHV Areas**

Prior to designating an open OHV area, BLM-Utah field offices will complete Class III surveys within all proposed open OHV areas or portions of proposed open OHV areas that are located within a cultural resource potential map's identification of a high potential cultural resource area. The agency official's determination of additional surveys for those portions of the proposed open OHV area that are in medium or low potential areas for cultural resources will be handled through Stipulation III.A.5. Class III surveys will not be conducted for those areas that fall within the exemptions listed in Stipulation VI of this Agreement.

##### **b. Class III Surveys for OHV Route Designations**

Prior to approving OHV route designations, BLM-Utah field offices will complete Class III surveys within the APEs of all routes or portions of routes that are located within a cultural resource potential map's identification of a high potential cultural resource area. Class III surveys will not be conducted for those routes that fall within the exemptions listed in Stipulation VI of this Agreement.

##### **c. Class III Surveys for the Construction of New Routes**

BLM-Utah field offices will complete Class III surveys within the APEs for all proposed route construction activities prior to approving the undertaking in all high, medium, and low cultural resource potential areas. Class III surveys will not be conducted for those routes that fall within the exemptions listed in Stipulation VI of this Agreement.

##### **d. Class III Surveys for Route-Based SRPs**

Before issuing any new route-based SRP, BLM-Utah field offices will complete Class III surveys within the APE or portions of the APE where the agency official has determined that there is a reasonable expectation that authorizing the route-based SRP will result in the shift, concentration, or expansion of travel on the

route beyond its existing use patterns to such an extent that adverse effects to historic properties within the APE are likely to occur. The agency official will consider the following factors when determining whether proposed route-based SRP activities will concentrate travel, regardless of whether the proposed undertaking would occur within a high, medium, or low cultural resource potential area:

- i. Authorizing the route-based SRP would result in a substantial increase in the amount of OHV riding or other recreational activities, compared to typical visitor use patterns of the proposed routes of use;
- ii. Authorizing the route-based SRP would provide for new or unique modes of travel on the route, such as OHV races, that may cause route widening and/or new or unique types of ground disturbance; or
- iii. Other relevant information in regards to travel concentration submitted by the public during the public involvement phases of the undertaking's NEPA process.

Class III surveys will not be conducted for those routes or portions of those routes involved in the route-based SRP that fall within the exemptions listed in Stipulation VI of this Agreement.

**5. Class II Surveys for Open OHV Areas**

During the Section 106 process for RMPs and RMP amendments proposing to designate open OHV areas, BLM-Utah field offices will invite and seek consulting party input regarding whether Class II surveys are warranted within portions of proposed open OHV areas located within the cultural resource potential map's medium and low potential cultural resource areas. Such Class II surveys would be completed in addition to BLM-Utah's minimum commitments of completing site revisits and Class III surveys within high potential cultural resource areas. After considering all consulting party input, the agency official will, in consultation of the SHPO, make the final determination as to whether such surveys are warranted for the undertaking. Such determinations could include, but are not limited to, completing a certain amount and type of Class II surveys within the APE; completing Class III surveys in one-hundred percent of the APE; or completing no additional Class II surveys within the APE. Class II surveys will not be completed for those areas that fall within the exemptions listed in Stipulation VI of this Agreement.

**B. Potential Phased Identification Efforts After Approving Travel Management Plans**

**1. Determining the Need for Phased Class II Surveys for Travel Management Plans**

BLM-Utah field offices will invite and seek consulting party input prior to the approval of each travel management plan to inform the agency official's determination of whether any additional phased Class II surveys along designated routes are warranted after the approval of the travel management plan. After

considering all consulting party input, the agency official, in consultation with the SHPO, will make the final determination whether any phased Class II surveys along designated routes within the travel management area are warranted. In addition to all consulting party input, the agency official will consider the following criteria when determining whether completing phased Class II surveys along designated routes located within the cultural resource potential map's medium and low potential cultural resource areas is warranted within the travel management area:

**a. Results of Pre-Approval Efforts to Identify Historic Properties**

BLM-Utah's pre-approval efforts to identify cultural resources and historic properties for travel management planning undertakings, including the completion of the literature review, cultural resource potential map, site revisits, and Class III survey information, may result in new and/or updated cultural resource data throughout the travel management area. When determining whether phased Class II surveys are warranted, the agency official will consider how accurately the applicable cultural resource potential map's high, medium, and low potential cultural resource areas identified the likely location of historic properties within the travel management area.

**b. Results of Pre-Approval Efforts to Assess Adverse Effects to Historic Properties**

BLM-Utah's pre-approval efforts to assess potential adverse effects to historic properties for travel management undertakings may result in new information regarding the amount and type of adverse effects to historic properties occurring from existing OHV use patterns on designated routes throughout the travel management area. When determining whether phased Class II surveys are warranted, the agency official will consider the nature and extent of adverse effects occurring to historic properties that were identified throughout the travel management area during the Section 106 process.

**c. Potential for OHV Route Designations to Concentrate Travel**

BLM-Utah travel management plans that comprehensively designate routes for OHV travel have the potential to cause a shift, concentration, or expansion of travel onto other existing routes. If route designation will result in the shift, concentration, or expansion of OHV travel on designated routes beyond their existing use patterns, there may be an increased potential for such OHV travel to cause adverse effects to historic properties. The agency official will consider the following factors when determining whether a travel management plan route designation will "concentrate OHV travel" on designated routes within the applicable cultural resource potential map's medium and low potential cultural resource areas:

1. An overall reduction in the number of routes providing OHV access to a particular destination or area;
2. Routes that could be reasonably foreseen to have a substantial increase in OHV travel;
3. Routes that are being or will be promoted as OHV-based tourism destinations by the BLM or an official agency partner;
4. Route designations that would provide for the future approval of route-based SRP activities that would authorize new or unique modes of travel, such as OHV races, jamborees, and historic trail reenactments;
5. Routes that are known to historically receive or are expected to receive a substantial increase of OHV use during a particular timeframe, such as hunting seasons and summer/spring weekends when high numbers of recreationalists, including campers, traditionally visit the public lands; or
6. Route designations that would provide for different types of OHVs using routes that could cause route widening and/or new types of ground disturbance, such as a designation that would allow full-size vehicles on a route that was previously only available to smaller all-terrain vehicles.

2. **Completing Cultural Resource Identification Strategies for Travel Management Plans**

In the event that the agency official determines that phased Class II surveys are warranted after the approval of a travel management plan, the relevant field office will develop a document that identifies the strategy for conducting phased Class II surveys within the associated travel management area. The strategy will include the BLM-Utah field office's prioritized list of Class II surveys that will be completed within the travel management area. At a minimum, the strategy will identify the general areas and/or specific route numbers, and estimated timeframes that phased Class II surveys along designated routes within the travel management area would occur. The strategy will also identify the mileage of designated routes that phased Class II surveys will be completed within:

- a. The cultural resource potential map's medium potential cultural resource areas;
- b. The cultural resource potential map's low potential cultural resource areas where the agency official has determined that there is a reasonable expectation that a proposed route designation will result in the shift, concentration, or expansion of OHV travel on the route beyond its existing use patterns to such an extent that adverse effects to historic properties may occur within the APE; or
- c. Those routes identified by consulting parties and agreed upon by the agency official as having a cultural resource and OHV use conflict.

Phased Class II surveys will not be conducted for those routes that fall within the exemptions listed in Stipulation VI of this Agreement.

The agency official will determine the maximum number of miles to be surveyed within moderate and low potential cultural resource areas. Generally speaking, the number of miles to be surveyed in moderate cultural resource potential areas will be less than 25% of the total number of miles surveyed in high potential areas.

Furthermore, the number of miles to be surveyed in low potential areas will be less than 10% of the total number of miles surveyed in high potential areas.

Prior to approving a travel management plan, the agency official will seek and invite consulting party input into its phased Class II survey strategy for the travel management area. Consulting parties, including the SHPO, will be provided 30 calendar days to review BLM-Utah field offices' draft phased Class II survey strategies. After considering all consulting party input, the agency official, in consultation with the SHPO, will make the final determination regarding the additional amount, type, locations, and timeframes of phased Class II surveys within the travel management area.

#### **IV. Findings of Effect**

##### **A. No Historic Properties Affected (36 CFR 800.4(d)(1))**

If identification efforts required by this Agreement lead to the agency official's finding that there are either: (1) no historic properties within the APE for the respective undertaking, or (2) historic properties are present within the APE, but the undertaking will have no effect on them based on using the criteria at 36 CFR 800.4(d)(1), the agency official will report these findings to the SHPO. The agency official will provide the SHPO a 30-calendar day review period regarding the agency official's finding. The notification of this finding to consulting parties will be through BLM-Utah's standardized NEPA website, which is accessible to the public at [ePlanning.blm.gov](http://ePlanning.blm.gov).

##### **B. No Historic Properties Affected Under the Thresholds of the BLM-Utah's Small-Scale Undertaking Programmatic Agreement**

Consistent with Stipulation I.B.1. of the Small-Scale Undertaking Programmatic Agreement, officially known as the *Programmatic Agreement between the Advisory Council on Historic Preservation, the Bureau of Land Management - Utah and the Utah State Historic Preservation Office, Regarding National Historic Preservation Act Responsibilities for Small-Scale Undertakings*, BLM will not request the SHPO to review documentation related to BLM-Utah's efforts to identify, evaluate, and assess historic properties and the potential effects of proposed undertakings when both of the following conditions are met:

- a. The entire proposed APE is 50 acres or less in size or less than 5 linear miles; and
- b. A qualified BLM cultural resource professional determines that no historic properties would be affected by the proposed undertaking.

All documentation related to these particular undertakings will follow the Quarterly Reporting Procedures found at Section II.B.2. of the Small-Scale Undertaking Programmatic Agreement Notification of this finding of no historic properties affected to consulting parties will be through BLM-Utah's standardized NEPA website, which is accessible to the public at ePlanning.blm.gov.

**C. No Adverse Effect (36 CFR 800.5)**

If identification efforts outlined by this Agreement lead to the agency official's finding that the undertaking will have no adverse effect to historic properties based on using 36 CFR 800.5(b), the agency official will provide consulting parties with the relevant cultural resource data (see 36 CFR 800.11(e)) to provide input on the finding of no adverse effect. The notification of a determination of no adverse effect to consulting parties will be through BLM-Utah's standardized NEPA website, which is accessible to the public at ePlanning.blm.gov or through official letters, or meetings.

Pursuant to 36 CFR 800.4(c)(1), the agency official will consult with any Indian tribe that attaches religious and cultural significance to any identified properties within the APE during this same review period. If no comments are received within this time period, the agency official may proceed. After the agency official has received consulting party input and appropriate revisions are made, the agency official will provide the SHPO a 30-calendar day review period regarding BLM-Utah's finding of no adverse effect.

**D. Adverse Effects (36 CFR 800.5)**

If identification efforts outlined by this Agreement lead to the agency official's finding that the undertaking may cause adverse effects to historic properties based on using 36 CFR 800.5(a)(1), the agency official will invite and seek consulting party input regarding BLM-Utah's finding. Consulting parties will be provided with 30 calendar days to review the relevant cultural resource data in accordance with 36 CFR 800.11(c) and Stipulation IX of this Agreement to provide input on the finding. In accordance with 36 CFR 800.4(c)(1) the agency official will consult with any Indian tribe that attaches religious and cultural significance to any identified properties within the APE during this same review period. If no comments are received within this time period, the agency official may proceed. After considering all consulting party input, and appropriate revisions are made, the agency official will provide the SHPO a 30-calendar day review period regarding BLM-Utah's finding of adverse effect..

**V. Resolution of Adverse Effects Through Historic Property Treatment Plans (36 CFR 800.6)**

The resolution of any adverse effects to historic properties from undertakings encompassed in this Agreement will be accomplished through the development of Historic Properties Treatment Plans (HPTP), and the completion and implementation of HPTPs will evidence BLM-Utah's compliance with the Section 106 process for these undertakings. Through the development of the HPTP, the agency official will identify and consult with consulting

parties to develop and evaluate modifications to the undertaking that would avoid, minimize, or mitigate adverse effects to historic properties. Potential treatment options to resolve adverse effects may include, but are not limited to: installing directional and interpretive signs, modifying the boundaries of an OHV area, changing the route location, installing physical barriers, capping or sealing the ground surface, assigning limitations to vehicle type or season of use, designating the route as closed, completing site stabilization measures, conducting historic research, conducting photo documentation, conducting intensive recording, monitoring on a periodic basis, and/or conducting archaeological excavation.

As part of the consultation process, the agency official will provide consulting parties including the SHPO with 30 calendar days to review and provide input on draft HPTPs. The agency official may determine to hold meeting(s) with consulting parties to discuss draft HPTPs before or during this review period. If any consulting party fails to submit written comments to the agency official within the 30-calendar day timeframe, the agency official will assume it has no comments regarding the measures identified in the HPTP. The agency official will revise the HPTP, as needed, to address comments from this consultation process.

After considering all consulting party input, a draft HPTP will be submitted to the SHPO, with a summary of consulting party comments for a 30-calendar day review period to provide the agency official with feedback on the HPTP. The agency official will make the final determination as to whether the HPTP will resolve the adverse effects in consultation with the SHPO.

## **VI. Exemptions to this Agreement**

The following travel and transportation management undertakings will be considered exempt from the Section 106 identification and consultation requirements of this Agreement:

- A. Designating closed OHV areas in RMPs and RMP amendments, and closing routes to OHV use.
- B. The on-the-ground closure of areas and routes using rehabilitation methods, such as scattering brush and moving dead and down wood onto the closed route. Prior to conducting these non-surface disturbing route rehabilitation methods, a BLM archaeologist will conduct a cultural resource training for the field crews. This training will include an introduction of the various cultural resources found in the area and procedures to avoid any potential impacts to these resources. Crews will avoid and report to the BLM archaeologist any cultural resources found.
- C. Installing route numbering and designation signs.
- D. Designating routes classified as County B Roads as defined by Utah Code 72-3-103(1). These roads: 1) are situated outside of incorporated municipalities, 2) are designated county roads, or 3) are constructed or maintained by the relevant county under agreement with the appropriate BLM field office. Prior to exempting County B Roads, the BLM archaeologist and agency official will review the route for potential for adverse effects to historic properties.

- E. Approving route-based SRPs when the following circumstances apply:
  - 1. Permitted activities would only occur on County B Roads (as defined above); or
  - 2. The agency official determines that the undertaking does not have potential to affect historic properties; or
  - 3. The agency official determines that there is a reasonable expectation that the proposed route-based SRP will not shift, concentrate or expand travel in conformance with Stipulation III.A.4.d of this Agreement.
- F. Approving undertakings or exempting areas from survey when one of the following circumstances apply (BLM Manual 8110.23(B) and BLM-Utah Handbook 8110):
  - 1. "Natural conditions are such, or previous natural ground disturbance has modified the surface so extensively, that the likelihood of finding evidence of cultural resources is negligible (BLM Manual 8110.23.B.1.)."
  - 2. "Human activity within the last 50 years has changed the natural topography enough to eradicate cultural resources (BLM Manual 8110.23.B.2.)."
  - 3. "Existing survey data are sufficient to indicate that the specific environmental situation did not support human occupation or use to a degree that would make further inventory information useful or meaningful, and records documenting the location, methods, results, and reliability of the survey are at hand (BLM Manual 8110.23.B.3.)."
  - 4. "Conducting survey at the Class III level has previously been performed, and records documenting the location, methods, and results of the inventory are available. Such surveys must have been conducted according to current professionally acceptable standards." The BLM-Utah agency official will consult with the SHPO for surveys that are more than 10 years old (BLM Manual 8110.23.B.4.)."
  - 5. "Where conditions exist which could endanger the health or safety of personnel, such as the presence of hazardous materials, explosive ordnance, or unstable structures (BLM-Utah Handbook 8110.II.c.3)"

## VII. Post-Review Discoveries

### A. Post-Review Discoveries for Area and Route Designations

In this Agreement, a post-review discovery is defined as the identification of a previously unknown cultural resource or an unanticipated adverse effect to a historic property from a previously-approved area or route designation. The agency official, in consultation with consulting parties, may develop a comprehensive plan to manage post-review discoveries and unanticipated effects as part of an HPTP or as a stand-alone document. In the event that post-review discoveries or unanticipated effects occur prior to development of a comprehensive plan, the agency official will ensure the following measures are implemented:

1. The agency official will determine if immediate measures are needed to prevent or avoid effects to potential historic properties. Immediate measures will not be needed if continued use of the area or route will not have an adverse effect to potential historic properties or if there is not an immediate threat to the resource.
2. If immediate protective and avoidance measures are not needed, and there will be no adverse effects to historic properties, the agency official will document this decision and notify Indian tribes and the SHPO by email within 96 hours. The Indian tribes and SHPO will respond by email within 96 hours of the notification.
3. If protective or avoidance measures are needed, the agency official will implement those measures to prevent adverse effects. The agency official will notify Indian tribes and the SHPO by email within 96 hours. The agency official will also be responsible for:
  - a. Determining if the site has been previously recorded and if the existing documentation contains a determination of eligibility to the National Register of Historic Places or applying the criteria at 36 CFR Part 63 and the *Secretary's Standards and Guidelines for Evaluation* to the discovery;
  - b. Determining the appropriate physical protection measure(s) to prevent an adverse effect to the historic property.
  - c. Notifying Indian tribes and the SHPO of the adverse effect by email, and such notification will include BLM-Utah's National Register eligibility determination, finding of adverse effect, and physical protection measures. The Indian tribes and SHPO will respond by email within 96 hours of the notification.
  - d. Taking into account the recommendations by the Indian tribes and SHPO, in deciding what appropriate actions the BLM-Utah will take, and then carrying out such actions.

At any point in the discovery, the agency official may consider and implement the route closure procedures found at 43CFR8341.2. The agency official may reopen the route following the completion of consultation efforts and if any necessary physical protection measures are implemented.

**B. Post-Review Discoveries for Route-based SRPs**

In the event that post-review discovery or unanticipated effect occurs in association with a route-based SRP, the agency official will ensure the following measures are implemented:

1. Within 48 hours of the discovery, the agency official will determine if all surface disturbing activities or those activities which the agency official determines may cause an adverse effect need to be halted or modified. If there will be no adverse effect to historic properties, the agency official will notify Indian tribes and SHPO. The Indian tribes and SHPO will respond by email within 48 hours of the notification; or

2. The agency official will apply the National Register eligibility criteria at 36 CFR Part 63 and the *Secretary's Standards and Guidelines for Evaluation* to the discovery;
3. If the agency official determines that there is the potential for an adverse effect, the agency official will determine an appropriate physical protection measure(s) to protect the historic property. The agency official will notify Indian tribes and the SHPO of the adverse effect by email, and such notification will include BLM-Utah's National Register eligibility determination, finding of adverse effect, and physical protection measures. The Indian tribes and SHPO will respond by email within 48 hours of the notification. The BLM-Utah will take into account the recommendations by the Indian tribes and SHPO, and then carry out the appropriate actions as practicable.

The agency official may approve route-based SRP to resume following completion of the consultation efforts with Indian Tribes and the SHPO and the implementation of the physical protection measures.

C. **Inadvertent Discovery of Human Remains** In the event of an inadvertent discovery of human remains, the agency official must be notified immediately by telephone and with written confirmation (43CFR10.4(a)). No additional disturbance may take place and all work in the area must cease immediately within a 300 foot radius of the discovery. The 300 foot radius must be secured and personnel and equipment will be excluded from this area to the extent practicable and permitted by law until a determination is made of the next action. All human remains, burial sites, and funerary objects will be treated with dignity and respect.

The agency official will notify the Sheriff's Office (Sheriff) of the county where the remains are located, requesting, if possible, the remains be examined in place. The Sheriff must determine if the remains are related to a crime scene or a recent burial. For human remains determined by the Sheriff to be related to a crime scene or recent burial, the agency official will follow the protocols determined by the appropriate law enforcement officers for resolving such findings.

For inadvertent discoveries of human remains determined by the Sheriff to not be related to a recent burial or crime scene, the BLM will be responsible for determining if the human remains are Native American. Inadvertent discoveries of human remains on federal lands determined to be Native American and any associated funerary objects will be treated in accordance with the provisions of the Native American Graves Protection and Repatriation Act of 1990 (NAGPRA) and its implementing regulations at 43 CFR Part 10.

Pursuant to 43 CFR 10.4(d), the agency official, as soon as possible, but no later than three working days after the receipt of written confirmation of notification of the

inadvertent human remains discovery, will:

1. Certify receipt of the notification outlined in 43 CFR 10.4(d)(1)(i);
2. Take immediate steps to further secure and protect the human remains and associated objects outlined in 43 CFR 10.4(d)(1)(ii);
3. Notify any lineal descendants or culturally affiliated Indian tribes by telephone and with written confirmation 43 CFR 10.4(d)(1)(iii);
4. Initiate consultation on the inadvertent discovery pursuant to 43 CFR 10.5 and 43 CFR 10.4(d)(1)(iv);
5. Follow the requirements and procedures outlined in 43 CFR 10.3(b) and 43 CFR 10.4(d)(1)(v) if any part of the discovery must be excavated or removed;
6. Ensure that disposition of all inadvertently discovered human remains, funerary objects, sacred objects, or objects of cultural patrimony is carried out following 43 CFR 10.5 and 43 CFR 10.4(d)(1)(vi); and
7. Re-design the relevant activity to the extent practicable and permitted by law to avoid any potential adverse effect on the discovery once it has been determined the remains are not recent and are Native American.

Pursuant to 43 CFR 10.4(d)(2), the activity that resulted in the inadvertent discovery may resume 30 days after the agency official certifies receipt of the written confirmation of notification of inadvertent discovery, if the resumption of the activity is otherwise lawful. The activity may also resume, if otherwise lawful, at any time that a written, binding Agreement is executed between the Federal agency and the affiliated Indian tribe(s) that adopt a plan for the treatment of the human remains, funerary objects, sacred objects, or objects of cultural patrimony following 43 CFR 10.3(b)(1).

The agency official will ensure that any archaeological excavation that is allowable under this Agreement through a specific HPTP will be consistent with the regulations pertaining to intentional archaeological excavations pursuant to 43 CFR 10.3. At any point in the discovery, the agency official may consider and implement the route closure procedures found at 43 CFR 8341.2.

## **VIII. Additional Efforts to Engage Consulting Parties and the Public**

BLM-Utah will undertake the following activities to provide consulting parties and the public with additional opportunities to provide input and to further the protection of cultural resources that may be affected by travel and transportation management activities:

### **A. Annual Coordination Meeting**

In conjunction with its regularly scheduled annual meeting for BLM-Utah's *Small-Scale Undertaking Programmatic Agreement*, BLM-Utah field offices or BLM-Utah's Deputy Preservation Officer will provide consulting parties the following information:

1. Updates regarding any ongoing or upcoming opportunities to provide input into the Section 106 processes for travel and transportation management activities identified in this Agreement, including but not limited to efforts to identify historic properties, determine findings of effect, and resolve adverse effects;
2. Annual updates regarding the implementation of any ongoing phased Class II survey strategies, including the amount, type, locations of completed surveys, as well as the estimated timeframes to complete any remaining surveys that were committed to at the time a travel management plan was approved;
3. A list of any existing and/or upcoming opportunities to provide input into the resolution of adverse effects to historic properties identified through phased Class II surveys;
4. A summary of actions taken to avoid, minimize, or mitigate adverse effects to historic properties within travel management areas with approved travel management plans; and
5. Any relevant updates regarding Post-Review Discoveries identified in Stipulation VII of this Agreement.
6. A summary of any disputes, including those that pertain to Stipulations X, XI and XII that were resolved but resolved without need of involving the other signatories.
7. Public outreach associated with this Agreement.

**B. Coordination of the Section 106 and NEPA Processes**

BLM-Utah field offices will continue to seek ways to engage Indian tribes and the public in its concurrent, yet separate, Section 106 and NEPA processes for travel and transportation management undertakings identified in this Agreement. Such efforts will include, but are not limited to:

1. Including information about opportunities to participate as a consulting party in the Section 106 process printed in news releases, social media posts, and other efforts to solicit public participation in the undertaking's NEPA process;
2. Posting updates and documents relevant to the undertaking's Section 106 process on BLM-Utah's ePlanning website for the undertaking. BLM-Utah will only post cultural resource documentation that can legally be disclosed to the general public; and
3. Continued implementation of the public outreach commitments made in BLM-Utah's Small-Scale Undertaking Programmatic Agreement to notify the public of proposed undertakings that could potentially affect historic properties and are not approved according to the standard Section 106 process found at 36 CFR 800.

**C. Public Outreach and Education**

BLM-Utah will continue to prioritize the development and implementation of the following public outreach and education partnerships and initiatives that aim to reduce conflicts between cultural resources and OHVs on the public lands (subject to available

funding. Nothing in this Agreement prohibits BLM from partnering with other educational and public outreach efforts).

1. **Respect and Protect:** The “Respect and Protect” public awareness campaign focuses on eliminating looting and vandalism of archaeological resources on public lands in Utah. BLM-Utah will continue to include Respect and Protect messaging in all new electronic and paper products used to promote OHV recreation on public lands. BLM-Utah will continue to seek opportunities for partners across the state to develop and disseminate campaign materials;
2. **Ride on Designated Routes, Utah:** The interagency “Ride on Designated Routes, Utah” public awareness campaign focuses on promoting responsible OHV ethics. BLM-Utah will continue to disseminate these materials throughout Utah.
3. **Project Archaeology:** BLM-Utah’s Project Archaeology partnership with Southern Utah University will continue seeking opportunities to engage kindergarten through twelfth grade students in local communities throughout Utah in efforts that promote archaeological resource education and ethics.
4. **Site Stewardship Program:** BLM-Utah will continue supporting its statewide site stewardship partnership with the Friends of Cedar Mesa, as well as all local site stewardship program partnerships developed with individual BLM-Utah field offices. BLM-Utah’s site stewardship program focuses on training interested volunteers to monitor at-risk cultural resource sites. BLM-Utah will also seek to increase the number of field offices sponsoring site stewardship programs and the number of volunteers and partnership organizations in each program (e.g., historic trail associations and local chapters, heritage tourism stakeholders, local historic societies, OHV user groups, etc.).

**IX. Standards for Releasing Sensitive Information**

All consulting parties will ensure that all sensitive information, as defined in Section 9 of the *Archaeological Resources Protection Act* (ARPA) of 1979 and Section 304 of the NHPA, and excluded from public release under the *Freedom of Information Act* (5 U.S.C. 552) that may be intentionally or unintentionally provided as part of the consultation process is protected from public release. Information concerning the nature and location of any archaeological resource (historic or prehistoric) will be considered for public release to consulting parties in a limited and controlled manner under the provisions of Section 9 of ARPA.

**X. Dispute Resolution Procedures for the Implementation of this Agreement**

Should any signatory or consulting party object to implementation of this Agreement, it will provide written notice to the State Director of its objection with supporting justification. The State Director, or an appropriate designee, will determine if the objection should be considered prior to contacting the other signatories. If the State Director, or designee, determines that the request should be considered, the State Director, or designee, will consult with the objecting party and the signatories to resolve the dispute. If after consulting with the

objecting party and other signatories to resolve the dispute, the State Director, or designee, acting as the responsible agency official for this Agreement, determines that the objection cannot be resolved within 30 calendar days, the State Director, or designee, will forward all documentation relevant to the dispute to the ACHP and proceed in accordance with that decision.

Within 45-calendar days after receipt of all pertinent documentation, the ACHP will provide the State Director with its recommendations to resolve the dispute. After receiving these recommendations, the State Director, or designee will make a final decision on the dispute within 30-calendar days. BLM will proceed with that decision and notify the other signatories and consulting parties in writing of the State Director's decision.

**XI. Dispute Resolution Procedures for Undertakings**

Should any signatory or consulting party to an undertaking under this Agreement object to how an undertaking is proceeding under the direction of this Agreement, it will provide written notice to the agency official of its objection with supporting justification. The agency official will determine if the objection should be considered prior to contacting the other signatories. If the agency official determines that the request should be considered, the official, or its designee, will consult with the objecting party and the signatories to resolve the dispute. If after consulting with the objecting party and other signatories to resolve the dispute, the agency official, determines that the objection cannot be resolved within 30 calendar days, the agency official will forward all documentation relevant to the dispute to the ACHP and proceed in accordance with that decision. If the ACHP declines to participate in the resolution process, the agency official will proceed with that decision.

Within 30-calendar days after receipt of all pertinent documentation, the ACHP will provide the agency official with its recommendations to resolve the dispute. After receiving these recommendations, the agency official will make a final decision on the dispute within 15-calendar days. BLM will proceed with that decision and notify the other signatories and consulting parties in writing.

**XII. Disagreement with Finding of No Adverse Effect**

If within the 30-day review period, the SHPO or any consulting party identified by the agency official notifies the agency official in writing that it disagrees with a finding of "No Adverse Effect" and specifies the reasons for the disagreement in the notification, the agency official will consult with the party through e-mail, telephone, or meeting to resolve the disagreement. The agency official will also concurrently notify all identified consulting parties that such a disagreement was submitted to the agency official. If the agency official's initial finding will be revised, the agency official will proceed in accordance with the revised finding. If the final decision of the agency official is to affirm the initial finding of no adverse effect, a summary of the decision will be sent to the consulting parties. Once the consulting parties have been notified, the agency official's responsibilities under this Agreement are fulfilled.

Although not required under this Agreement, the agency official may also seek input on the finding of effect from the ACHP. If the agency official determines to seek ACHP participation, the agency official will submit with such request the documentation specified in 36 CFR 800.11(c).

The ACHP will review the finding and provide the agency official and with its opinion as to whether the adverse effect criteria have been correctly applied. The ACHP will provide its opinion within 15 days of receiving the documented finding from the agency official. The ACHP at its discretion may extend that time period for 15 days, in which case it will notify the agency of such extension prior to the end of the initial 15 day period. If the ACHP does not respond within the applicable time period, the agency official's responsibilities under the Agreement are fulfilled.

The agency official will take into account the ACHP's opinion in reaching a final decision on the finding. The agency official will prepare a summary of the decision that contains the rationale for the decision and evidence of consideration of the ACHP's opinion, and provide it to the ACHP, the SHPO, and the consulting parties. The agency official may use e-mail to convey this notification.

If the agency official's initial finding will be revised, the agency official will proceed in accordance with the revised finding. If the final decision of the agency official is to affirm the initial finding of no adverse effect, once the summary of the decision has been sent to the ACHP, the SHPO, and the consulting parties, the agency official's responsibilities under this Agreement are fulfilled.

### **XIII. Amendments to the Agreement**

Any signatory or concurring party may request that the Agreement be amended by informing the State Director in writing of the reason for the request and the proposed amendment language. The State Director will determine if the request and the proposed amendment language should be considered prior to contacting the other signatories and concurring parties. If the State Director determines that the request should be considered, the State Director will notify all signatories and concurring parties of the proposed amendment. The signatories will consult to reach agreement within 30-calendar days, unless the signatories agree to a longer period of consultation and/or the party of the proposed amendment retracts its proposal. During this time, the State Director will determine if a meeting with signatories and consulting concurring parties is needed. The amendment will be effective on the signature date of the last signatory to sign the amended agreement. All consulting parties will be notified of the amendment and will be given an opportunity to sign the amended agreement.

**XIV. Termination of the Agreement**

Any signatory may terminate this Agreement by providing a concurrent 90-calendar day notice to the other signatories, provided that during this period the signatories attempt in good faith to find a collaborative resolution that would avoid terminating this Agreement. The State Director will determine if a meeting with signatories and concurring parties is needed to discuss the potential termination of this Agreement. The BLM-Utah Deputy Preservation Officer may request the assistance of the BLM Preservation Board in this dispute resolution process. If the Agreement is terminated, BLM-Utah will comply with Section 106 of the NHPA by following the implementing regulations at 36 CFR Part 800. The BLM will notify all signatories and consulting parties that this Agreement has been terminated.

**XV. Agreement Duration**

This Agreement will be in effect for 10 years unless terminated under Stipulation XIV. This 10-year time period begins when all of the signatories have signed this Agreement. After nine years, the signatories will consult to extend, amend or terminate this Agreement.

**XVI. Anti-Deficiency Act**

BLM's obligations under this Agreement are subject to the availability of appropriated funds, and the stipulations of this Agreement are subject to the provisions of the Anti-Deficiency Act. BLM will make reasonable and good faith efforts to secure the necessary funds to implement this Agreement in its entirety.

**EXECUTION** of this Agreement by BLM-Utah, the SHPO, and the ACHP, and implementation of its terms, conditions, and stipulations evidence that BLM-Utah has taken into account the effects of travel management and route-based SRP undertakings on historic properties and afforded the ACHP an opportunity to comment.

**Signatories**



9-18-18

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Edwin L. Roberson  
State Director  
Bureau of Land Management-Utah

Date

For  
Donald Hartley  
State Historic Preservation Officer  
Utah State Historic Preservation Office

Date



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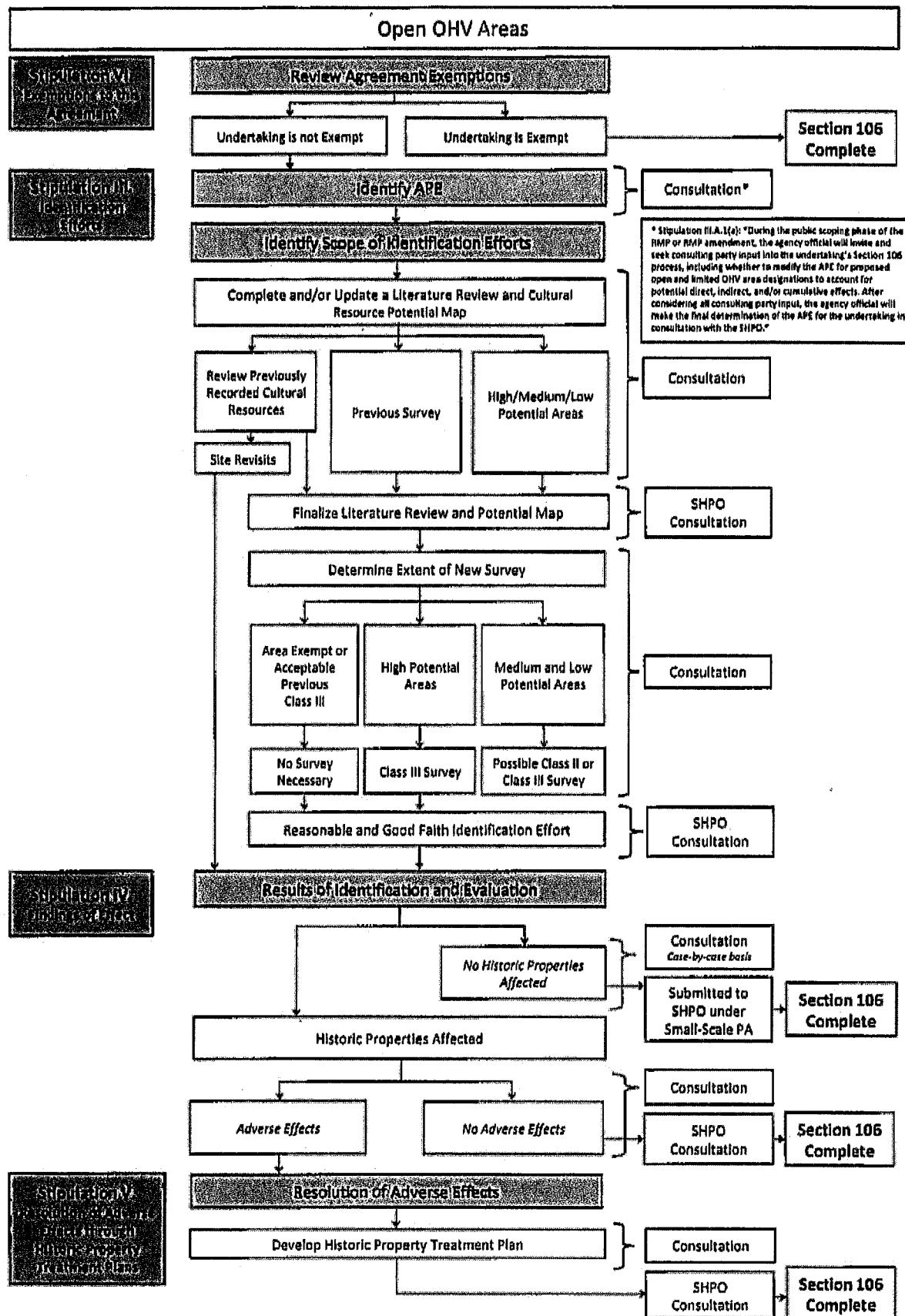
John M. Fowler  
Executive Director  
Advisory Council on Historic Preservation

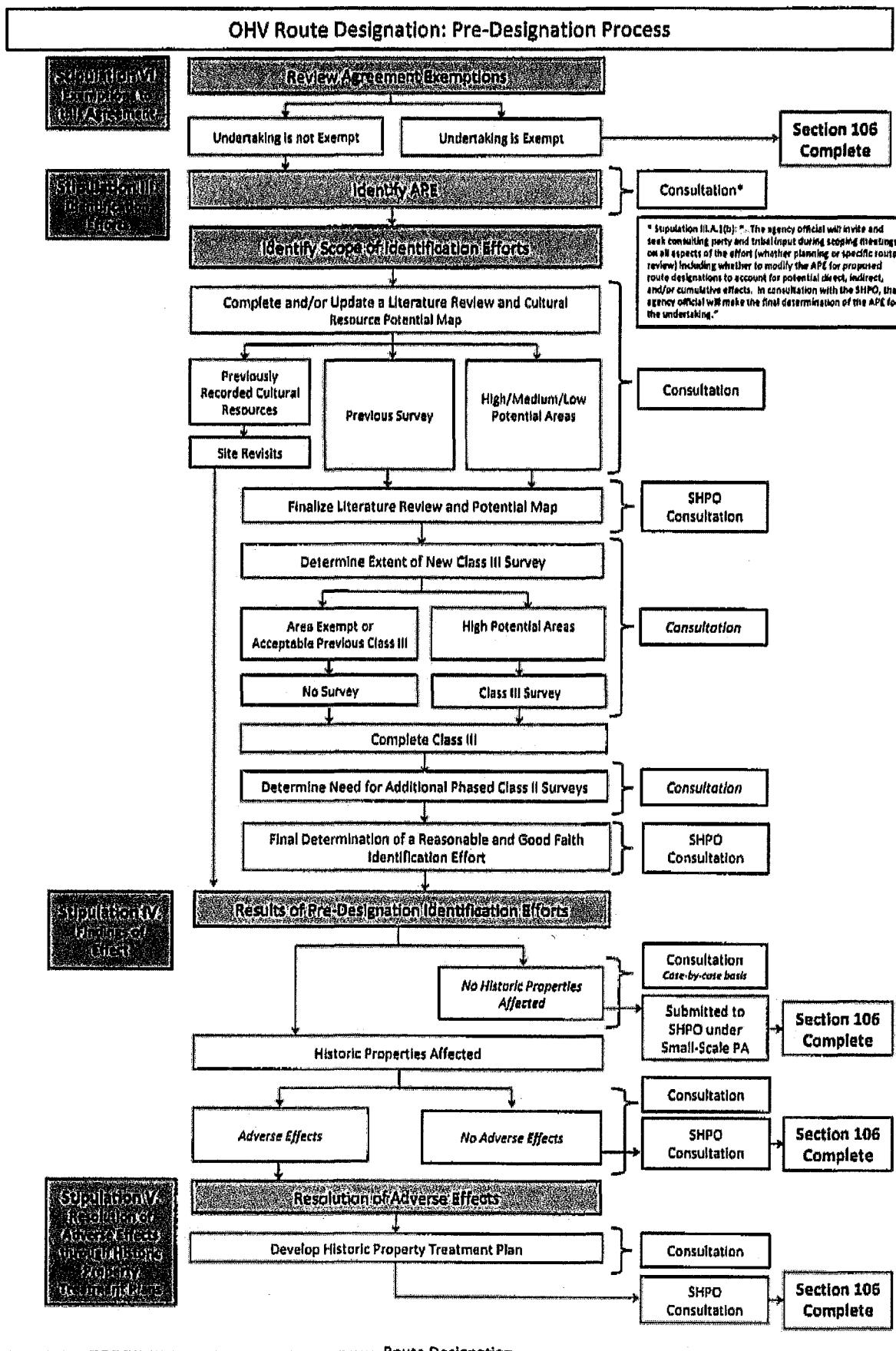
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Date

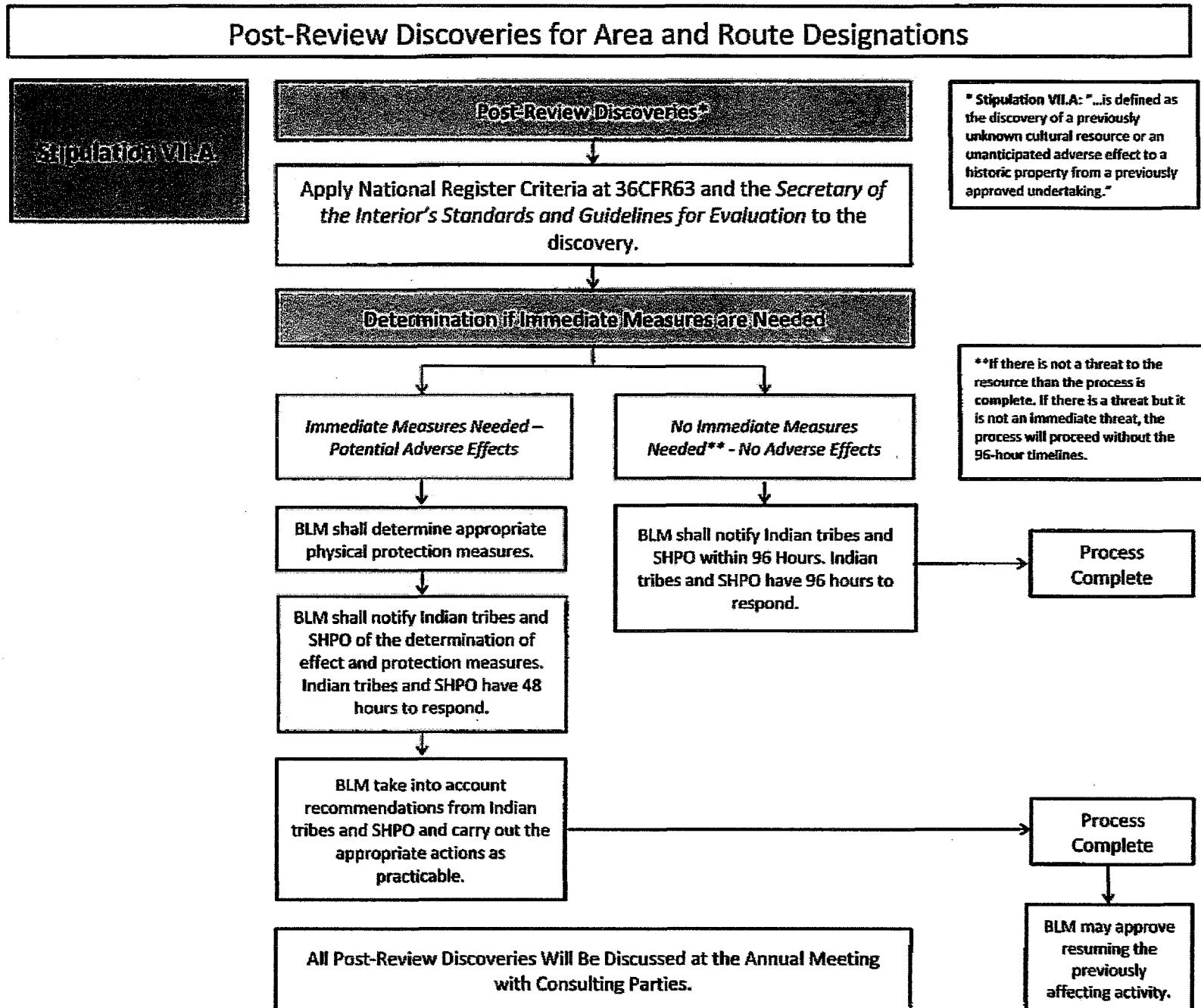
**Concurring Parties**

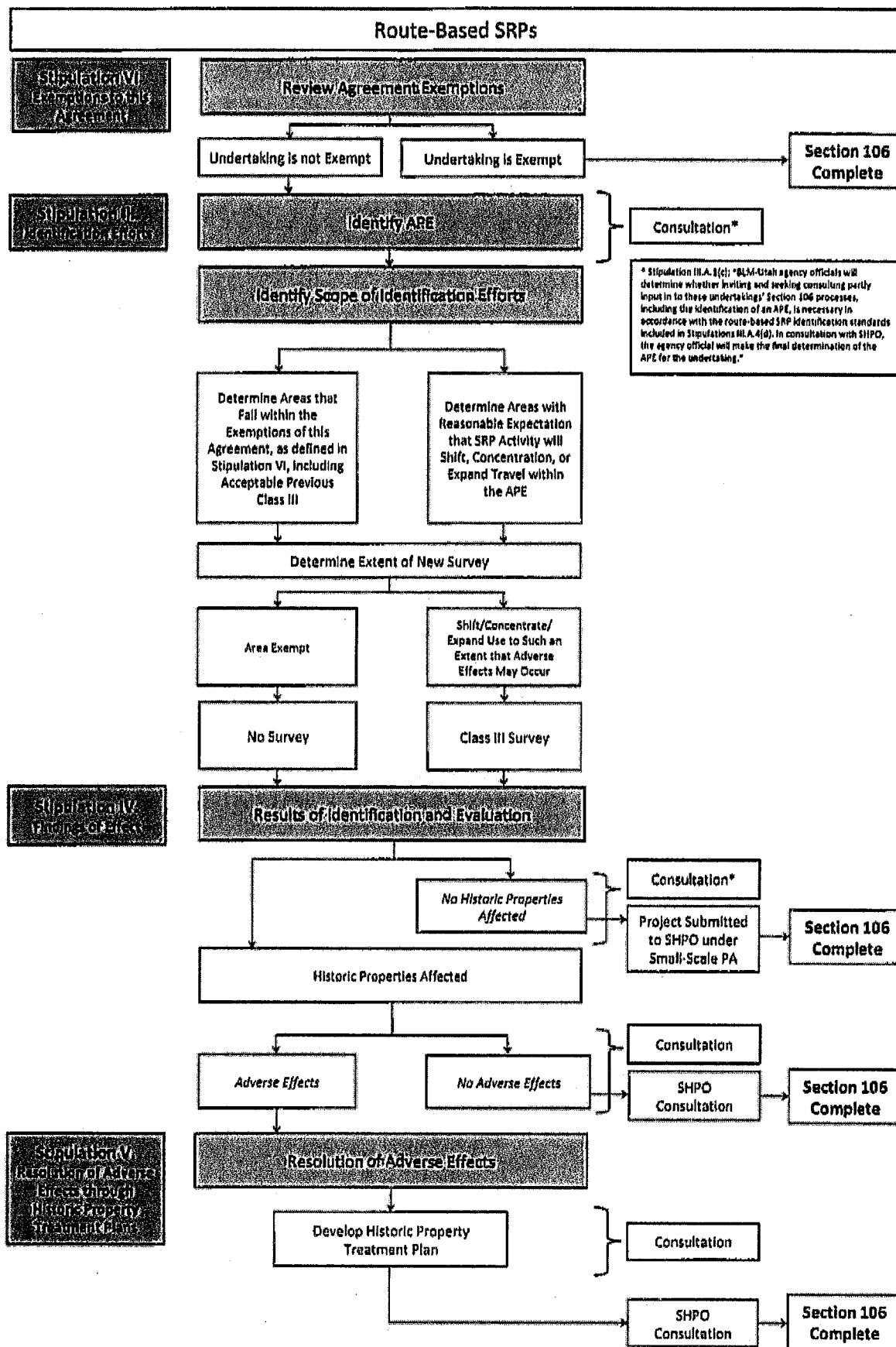
**Appendix 1**  
**Process Flow Charts**

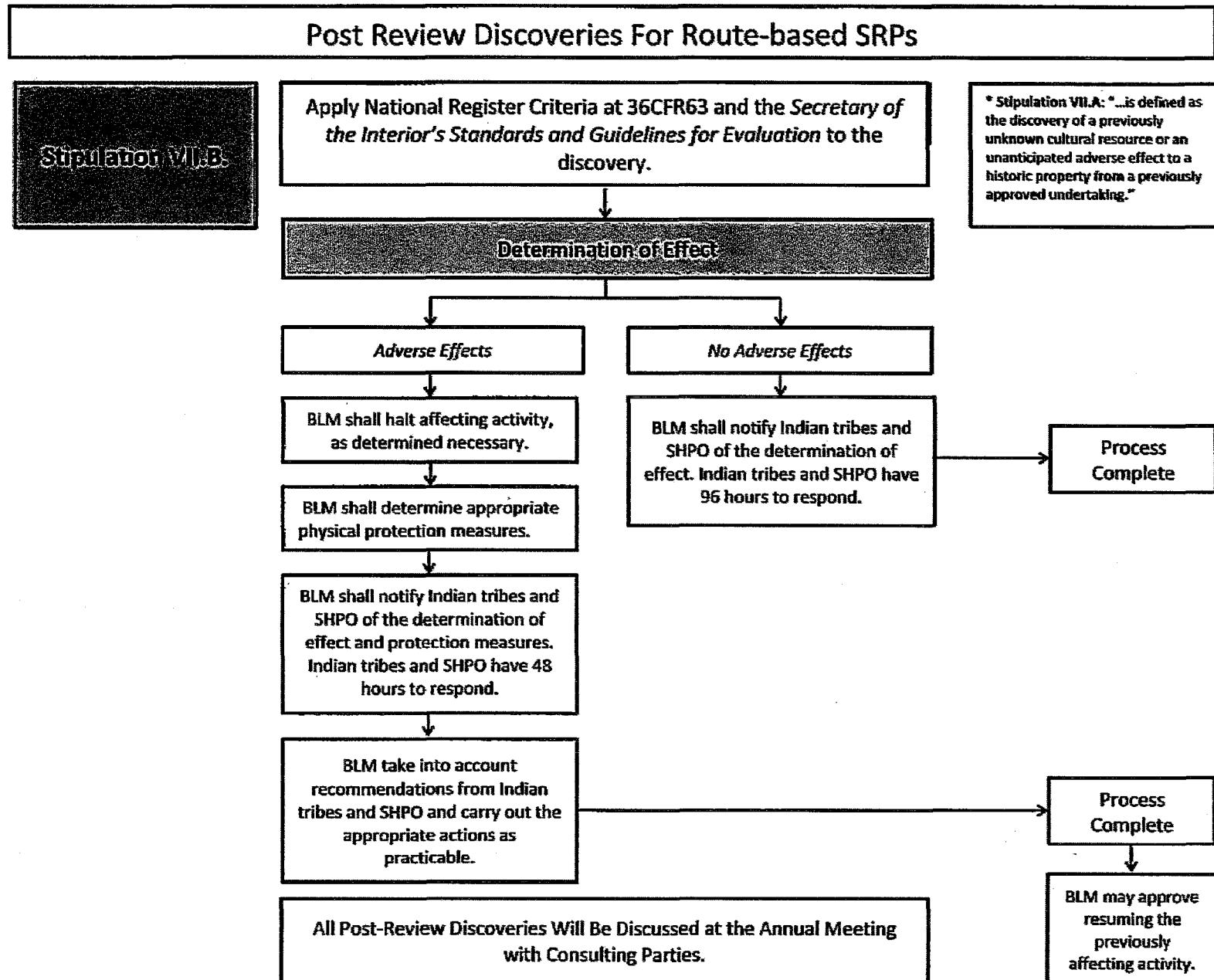




----- Route Designation -----







**Appendix 2**  
**Phased Class II Survey Strategy Outline**

**UNITED STATES DEPARTMENT OF THE INTERIOR  
BUREAU OF LAND MANAGEMENT**

**Identification Strategy for Phased Class II Surveys for  
The XXXX Travel Management Area**

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**PROJECT NUMBER:**

1. Report Date:
2. Date(s) of Survey:
3. Permittee(s):
4. Principal Investigator:
5. BLM Field Office:
6. County(es):
7. NEPA Number:
8. Description of Travel Management Area:
9. Need for Additional Survey in Areas of Medium Cultural Resource Potential:
10. Need for Additional Survey in Areas of Low Cultural Resource Potential (including a discussion of OHV concentration):
11. Those Routes Identified by Consulting Parties (including Tribes) and Agreed by the Agency Official as Maintaining a Cultural Resource and OHV Conflict:

Route Number	Identified OHV Conflict (include site numbers if known)	Proposed Survey Methods

12. Number of Miles to be Surveyed in Areas of Medium and Low Cultural Resource Potential:

	Medium	Low
Miles		
		Total

13. Management Summary (including timeframes):