

Bureau of Land Management Transportation Factsheet



August 2018

Transportation System Network

The BLM manages 90,000 miles of routes, including:



30,000

miles of primitive roads, traversable by four-wheel drive or high-clearance vehicle

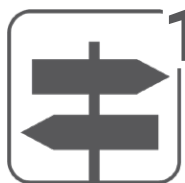


45,000

miles of roads, traversable by sedan

Nearly all BLM roads were originally built for administrative purposes or resources harvesting, but many now provide access for hunting, fishing, and other forms of recreation. As the U.S. population grows, demand for recreation on BLM lands increases.

The Back Country Byway program was developed by the BLM to complement the National Scenic Byways program. As an integral part of the larger Scenic Byway system, these roads show enthusiasts the best the West has to offer in a trip off the beaten path.



15,000

miles of historic, scenic, recreational, and multi-use trails

The 15,000 miles of trails included in the BLM network are just a portion of the trails running through BLM land. This network is a part of a larger system that includes national historic and scenic trails. The BLM manages more national historic trails than any other Federal agency.



891

bridges

The BLM manages 891 bridges: 654 road bridges and 237 trail bridges. These bridges provide connectivity throughout the vast BLM landscape; they need to be maintained to provide safe access to areas of high use for economic generation, recreation, and community connectivity.

In many cases, traveling on BLM roads, trails, and bridges provides a recreational experience in itself. Backcountry roads, technical trails, and picturesque bridges often offer beautiful scenery with challenging terrain to traverse.

Red Gulch-Alkali Backcountry Byway

BLM's Transportation Priorities

The BLM manages **over 245 million acres of land** - almost 11 percent of the surface area of the United States - and is the largest manager of Federal lands by surface area. These lands are primarily concentrated in the 12 Western States including Alaska. The BLM's transportation network serves as one of the primary means of connecting BLM-administered public lands to local communities, recreational sites, national monuments and conservation areas, and the Nation's most significant energy deposits on public lands.

An efficient and reliable transportation network is critical to the Bureau's ability to meet its multi-use mission to continue to provide economic benefit as well as recreation access to the public.

The BLM's Federal Lands Transportation Program (FLTP) designated network is comprised of high-priority roads - those with **significant economic and recreational impacts** to the Nation. Establishing base funding for the BLM's FLTP network is essential to sustain the Bureau's transportation program to continue to provide public access and support its multi-use priorities.



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BLM Transportation System Importance to the Nation

- **Recreation Access:** The BLM transportation network is essential for the public to access the BLM's 2,959 recreation sites. In 2016, BLM-managed lands received nearly 63 million visits. This visitation produced \$7 billion in economic output related to recreation: hunting, fishing, camping, picnicking, landscape and wildlife viewing, hiking and backpacking, boating, bicycling, and engaging in motorized recreation.
- **Economic Generation:** In 2016, the economic output of coal, oil and gas, non-energy minerals, geothermal, wind, solar, recreation, grazing, and timber on the public lands amounted to \$75 billion and supported 372,000 jobs.
- **Disaster Response & Evacuation:** The BLM's roads, bridges, and trails provide critical access for wildfire mitigation strategies and escape routes for fire crews and the general public.
- **Rural Community Connections:** The BLM transportation system often provides important connectivity to state, county and local routes in rural communities and support economic development, access to recreation, and community spaces.

BLM Transportation System Challenges and Issues

- **Transportation Funding:** Maintaining the BLM's vast transportation system is challenging, and requires both sound planning and substantial investment. Since inclusion into the FLTP, the BLM received \$45M between fiscal years 2013 -2017 and improved 104 miles of roads. Currently, the BLM must compete annually for FLTP funds and does not have a reliable amount of funding from year to year. *The BLM's lack of reliable annual transportation funding makes it difficult to make long-term planning and budget decisions.*
- **Increasing Congestion:** American population growth will increase demand for access to BLM-managed lands; these lands will experience increased congestion within the BLM transportation system and will cause increased wear and tear on BLM roads, trails, and bridges.
- **Deferred Maintenance:** Rising maintenance costs paired with decreasing budgets results in an increase of maintenance that becomes deferred. The Deferred Maintenance (DM) for BLM transportation assets is \$505 Million which is 66 percent of BLM's portfolio DM backlog.
- **Comprehensive Transportation Management:** Extensive unmanaged cross-country travel on "open" or unrestricted lands and the presence of historic duplicative routes can impact vegetation, soils, air and water quality. As a result, comprehensive transportation planning funded with FLPP will allow the BLM to continue making data driven transportation management decisions in the future.



North Umpqua Wild and Scenic River



Alpine Loop Scenic and Historic Byway



El Malpais National Conservation Area



Pacific Crest Trail National Scenic Trail