

HR 376

Historic Roadways Protection Act

Congress: 119 (2025–2027, Current)

Chamber: House

Policy Area: Public Lands and Natural Resources

Introduced: Jan 14, 2025

Current Status: Referred to the House Committee on Natural Resources.

Latest Action: Referred to the House Committee on Natural Resources. (Jan 14, 2025)

Official Text: https://www.congress.gov/bill/119th-congress/house-bill/376

Sponsor

Name: Rep. Kennedy, Mike [R-UT-3]
Party: Republican • State: UT • Chamber: House

Cosponsors (3 total)

Cosponsor	Party / State	Role	Date Joined
Rep. Maloy, Celeste [R-UT-2]	R · UT		Jan 14, 2025
Rep. Moore, Blake D. [R-UT-1]	R · UT		Jan 14, 2025
Rep. Owens, Burgess [R-UT-4]	R · UT		Jan 14, 2025

Committee Activity

Committee	Chamber	Activity	Date
Natural Resources Committee	House	Referred To	Jan 14, 2025

Subjects & Policy Tags

Policy Area:

Public Lands and Natural Resources

Related Bills

Bill	Relationship	Last Action
119 S 90	Identical bill	Dec 2, 2025: Committee on Energy and Natural Resources Subcommittee on Public Lands, Forests, and Mining. Hearings held.

Historic Roadways Protection Act

This bill prohibits the Bureau for Land Management (BLM) from closing historical roads on public lands in certain areas of Utah until the Federal District Court for Utah makes a decision on each of the R.S. 2477 cases, which are cases brought by Utah and counties to keep historical roads on BLM land in Utah open for public use.

By way of background, a provision of the Mining Law of 1866, commonly known as R.S. 2477, granted rights-of-way to states and counties across public lands for the construction of roads for public use in order to promote settlement of the American West. In 1976, Congress repealed R.S. 2477 when it enacted the Federal Land Policy and Management Act (FLPMA), but FLPMA preserved rights-of-way that had been established under R.S. 2477. After the BLM released travel management plans that closed some historical roads, Utah and 22 counties filed lawsuits about their rights-of-way across public lands for historical roads.

Until the BLM certifies that those cases have been decided, the bill prohibits the BLM from obligating or expending federal funds to (1) finalize or implement a new travel management plan for certain travel management areas in Utah; or (2) implement, with respect to land within the boundary of Utah, the Indian Creek (Canyon Rims) Travel Management Plan, the San Rafael Desert Travel Management Plan, the San Rafael Swell Travel Management Plan, or the Labyrinth/Gemini Bridges Travel Management Plan.

Actions Timeline

- **Jan 14, 2025:** Introduced in House
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