

IMPROVING ACCESS TO FEDERAL LANDS IN NEVADA

Kickoff Meeting
May 9, 2022



U.S. Department
of Transportation

**Federal Highway
Administration**



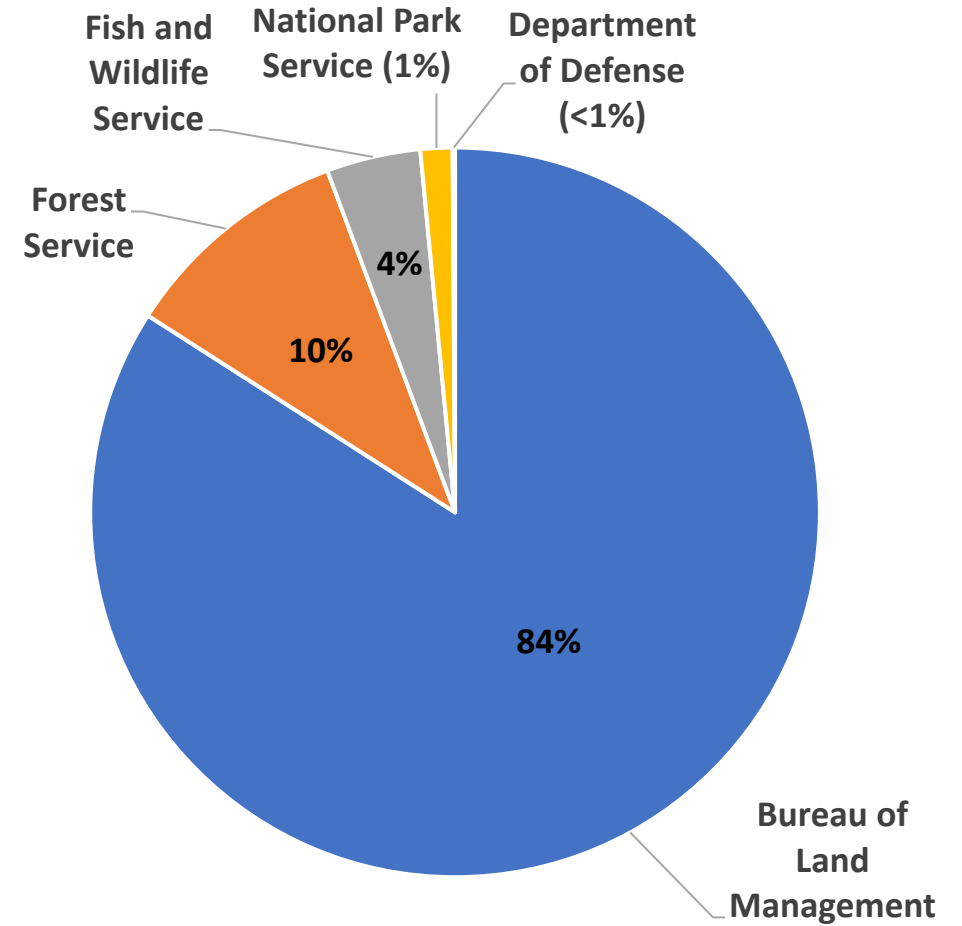
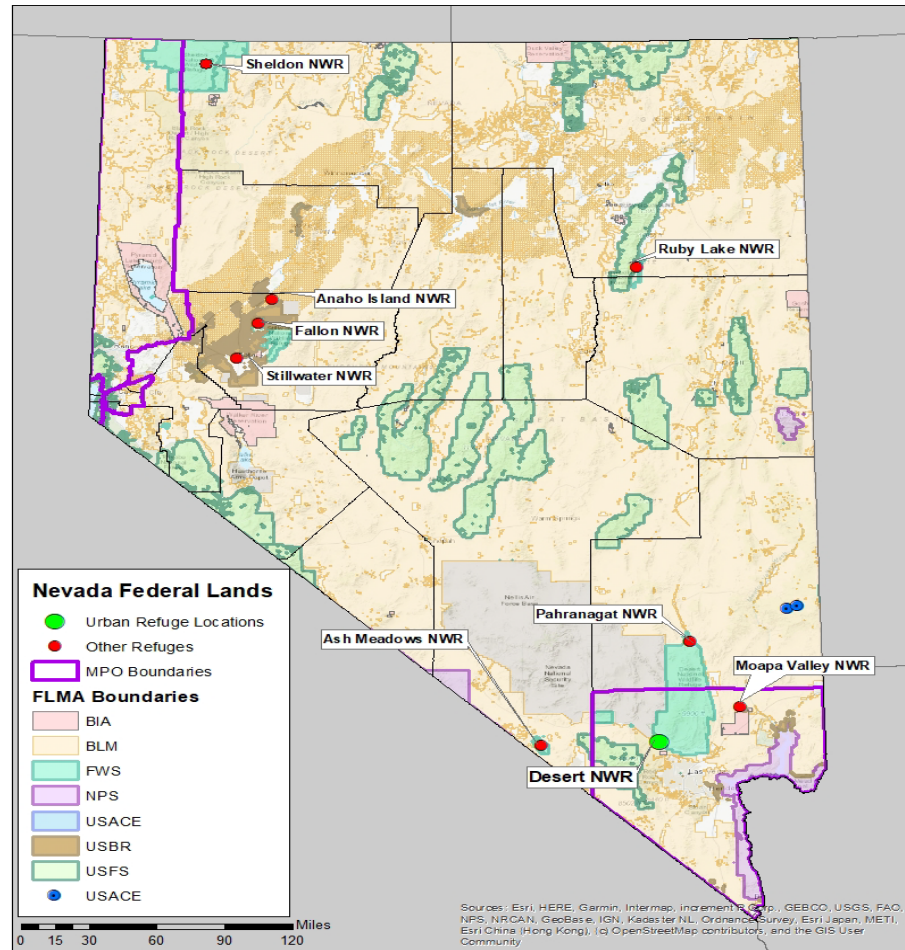
Overview

- Introductions
- Federal Lands in Nevada
- Transportation Funding for Federal Lands
- Study to Identify Unmet Access Needs to Federal Lands
- How You Can Participate

Introductions and Invited Participants

- Jeff Sanders, Transportation Planner, Federal Highway Administration
- Elijah Henley, Transportation Planner Team Lead, Federal Highway Administration
- Invited Participants
 - County representatives
 - Tribal Representatives
 - Nevada Department of Transportation staff and committees
 - Metropolitan Planning Organization (MPO) representatives
 - Federal and State Land Management Agencies
- We invite questions during presentation

Federal Lands in Nevada



Federal Lands and Recreation in Nevada

- Participation in outdoor recreation has been growing nationally
 - COVID-19 magnified that increase
- Outdoor recreation is a \$4 billion industry in Nevada
 - Many rural and gateway communities seek to enhance outdoor recreation-based tourism
 - Transportation infrastructure plays a critical role



Federal Lands and Recreation in Nevada

- Public lands and natural amenities are an important draw for visitors
- Nevada has established an office to promote outdoor recreation

Percent of Visitors Visiting Nevada for Outdoor Amenities (2018)

Purpose	Reno Area	Central Nevada	South-central Nevada	Las Vegas Area	Northern Nevada
Scenic driving	15%	23%	19%	10%	19%
Lake/reservoir	13%		16%		15%
Mountains	13%	19%	20%		16%
Park/recreation areas	13%			8%	
Outdoor recreation	7%	9%	6%		6%

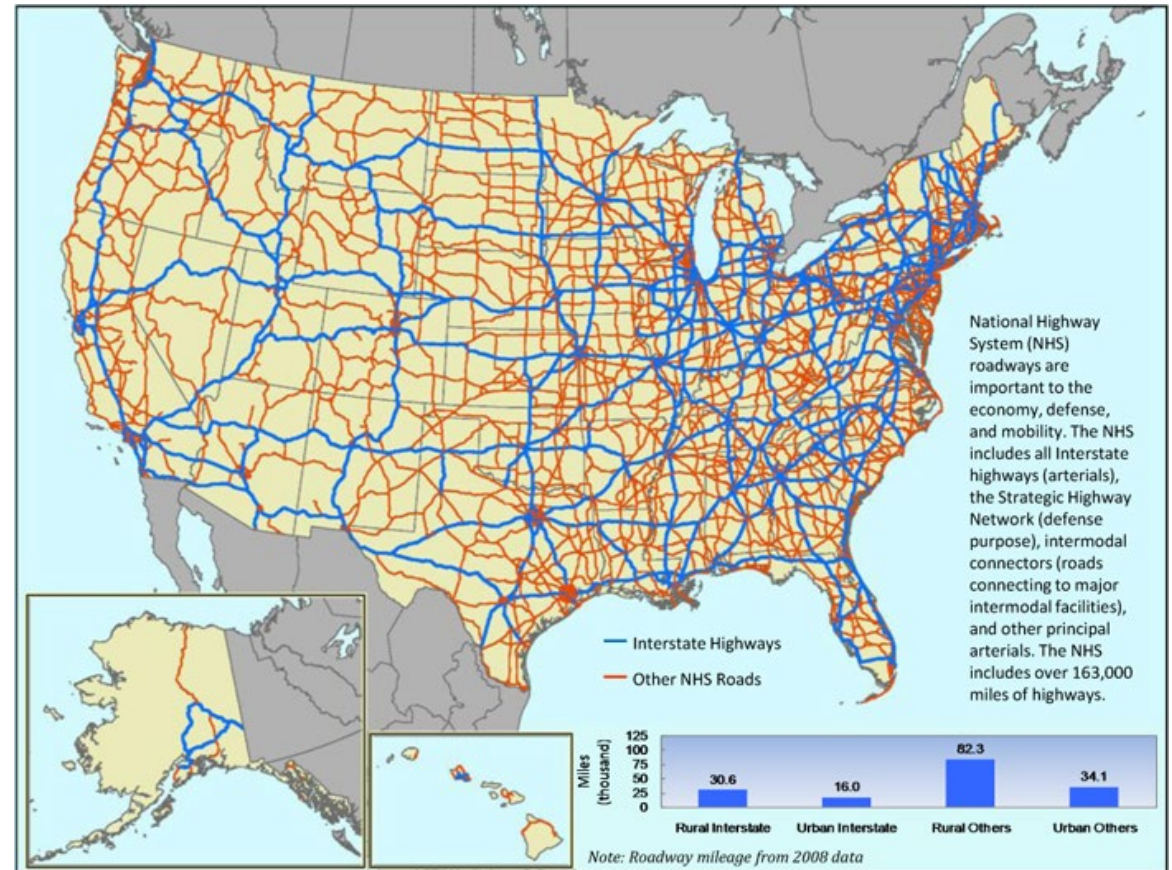
Source: Nevada Commission on Tourism, 2018

Transportation Funding for Federal Lands

How Does It Work?

Federal Highway Administration (FHWA)

- Support the nation's highway system
 - Partner with states to design, build and maintain interstates and highways
- Provides planning and engineering services for Federal and Tribal lands



National Highway System Map

Federal Lands Highway Division (FLH) Mission

Improving transportation to and within Federal and Tribal Lands by providing technical services to the highway transportation community, as well as building accessible and scenic roads that ensure the many national treasures, within our Federal Lands, can be enjoyed by all.

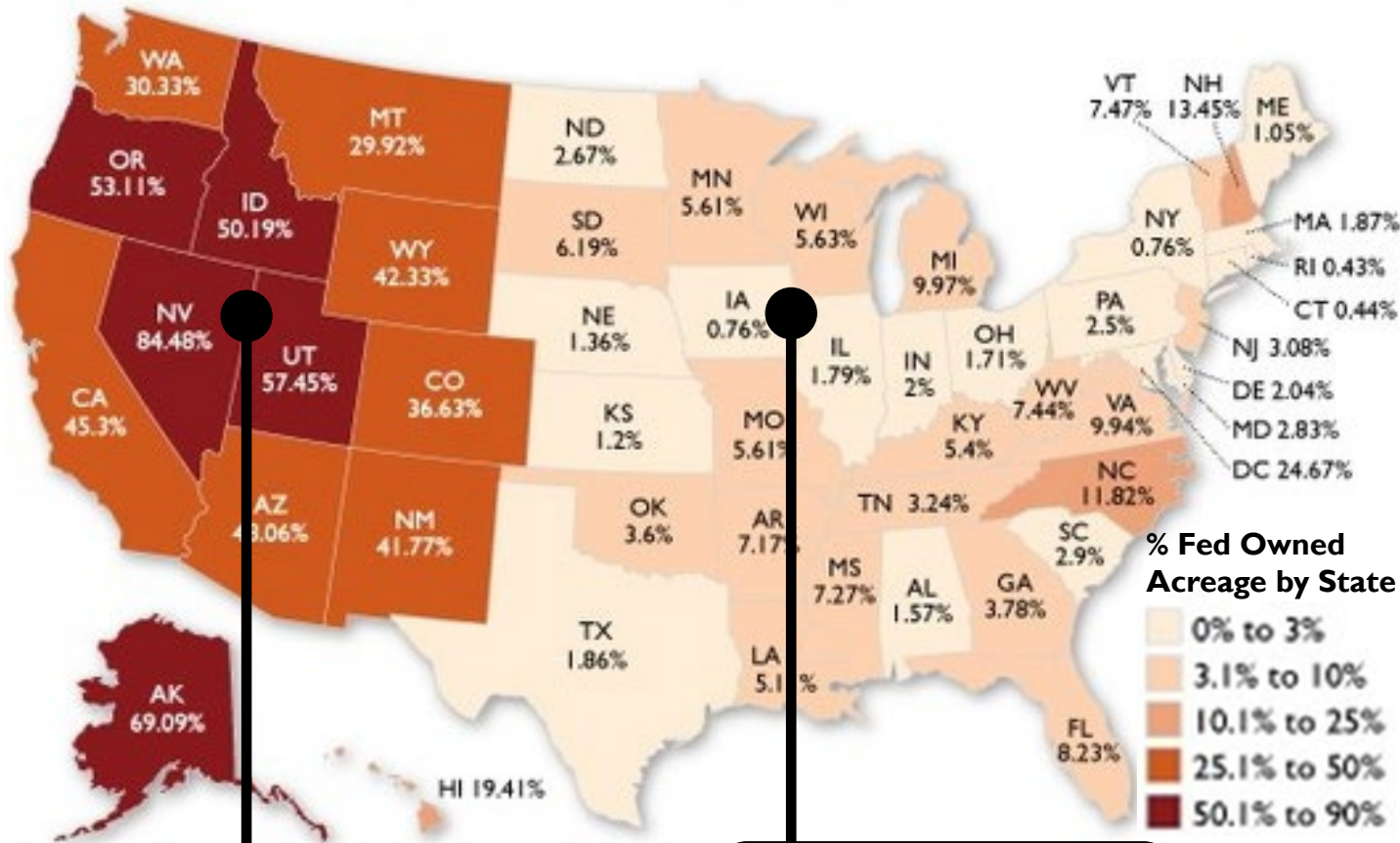


Programs

- **Federal Lands Access Program (FLAP)** Improve transportation facilities owned or maintained by a non-federal agency providing access to, adjacent to, or location within federal lands
- **Federal Lands Transportation Program (FLTP)** Improve transportation facilities owned and maintained by a federal agency
- **Federal Lands Planning Program (FLPP)** Implement transportation planning for Federal lands and Tribal transportation facilities that are consistent with the Statewide and Metropolitan transportation planning procedures under 23 U.S.C.
- **Tribal Transportation Program (TPP)** Provide safe and adequate transportation and public road access to and within Indian reservations, Indian lands, and Alaska Native Village communities



FLAP Funding Distribution



80% of FLAP
(\$229 million)
> 1.5% of Federal Land

20% of FLAP
(\$57 million)
< 1.5% of Federal Land

Fiscal Year	2022	2023	2024	2025	2026	Total
Authorization	\$286 M	\$292 M	\$297 M	\$304 M	\$309 M	\$1.49 B

FLTP Funding Distribution

	2022	2023	2024	2025	2026
NPS	\$332 M	\$339 M	\$346 M	\$354 M	\$360 M
FWS	\$36 M	\$36 M	\$36 M	\$36 M	\$36 M
USFS	\$24 M	\$25 M	\$26 M	\$27 M	\$28 M
BLM, USACE, BOR, and IFAs	\$29.5 M	\$30.1 M	\$30.7 M	\$31.4 M	\$31.9 M
Total	\$422 M	\$430 M	\$439 M	\$448 M	\$456 M

4 Year Totals:

NPS- \$1.731 B

FWS- \$180 M

USFS-\$130 M

BLM, USACE, BOR & IFAs- \$154 M

4 Year FLTP Funding
= \$2.195 B

Non-Competitive- By statute the NPS, FWS, and USFS receive annual FLTP sums.

Competitive- Based on application submissions from the BLM, BOR, USACE, and eligible Independent Federal Agency, allocation amounts are determined by the Office of the Secretary of Transportation by use of a performance management model.

Federal Lands Access Program (FLAP) in Nevada

- Funded (or To-Be-Funded) 20 projects Between 2013-2028
 - Valued at \$170 million

SR 28 Bike Path (\$13M)



Bob Ruud Highway (\$29M)



Red Rock Trail (\$12M)



Kings Canyon Rd (\$5M)



Federal Lands Access Planning (FLAP) in Nevada

How Do We Determine FLAP-Funded Projects?

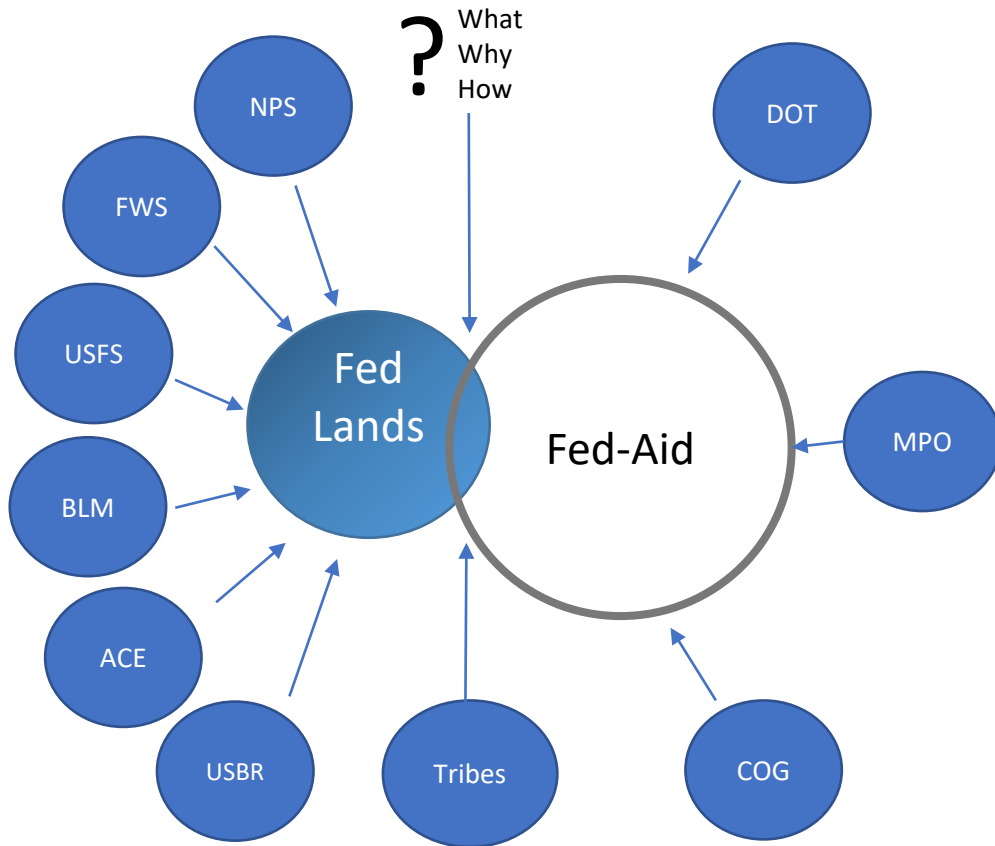
- Use a “Call For Projects” for non-federal agencies to submit project proposals
- Challenges with Call For Project
 - Few proposals compared to similar states
 - Hard to determine if proposals represent the best or most needed projects.
 - 3-month application window is challenging for complex and costly projects
 - Missing economic development perspective
- Coordination Challenges
 - Few opportunities for federal agencies and non-federal agencies to coordinate on transportation challenges.

Federal Lands Transportation Program (FLTP) in Nevada

How Do We Determine FLTP-Funded Projects?

- Federal agencies select projects regionally or nationally
- Local federal reps can request funding, but no funding allocated directly to Nevada
 - Projects have to be on the designated FLTP inventory for each agency
 - Planning is currently constrained to funding levels
 - Funds are only allowed to be spent within federal administrative boundaries
 - Program is independently prioritized by each agency
- Coordination Challenges
 - There is an opportunity for better program alignment where FLAP and FLTP priorities intersect

Incorporating FLMA Needs in the State and Local Planning Process



What: Shared Needs and Priorities

Why:

- A. Consistent with Planning Regs
- B. Leverage Partners
- C. Better Coverage of Need

How:

A = LRTP

B,C = Consolidated Fed Lands Plug-In Sections in State and local plans

Outcomes

- Establish a shared vision for enhanced federal lands access in the area studied.
- Establish shared need across FLMAs and with their state and local counterparts.
- Better understanding regional connectivity across jurisdiction (federal, state, and local).

Improving Access to Federal Lands in Nevada

Study Goals and Outcome

What Does “Improving Access” Mean?

- Obtaining access through acquisitions, easements, etc to lands that are otherwise inaccessible
- Capital and operational improvements to enable safe, reliable multi-modal access
- Improving access is best pursued through:
 - Partnerships between governments at all levels and other organizations
 - Improving access for all people of all background and abilities

Study Goals

#1 – Identify unmet access needs to federal lands and prioritize them

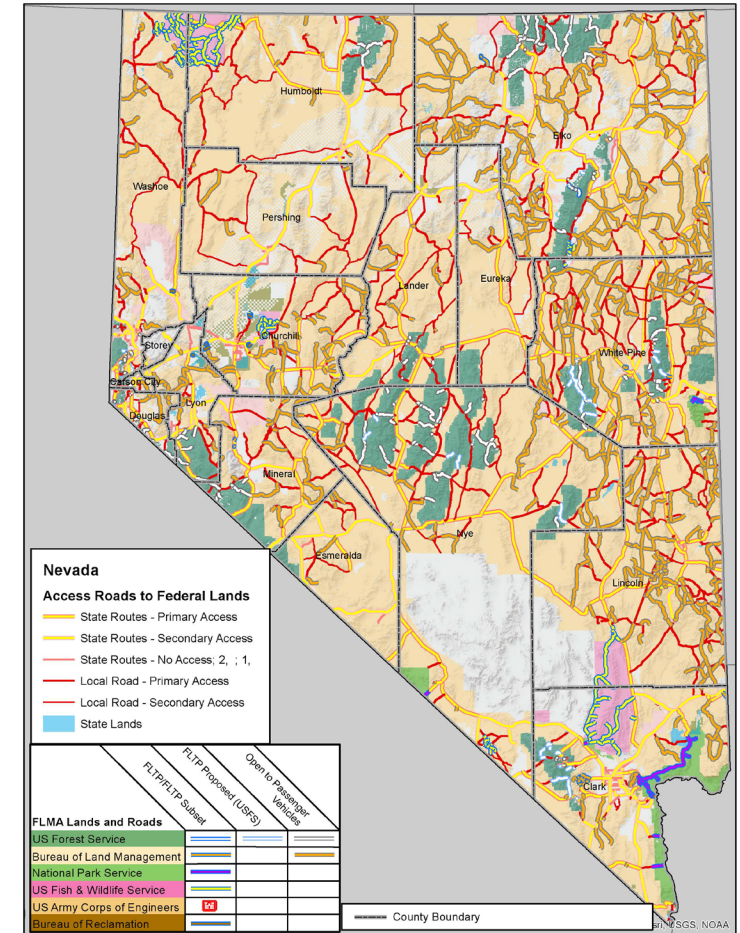
- ✓ Prioritized needs will inform future FLAP Call For Projects
- ✓ Provide guidance on how to address complex challenges

#2 – Provide policy and process recommendations for improved coordination between federal land agencies and the existing transportation planning processes

- ✓ Mechanism for ongoing project identification and coordination
- ✓ Opportunity for jointly funded projects

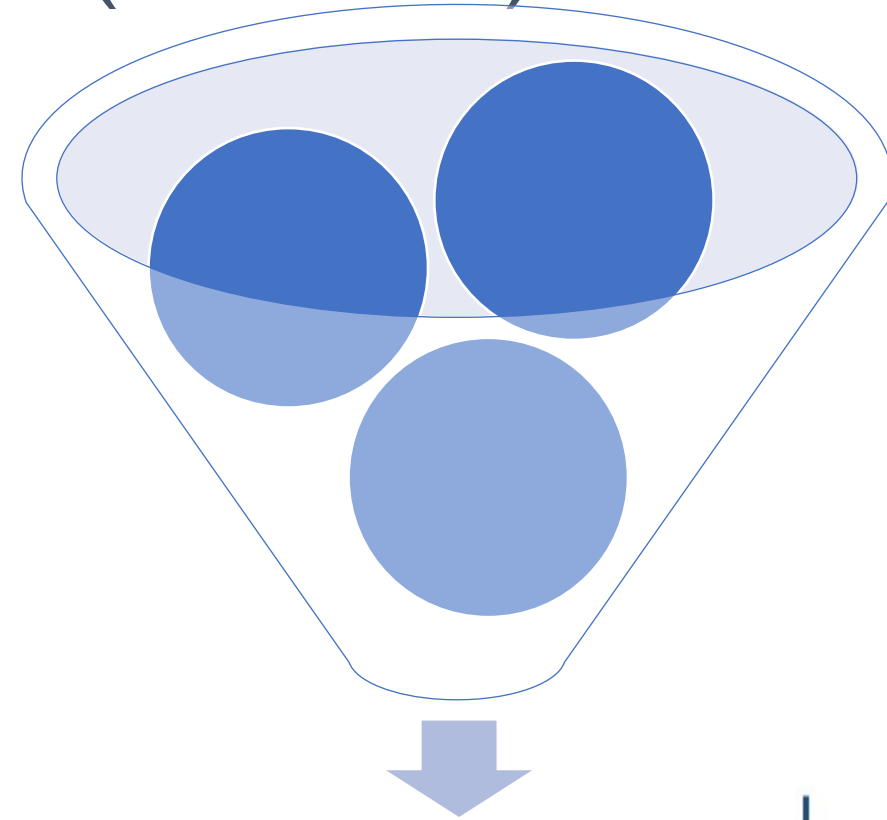
How Will We Identify Unmet Access Needs? (Goal #1)

- Collect GIS Data
- Build An Inventory of Unmet Access Needs
 - Analysis of recreation trends and traffic data
 - Workshops with federal agencies
 - Workshops with local, county, tribal, and state officials



How Will We Prioritize Needs? (Goal #1)

- Workshops with Selected Stakeholders to Create Criteria
 - Nevada Department of Transportation
 - Nevada Association of Counties
 - Nevada Division of Outdoor Recreation
 - Federal Land Management Agency Representatives
 - Federal Highway Administration
 - Tribes
- Apply Prioritization Criteria to Inventory of Needs



Prioritized Needs

How Will We Improve Coordination? (Goal #2)

- Understand the Nevada Statewide Transportation Planning Process
 - What are statewide planning goals? How does the state collaborate with communities?
- Meet with Nevada DOT and Urban Planning Officials
 - How are needs identified? How do needs turn into projects?



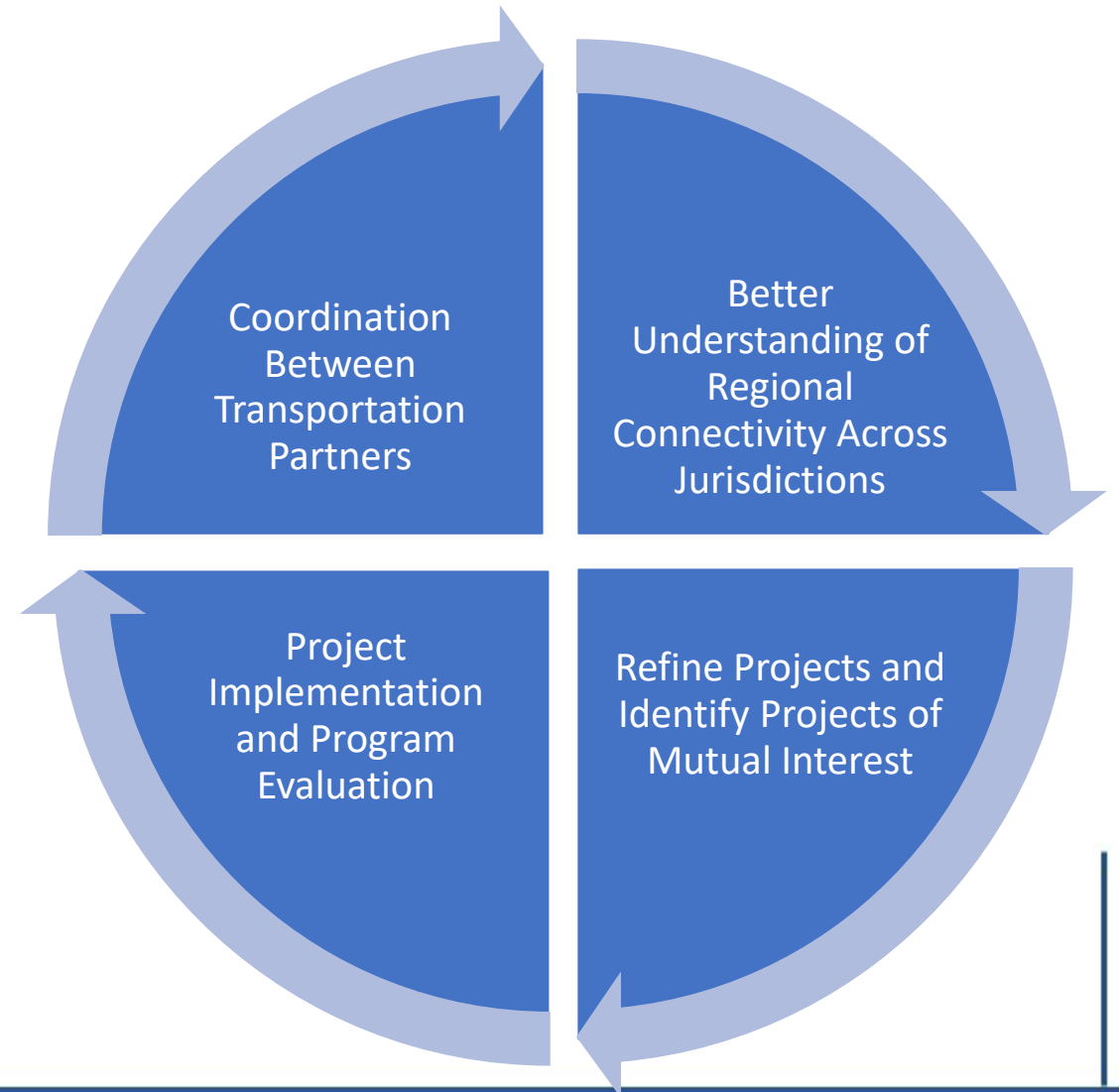
How Will We Improve Coordination? (Goal #2)

- Provide recommendations for improving coordination
- Are there already good examples of good coordination?
 - Recreation Shared Stewardship Agreement
- Examples could include:
 - Identifying agency contacts and their roles
 - Appointing federal representatives to existing transportation advisory groups
 - Updated guidance on how NDOT and MPOs conduct planning studies to include federal representatives

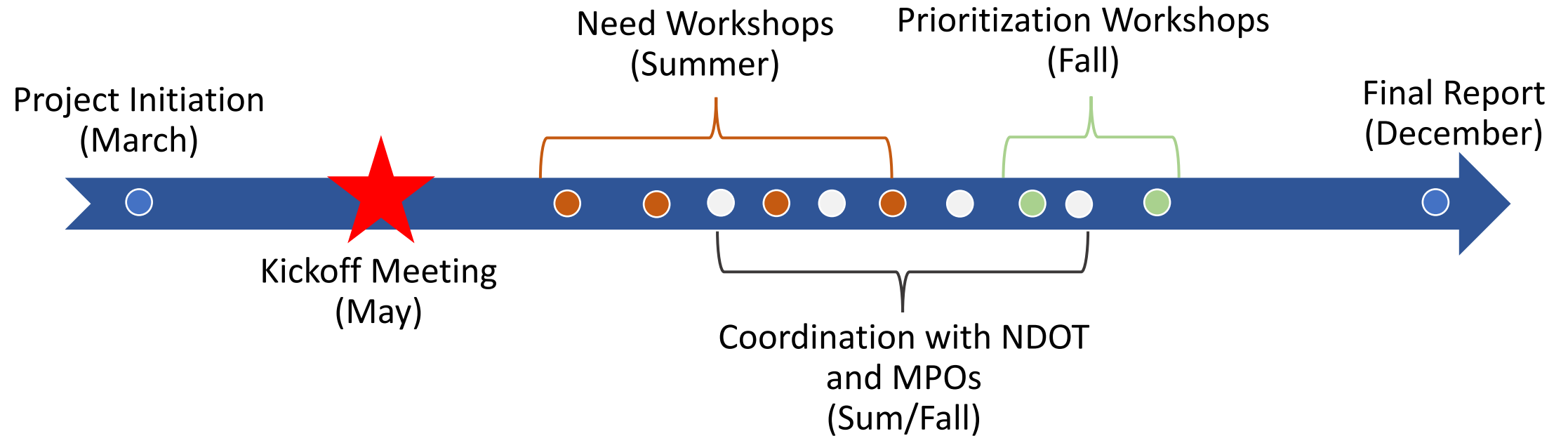


Study Outcome

- Prioritized list of unmet access needs to guide future funding decisions **(a product)**
- A coordinated approach that aligns transportation priorities and program across federal, state, and local jurisdictions **(a process)**

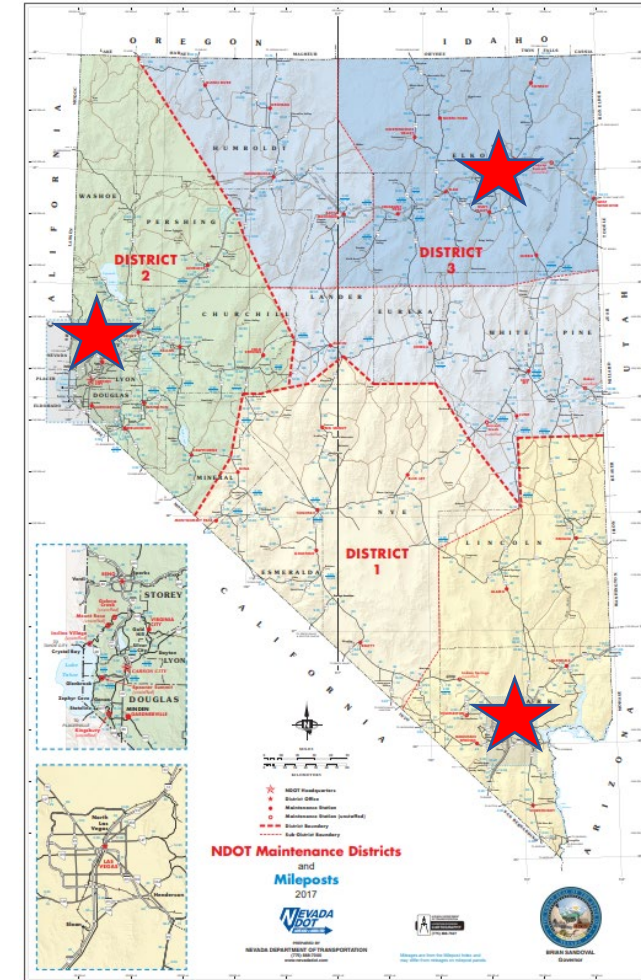


Schedule



How Can You Participate?

- Your Participation is Critical!
- Participation in Need Workshops
 - Virtual workshop for federal/state land managers (June)
 - Workshops for local, county, Tribal, and state officials in each NDOT district
- Review Materials



Why Should I Participate?

- FLAP projects can improve access to federal lands in your city or county
 - In many cases, no local match required
- Your participation = representation
- Build relationships with federal partners



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