

Federal Lands Access Program

Montana Prospective Applicants Webinar

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Western Federal Lands Highway Division

2021 Call for Projects



U.S. Department
of Transportation

**Federal Highway
Administration**



Overview

- Who is Western Federal Lands Highway Division (WFLHD)?
- FLAP Program Background
- Proposal Packet Overview
- Questions

Western Federal Lands



- 5 Western States.

- FLH is at the forefront of delivering distinctive, sensitive, innovative, and sound engineering projects.
- “Cradle to Grave” transportation engineering services of highways and bridges providing access to/through federal lands.
- Proven experience and ability to solve and manage unique challenges in dynamic environments, geography and complexity, through engineering solutions sensitive to the context of the land.

WFL Areas of Expertise

Project Delivery

- Project Management
- Project Development
 - Design, survey, mapping, right-of-way, utilities
 - Environment (NEPA)
- Technical Services
 - Safety, geotechnical, structures, hydraulics, pavements & materials
 - Technology
- Construction
 - Closeout

Business Ops.

- Planning & Programs
 - Alternative transportation & community planning
 - Programs: Federal Lands Transportation Program (FLTP), Federal Lands Access Program (FLAP), ERFO
 - Scoping, inventory, GIS, Agreements
- Administrative Services
 - Acquisitions, contract administration, finance

FLH Core Programs

FLAP Federal Lands Access Program

Improve transportation facilities owned or maintained by a non-federal agency providing access to, adjacent to, or location within federal lands (typically National Parks, Forests, Wildlife Refuges, BLM lands, BOR lands, and/or USACE lands)

>>>The Program for Non-Federal Partners for Federal

FLTP *Federal Lands Transportation Program*

Improves transportation facilities owned and maintained by a federal agency – typically within a national park, forest, wildlife refuge, BLM lands, BOR lands, or USACE lands.

→The Program for Federal Partners

TTP *Tribal Transportation Program*

Provides safe and adequate transportation and public road access to and within Indian reservations, Indian lands, and Alaska Native Village communities.

→The Program for Tribal Partners for Tribal Lands

ERFO *Emergency Relief of Federally Owned Transportation*

The intent of the ERFO program is to pay the unusually heavy expenses for the repair and reconstruction of eligible facilities. The ERFO program is not intended to cover all repair costs, but rather supplement Federal Land Management Agency (FLMA) repair programs.

→The Emergency Program for Federal Partners



FLAP Program

- Background
 - Created during MAP-21 and continues in the FAST Act
 - Approx. \$270M annually authorized in the FAST Act for the Nation
 - FAST Act extended to Sept. 30, 2021
 - Anticipate Congress to authorize new legislation or extension.

FLAP Funding (Allocated by Formula)

STEP 1

Category I:

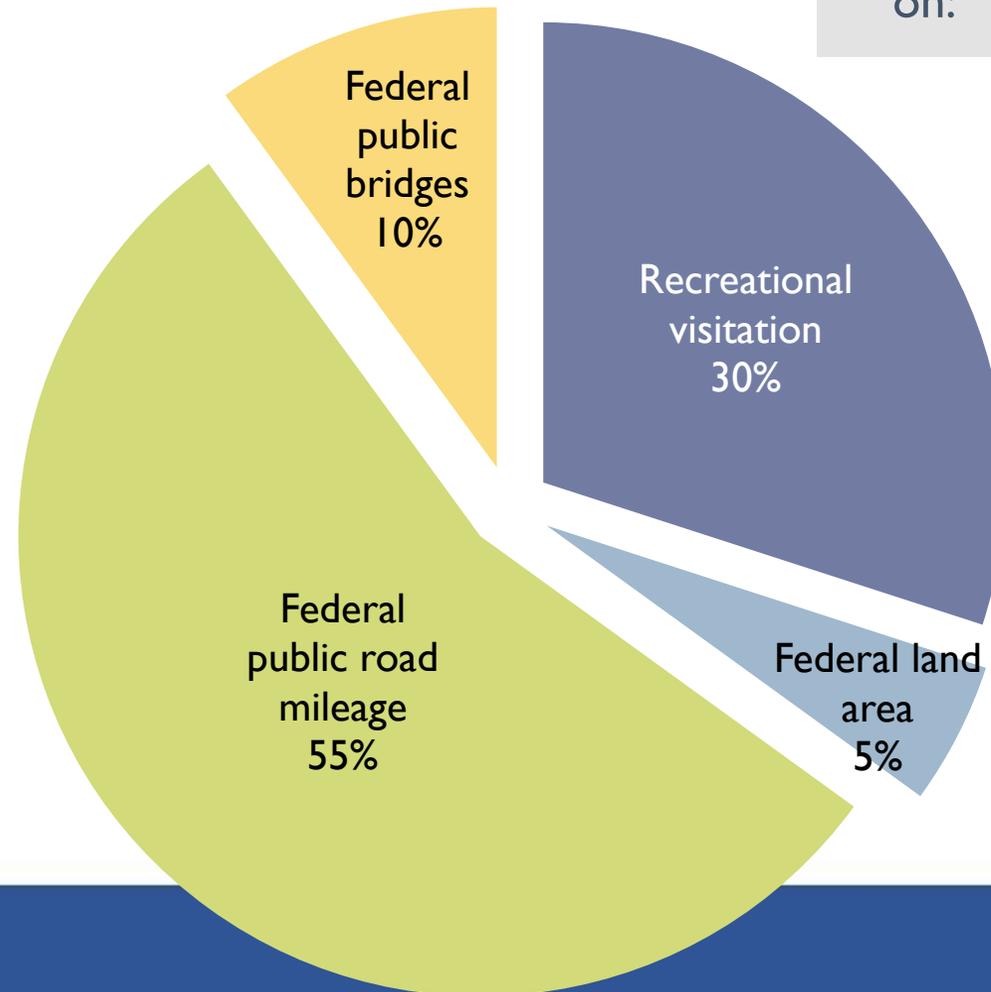
80% of Funds go to States with 1.5% or more of Federal Land viewed on a National scale

Category II:

Remainder goes to States with less than 1.5% of Federal Land viewed on a National scale

STEP 2

Within each category, the funds are further allocated based on:



Lead Agency

If FHWA-WFLHD	If Other Agencies
<ul style="list-style-type: none">• WFLHD leads from selection to completion, including NEPA and Title 23 requirements• Experienced in delivery of FLAP projects• Provides technical studies and information for partner agency to complete MEPA	<ul style="list-style-type: none">• Provide justification-experience in Title 23 funded projects of similar size and complexity• Capabilities Assessment required with application• FHWA Montana Division Office may have Stewardship & Oversight not WFLHD

Special Match: In-Kind Allowances

Typically Allowed:	Typically <u>NOT</u> Allowed:
<ul style="list-style-type: none">• Direct ROW acquisition and Utility relocation costs paid by applicant (i.e. Consultant fees, Landowner compensation, Payment to utility companies)	<ul style="list-style-type: none">• Force Account (needs approval)• Any work done prior to execution of agreement with FHWA

- ✓ Hard match (cash) is preferred.
- ✓ All decisions on non-cash match are at the sole discretion of the Programming Decisions Committee (PDC). (Public Interest Finding submittal)
- ✓ Work must be done according to federal law.
- ✓ Costs agreed upon upfront in executed agreement.
- ✓ Paid invoices required.

FLAP Leveraging Funds (FLAP & FLTP)

Example:

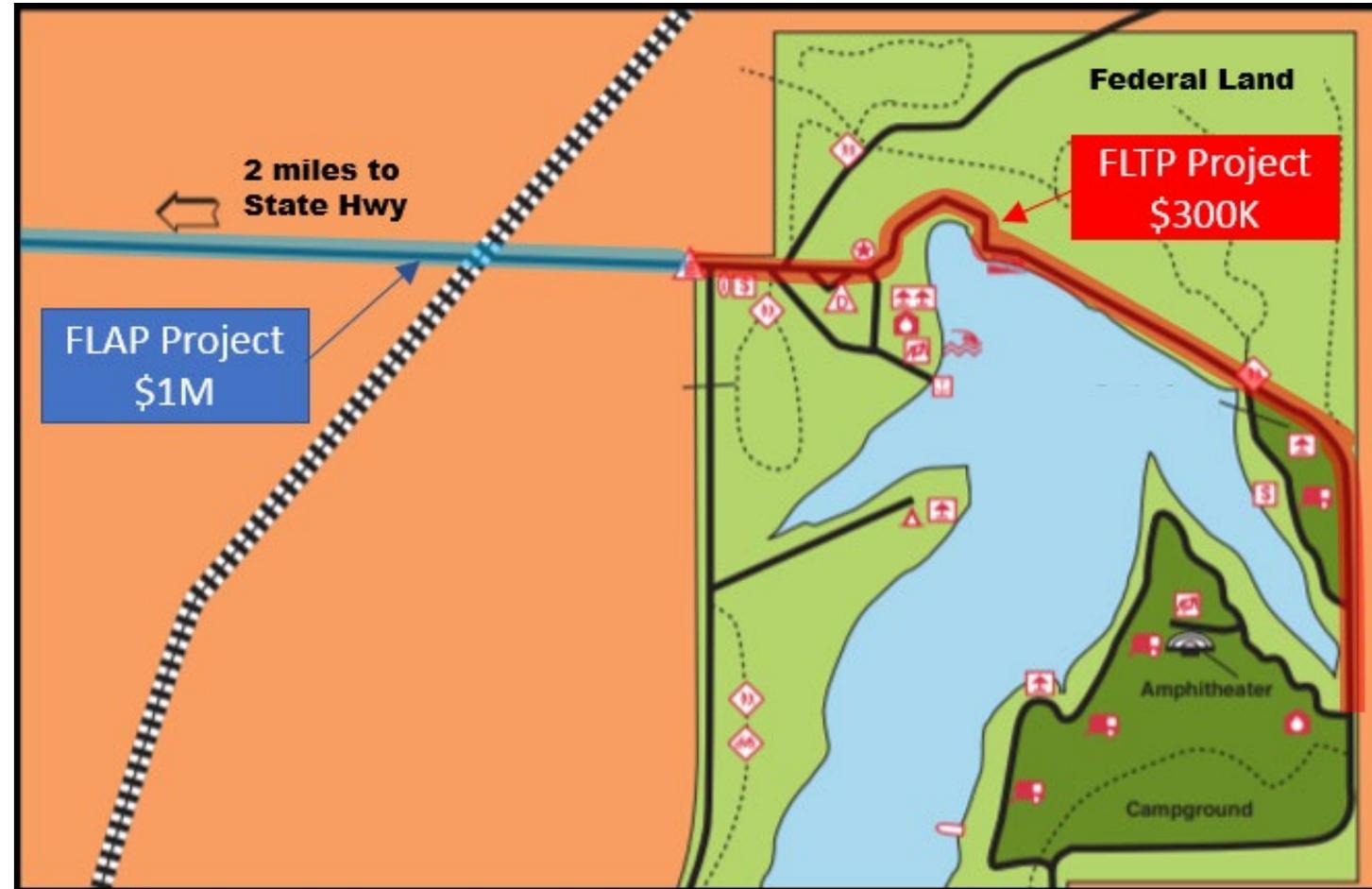
FLAP Project = \$1M

- 13.42% or \$134,200 match required

FLTP Project = \$300K

Total Project = \$1.3M

- o FLTP funds CAN be applied toward required match
- Local Agency = \$0



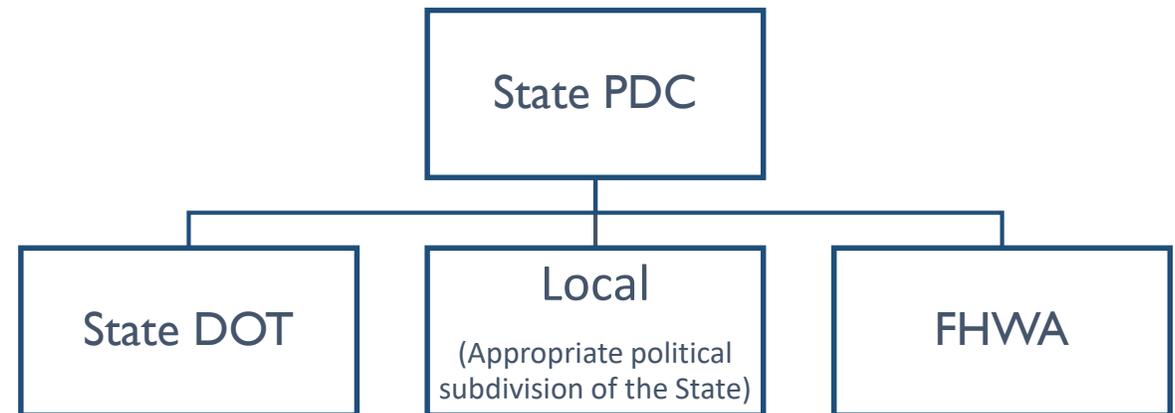
Conditions:

- PDC and FLMA agree.
- Projects are continuous/adjacent.
- Let as a single construction contract.
 - Preference for single PS&E designed by single agency
- PDC may require local agency to contribute funding, meant to:
 1. Ensure local involvement or
 2. Secure funding, if there's not enough FLTP to cover the minimum match



Who Makes Programming Decisions?

- Each state has a Programming Decisions Committee (PDC).
- PDC responsibilities include:
 - Develop processes and evaluation criteria
 - Establish the next call for projects
 - Review applications and select projects



FLAP – Montana

Programming Decisions Committee (PDC):

Colleen Fletcher

➤ Federal Highway Administration-WFLHD

Jim Skinner

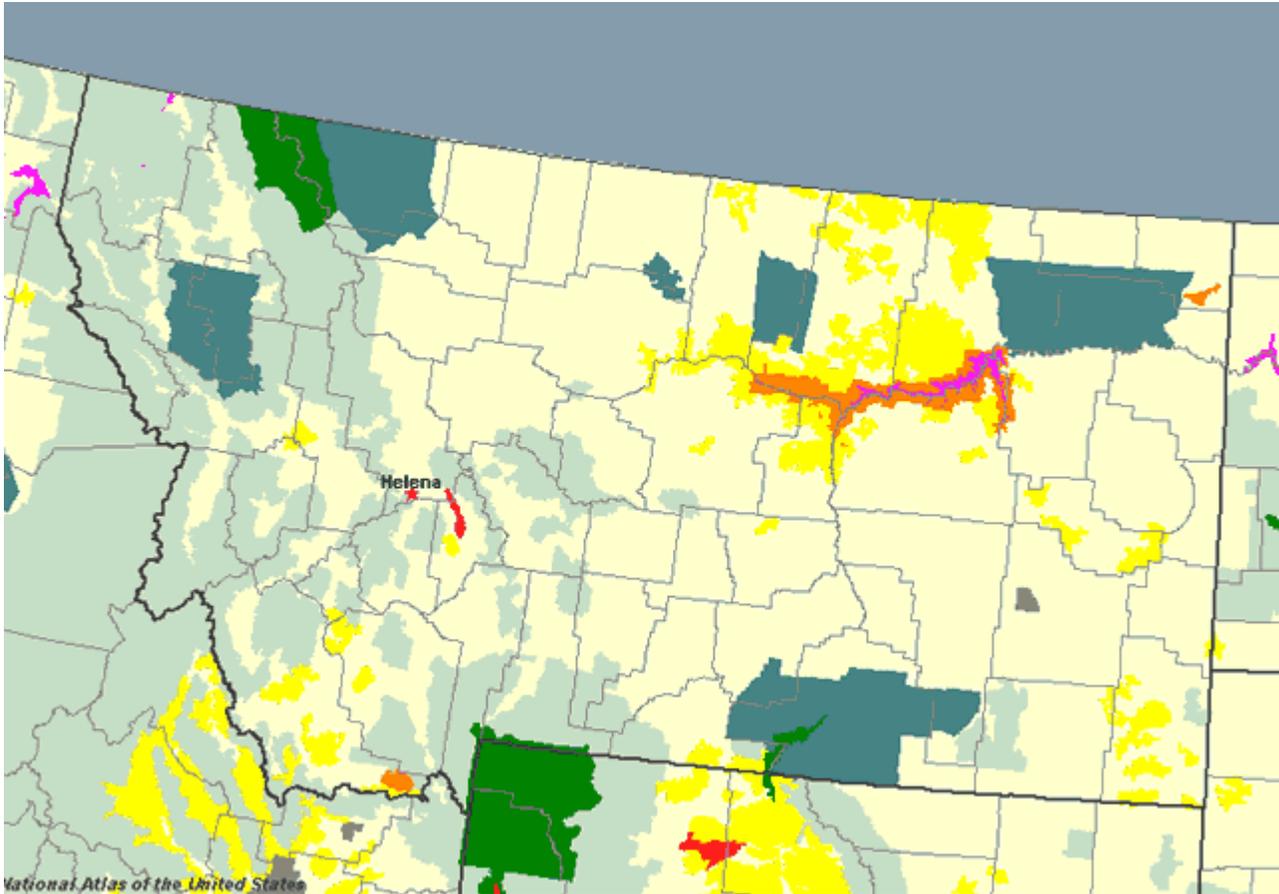
➤ Montana Department of Transportation

Eric Bryson

➤ Montana Association of Counties

Annual FLAP Allocation: \$16M

Category I-Minimum Match: 13.42%

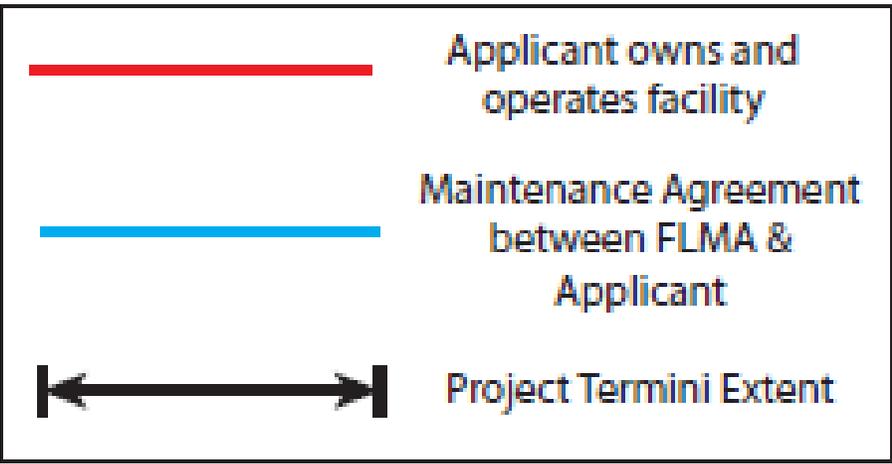
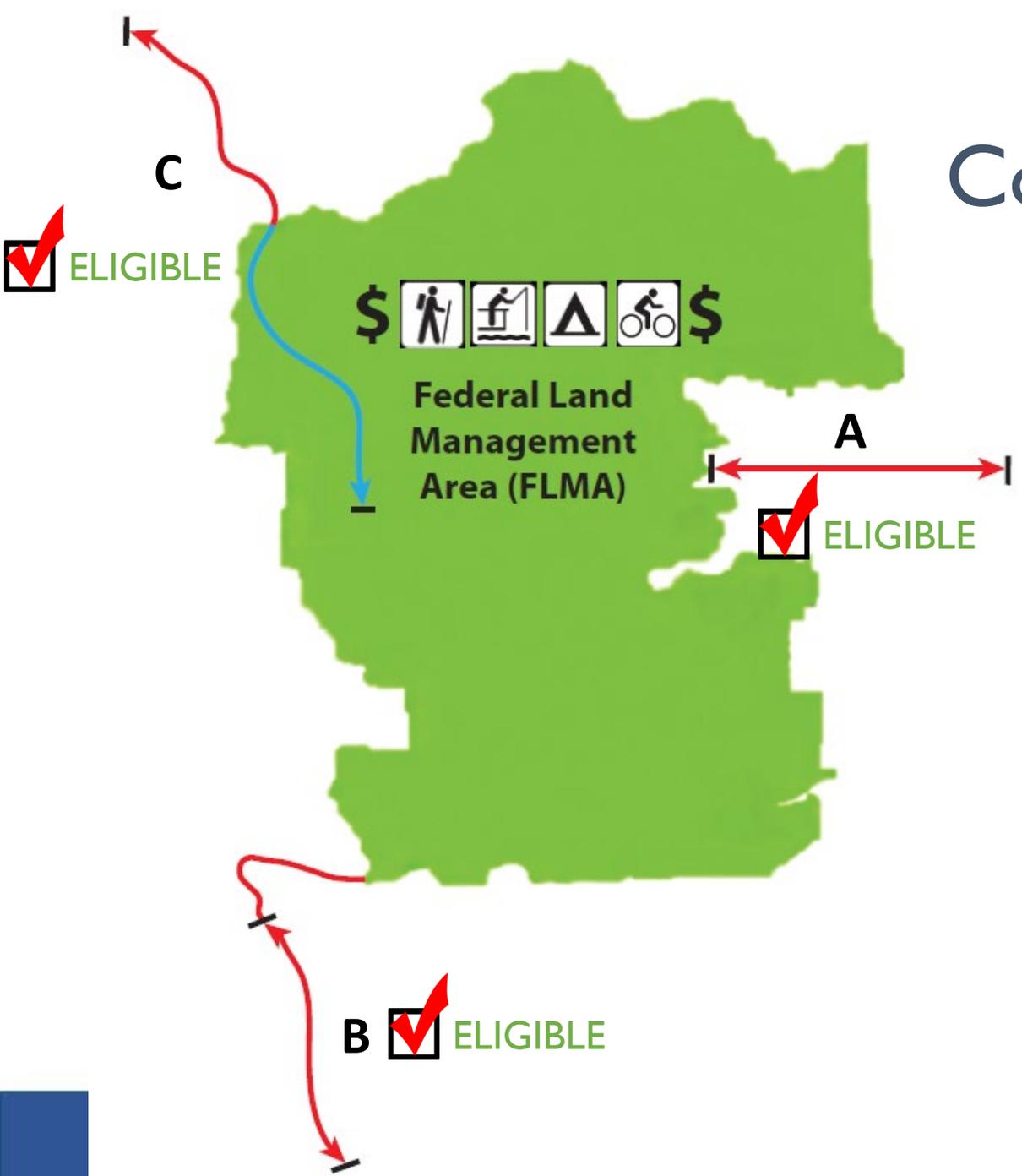


Eligibility Requirements

- Per legislation, any public highway, road, bridge, trail or transit system located on or adjacent to Federal lands, typically within 10 miles.
- Any transportation project eligible for assistance under Title 23.
 - Rehabilitation / Restoration / Reconstruction / New Construction
 - Engineering
 - Operation & maintenance of transit facilities
 - Planning & Research
- Title or maintenance responsibility is vested with State, County, Local Government, or Tribe.
- Match requirements met.



Common Eligibility Scenario



Note:

- Tribal roads maintained by the tribe are **eligible**, but the road must access Federal Lands other than tribal (ex. NPS, FWS, etc.).
- Tribal lands are **not eligible** Federal Lands as the destination for this program.
- Land leased by the Federal Government is **not eligible**.

Successful Applications



- Successful Application = Reasonable scope + Realistic cost estimate + FLMA coordination + Meets the FLAP vision
- PDC's set selection criteria and have the ultimate programming decision.

Successful Applications

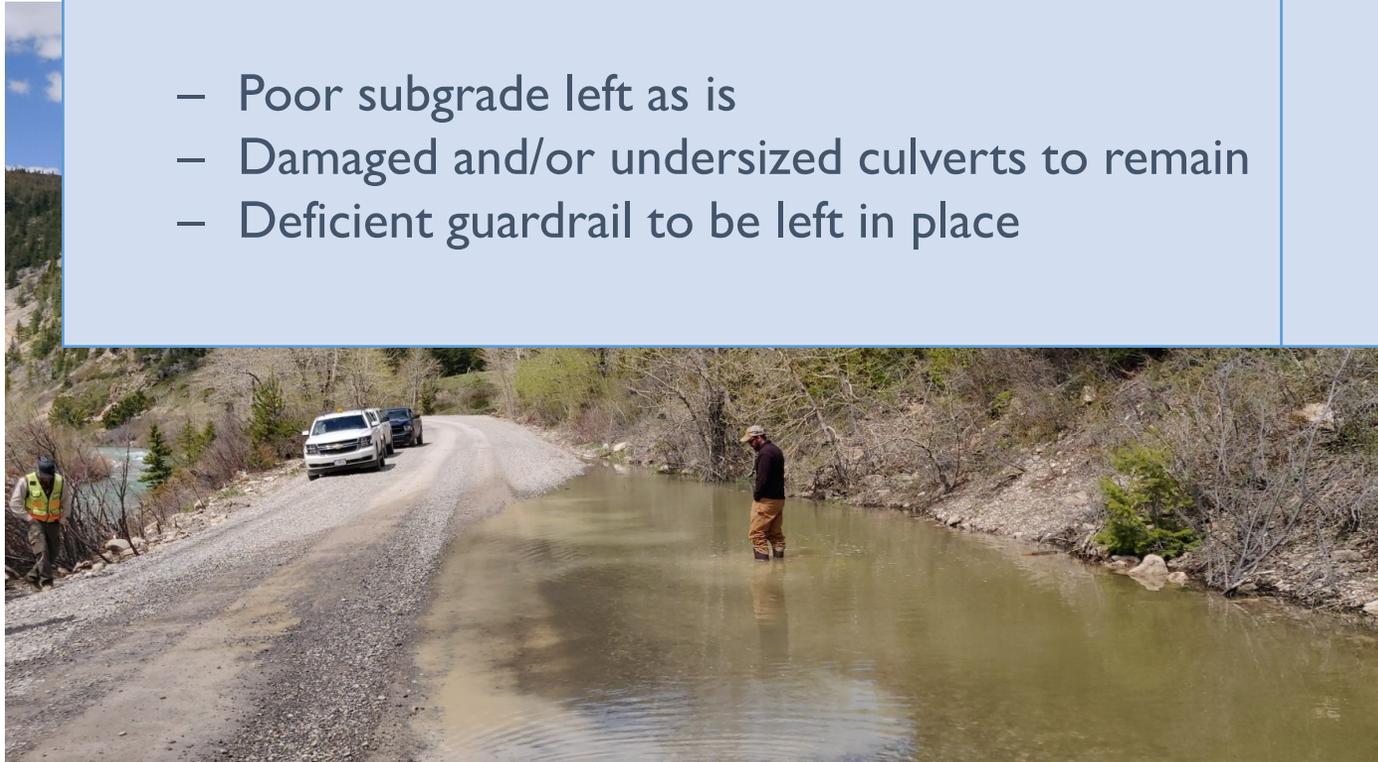


Projects typically selected include:

- | | |
|--|--|
| <ul style="list-style-type: none">• Full roadway reconstruction<ul style="list-style-type: none">– Roadway realignment– Shoulder widening– Multimodal (bike lanes, multi-use path) | <ul style="list-style-type: none">• Roadway rehabilitation<ul style="list-style-type: none">– Full depth reclamation– Guardrail replacement– New, full-depth asphalt |
| <ul style="list-style-type: none">• Bridge replacement | <ul style="list-style-type: none">• Multi-use trail (additions, expansions, or improvements) |

Projects That Don't Compete Well

- | | |
|--|--|
| <ul style="list-style-type: none">• Maintenance-only focus<ul style="list-style-type: none">– i.e. Chipseals, mill and overlay | <ul style="list-style-type: none">• Does not access high-use federal recreation sites (relative to your region) |
| <ul style="list-style-type: none">• Underlying issues not addressed<ul style="list-style-type: none">– Poor subgrade left as is– Damaged and/or undersized culverts to remain– Deficient guardrail to be left in place | <ul style="list-style-type: none">• ADT majority traffic is commuters & residential<ul style="list-style-type: none">– Suggestion: If the project accesses a high-use recreation site, but there are many residences or businesses, consider proposing a higher match appropriate to the split in ADT. |

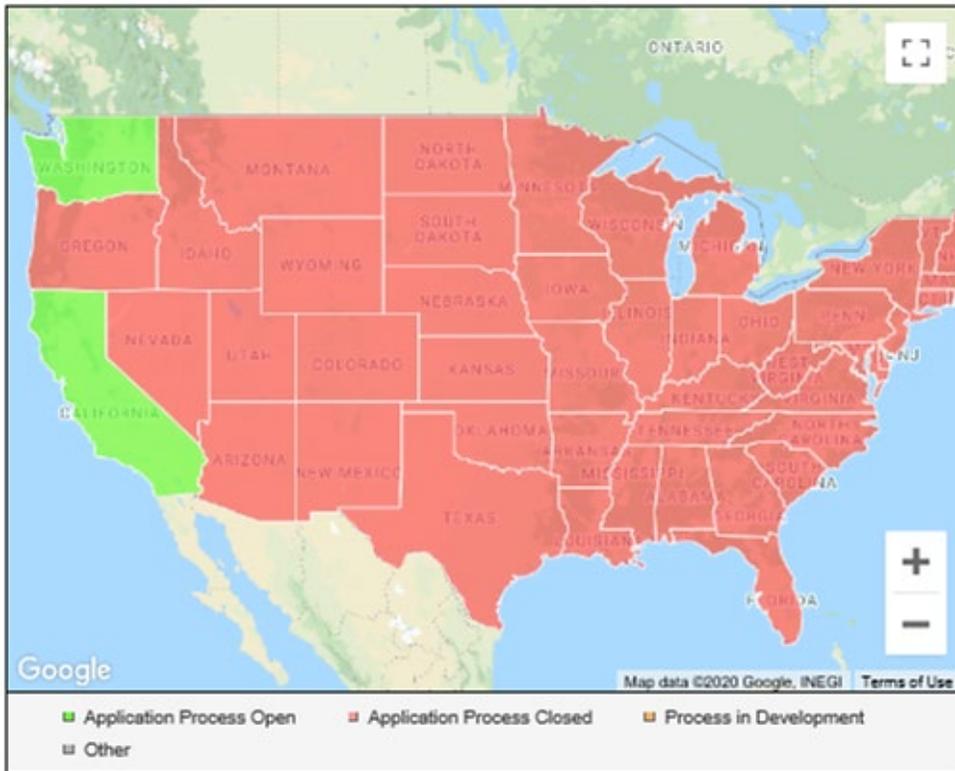


South Fork Teton Road, MT

Status of the Call for Projects

To learn more about the call for projects status, points of contact or to access a link to a State FLAP webpage, click on a state in the map below.

* Figures listed are annual allocation estimates per fiscal year and subject to availability of funds.



Open Call for Projects

- Call for Projects is now OPEN
- MT Program \$48M
- CN anticipated FY23 – FY25
- Call for Projects Ends: **April 1, 2021**
- Shortlist Projects in: Summer 2021
- See website for updates, detailed program information, Q&A, guidance, etc.

<https://highways.dot.gov/federal-lands/programs-access>

Website Overview — <https://highways.dot.gov/federal-lands/programs-access/mt>

Montana Federal Lands Access Program

Request for Proposals

The Montana Federal Lands Access Program (FLAP) Programming Decisions Committee (PDC) will soon be accepting project applications for the Fiscal Year 2021 Call For Projects. Applications will be accepted January 15, 2021 through April 1, 2021 (deadline). **Please Note: Funding is dependent on reauthorization of the Access Program by Congress.**

Schedule

The Montana PDC has approved firm dates for the next request for proposals. The schedule is as follows:

- Open: January 15, 2021
- Webinar: January 26 2021 at 9 am PST
- Close: April 1, 2021

- [Request for Proposal Letter](#)
- [Proposal Form](#)
- [Proposal Instruction Checklist](#)
- [Project Evaluation Criteria](#)
- [Webinar Announcement](#)
- [Capabilities Assessment](#)
- [Public Interest Finding](#)
- [Joint Endorsement Form](#)

Tips for Success

- Review program guidance for:
 - Eligibility
 - Match requirements
- Test forms early – download and save to computer.
- Fill in ALL questions!



Tips for Success

- Review evaluation criteria from PDC.
- Provide best data available.
 - ADT / Visitation data if available, if not make assumptions
 - ROW and utility information
 - Bridge and pavement reports, if able
- Provide Endorsement Form from each FLMA or stakeholders



Tips for Success Con't

- Include photos, maps, and info to help the PDC understand the project.
 - Map of project extent and proximity to Federal Lands
 - Photos that illustrate the need.
 - Include: Project termini, typical conditions, structures, etc.
 - FLMA maps/information/hyperlinks/brochures that show importance/use of the site.



Tips for Success Con't

- Submit a realistic cost estimate
 - Assume WFL as delivery agency – include WFL scoping cost (shown in estimate form)
 - Cash Match is preferred
 - Do not use force accounts – if proposed complete Public Interest Finding
 - Define in-kind match clearly – propose costs and services
- Clarify funding sources
 - Provide letters of commitment if funding from sources other than applicant (i.e. private funds).



Tips for FLMA Coordination

- Coordinate early and often
- Coordinate at a unit (site) level and Region Representative
- What are the FLMA's priorities?



— BUREAU OF —
RECLAMATION



What if my Project is Selected?

PDC shortlists program of projects for scoping

Financial agreement between WFL and local agency
*Required match for project

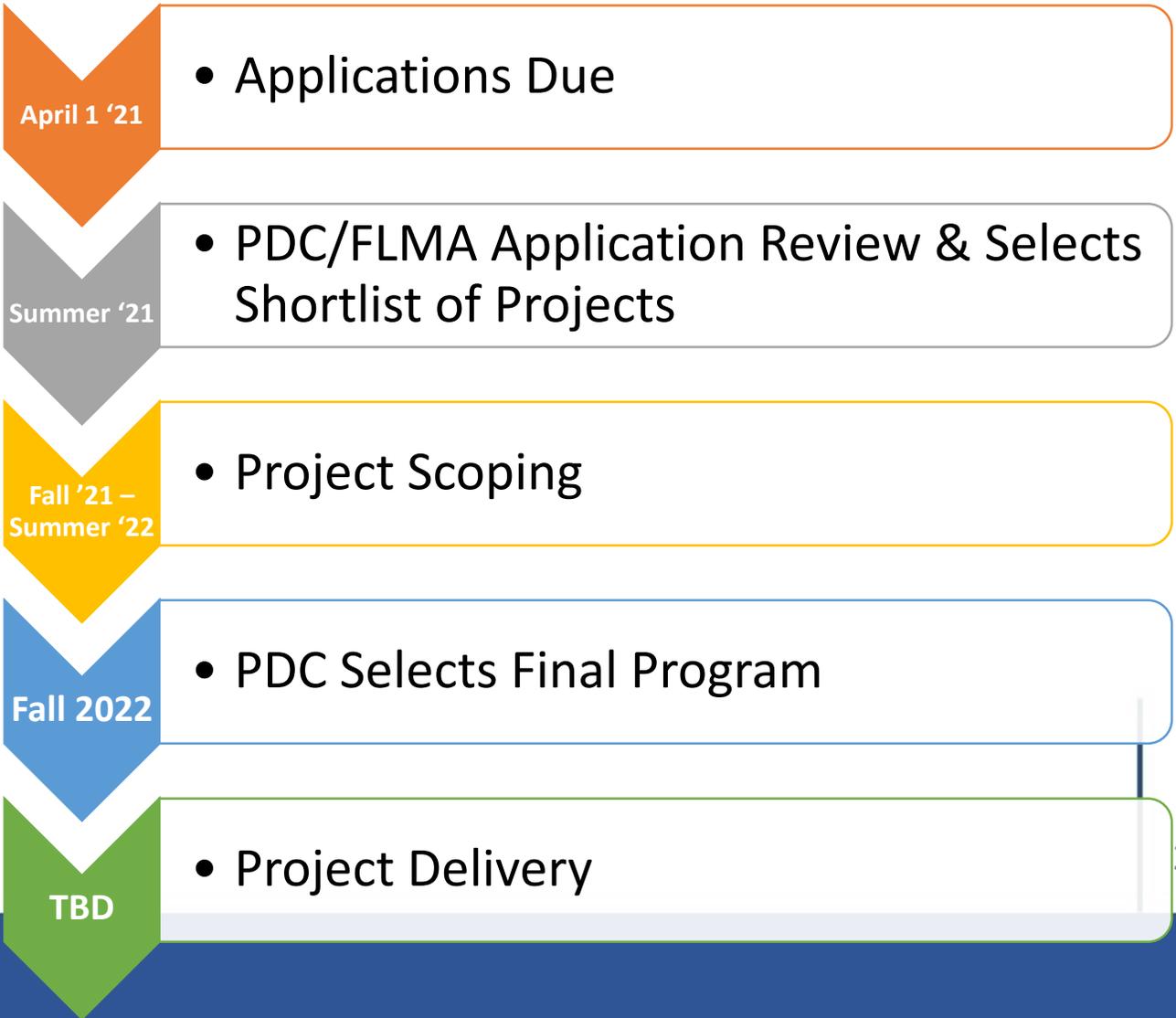
WFL scopes project with applicant and FLMA

PDC reviews scoping documents and makes programming decision

WFL (typically) delivers project "Cradle to Grave"



Tentative Timeline





WFL FLAP Contacts

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- 360-619-7946

Cole Grisham

- Transportation Planner
- nicholas.grisham@dot.gov
- 360-619-7746

QUESTIONS?