FEDERAL LANDS ACCESS PROGRAM

Wyoming Prospective Applicants Webinar

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CENTRAL FEDERAL LANDS HIGHWAY DIVISION

August, 2020

U.S. Department of Transportation
Federal Highway Administration

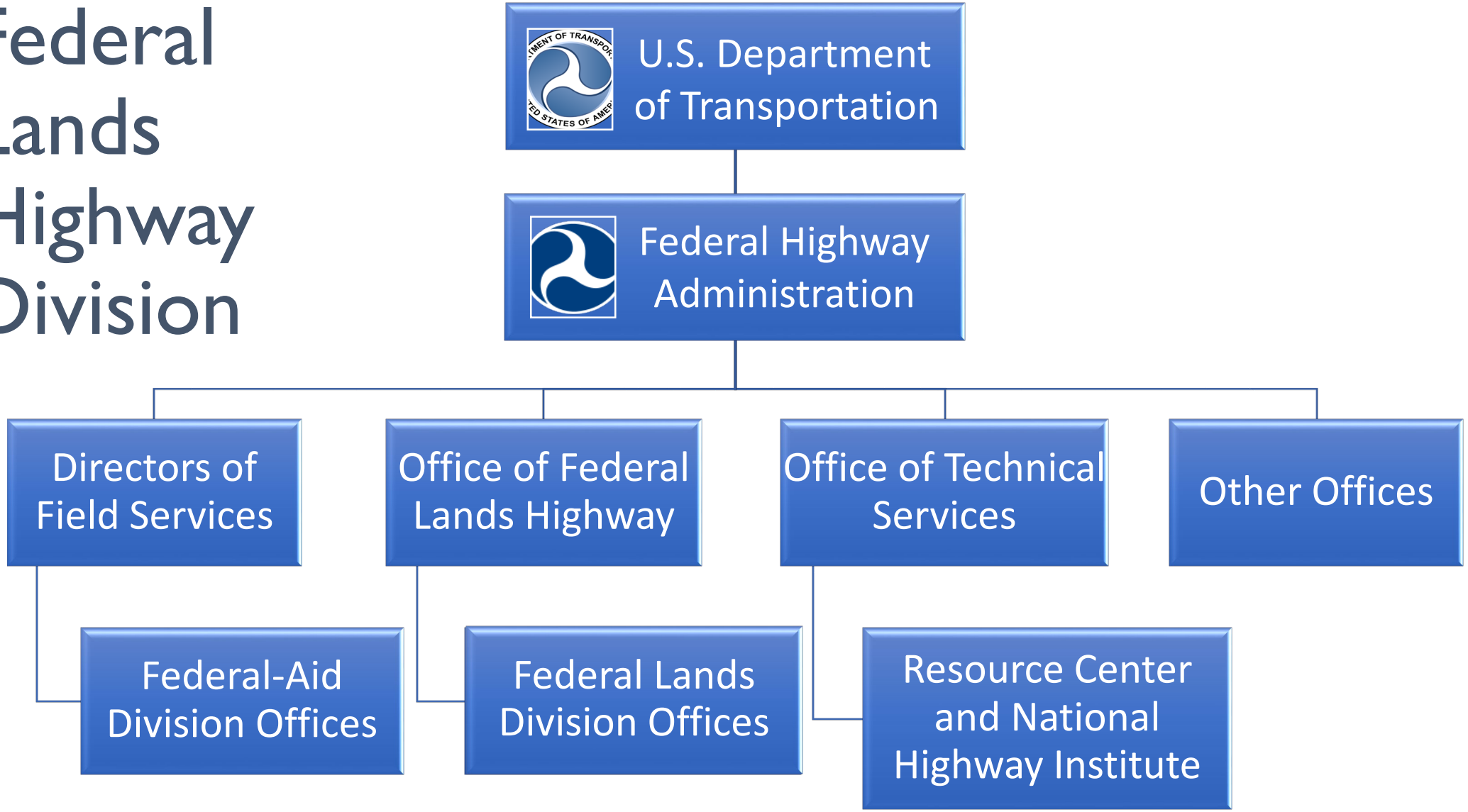
FEDERAL LANDS HIGHWAY

Overview

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

La Sal Mountain Loop Road, UT

Federal Lands Highway Division



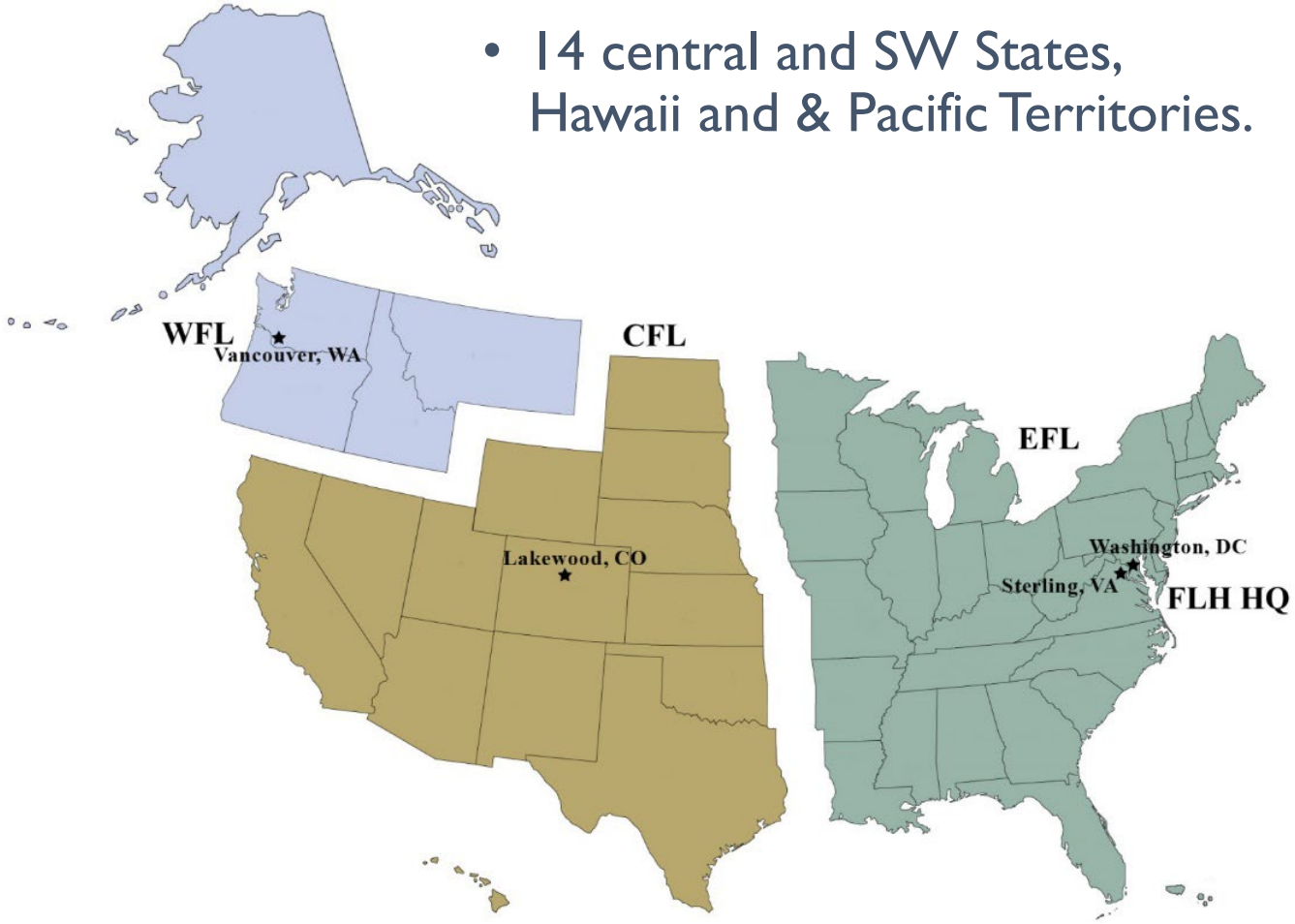
Mount Whitney Portal, CA

Federal Lands Highway Mission

Improve transportation to and within Federal and Tribal Lands by:

1. Building accessible and scenic roads and access to ensure the many national treasures within our Federal Lands can be enjoyed by all.
2. Providing technical services to the highway/transportation community.

Central Federal Lands



- 14 central and SW States, Hawaii and & Pacific Territories.

- 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.

CFL 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

Lake Mary Road and Willow Bridge, AZ

CFL Business Metrics

- Obligation ≥ 95% of program funds
- ≥ 75% of funding on the ground
- 24 Month average delivery timeline
- In-house project delivery ≥ 70%
- Partner satisfaction surveys ≥ 85%
- Implement 80% of EDC initiatives

CFL Partnerships

- Strong partnership with local agencies and FLMA's

- Government to Government Relationship
- Strong PM centric organization
- Single POC – Project Manager
- Client Agency and/or Federal Lands Management Agency (FLMA) involvement tailored to project needs

Truckee River Bridge and Roundabout, Ribbon Cutting Ceremony, CA

FLH Core Programs

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.	**FLAP** ***Federal Lands Access Program*** Improves transportation facilities owned or maintained by a non-federal agency providing access to, adjacent to, or located within federal lands – typically to national park, forest, wildlife refuge, BLM lands, BOR lands, or USACE lands.
→The Program for Federal Partners	→The Program for Non-Federal Partners for Federal Lands

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.	**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 Program for Tribal Partners for Tribal Lands	→The Emergency Program for Federal Partners

Cottonwood Pass, CO

FLAP Program

- Background
  - Created during MAP-21 and continues in the FAST Act.
  - $250M to $270M annually authorized in the FAST Act.
    - FAST Act expires Sept. 30, 2020.
    - Anticipate Congress to authorize new legislation or extension.
- Goals
  - Improve transportation facilities that provide access to, adjacent to, or are located within Federal lands.
  - Emphasis on high-use Federal recreation sites and Federal economic generators.

FLAP Funding (Allocated by Formula)

STEP 1

Category I:

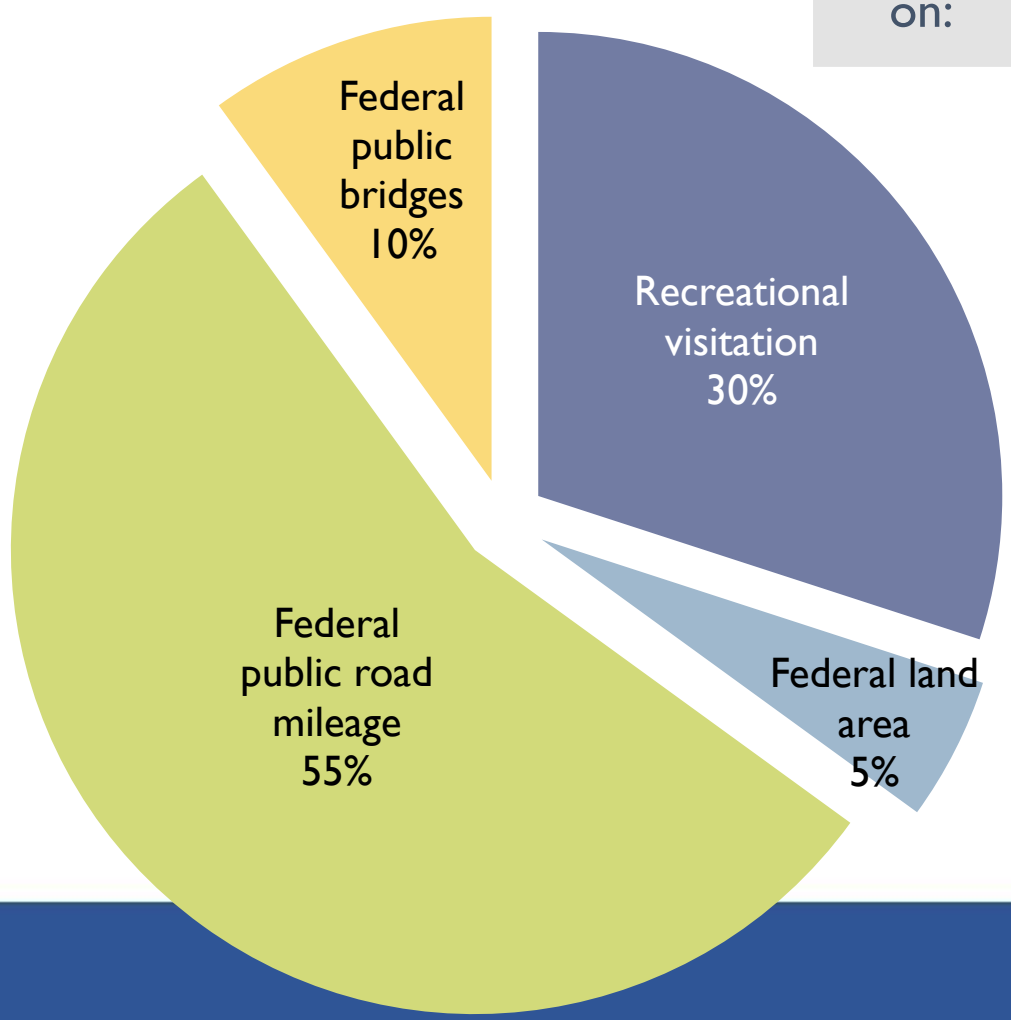
80% of Funds go to States with 1.5% or more of Federal Land viewed on a National scale

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:



How is FLAP different from Grants?

FLAP	Grants
• Financial assistance to supplement State and local resources. • Typically delivered by CFL from "Cradle to Grave". • Meets FLH mission to deliver projects on and accessing Federal lands.	• Economic aid/financial assistance programs. • Federal government provides funding to a local agency for them to carry out a public purpose.

Soledad Road, NM

FLAP Cost Share Requirements

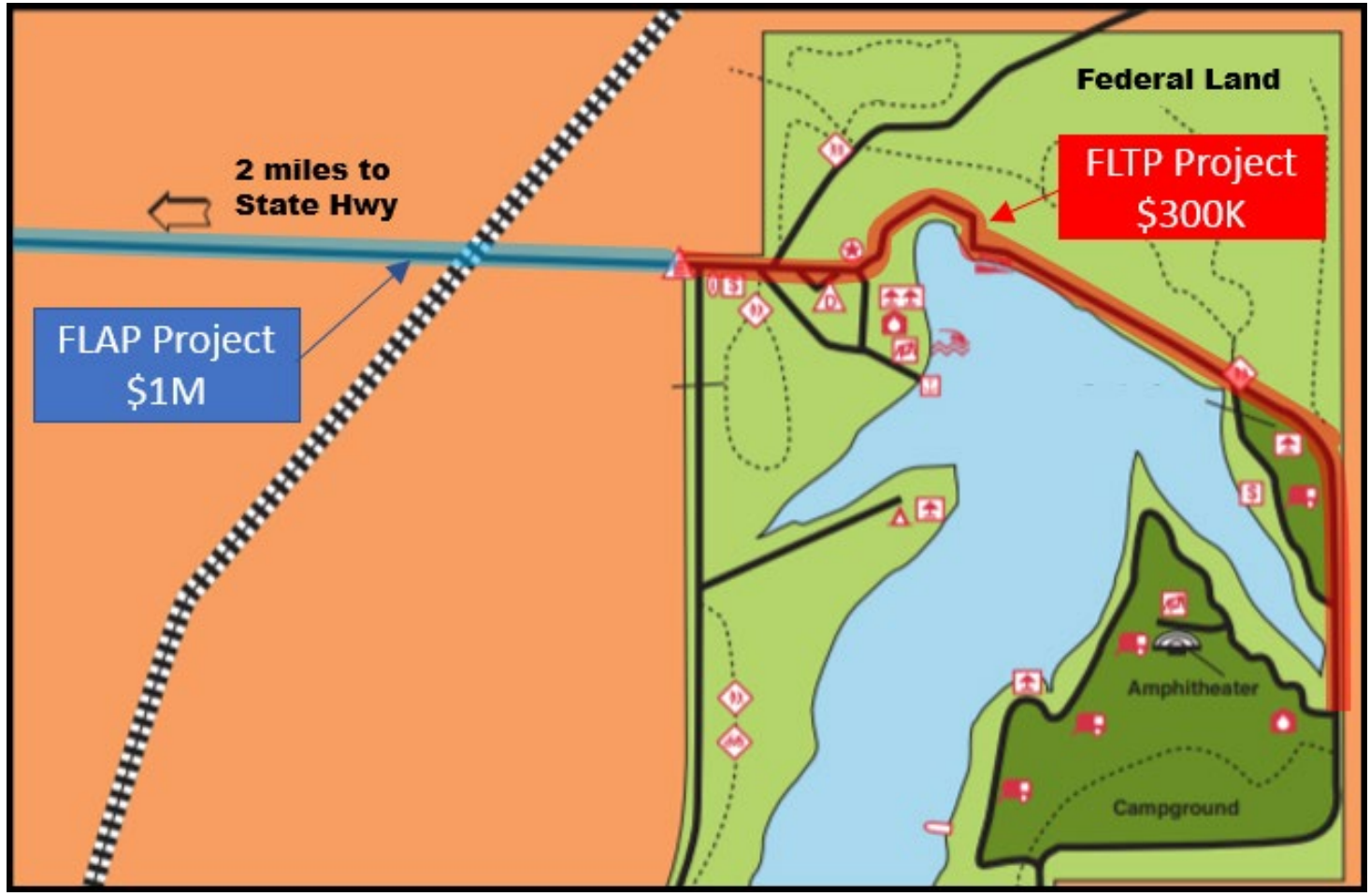
- Local minimum match required
  - Sliding scale by state based on % publicly owned land (80% to 95%).
  - To be determined in accordance with 23 U.S.C. 120.
  - Can *NOT* use Title 23 and 49 Federal funds as minimum match.
    - In other words: Can *NOT* use other Federal Aid funds as minimum match
      - ***Exceptions***:
        - Federal Lands Transportation Program (FLTP) funds: NPS, USFS, FWS, BOR, BLM, USACE
        - Tribal Transportation Program (TTP) funds
  - However, Title 23 and 49 Federal funds *MAY* be used for overmatch.
    - Match requirements for the Federal Aid funds must be satisfied (if applicable)
    - i.e. Highway Bridge Improvement Funds, High Risk Rural Roads (HRRR), TIGER
- Match above the minimum required and other leveraged funds is preferred.
- Funding source needs to be identified, but not all funds are needed upfront.

Special Match: In-Kind Allowances

Typically Allowed:	Typically <u>NOT</u> Allowed:
• Direct ROW acquisition and Utility relocation costs paid by applicant (i.e. Consultant fees, Landowner compensation, Payment to utility companies)	• Labor • Equipment • Materials • Force Account • 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).
- ✓ 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
- 20% or $200K match required

FLTP Project = $300K

Total Project = $1.3M
- FLAP: $1M
- FLTP: $300K
  - 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

FLAP Leveraging Funds (FLAP & FLTP)

Bryce Canyon, Shared-Use Path, UT

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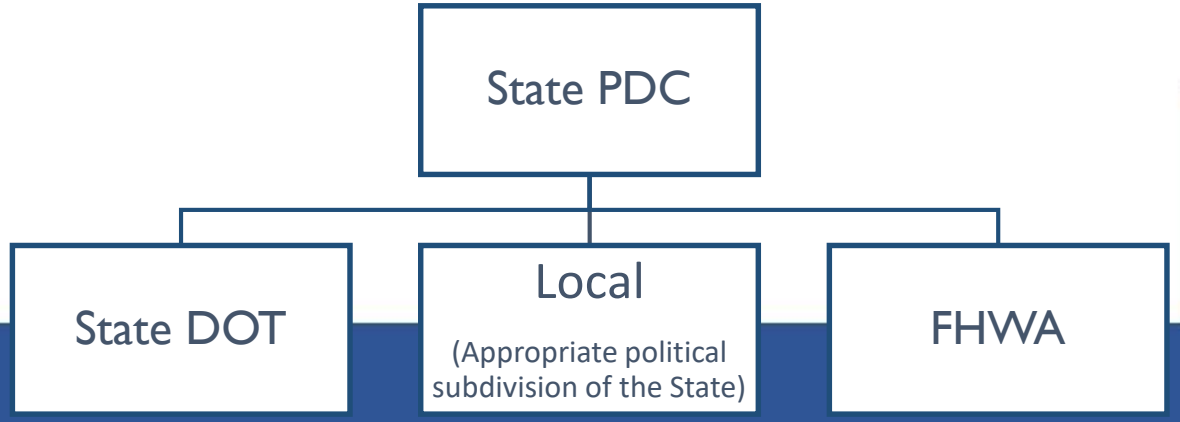
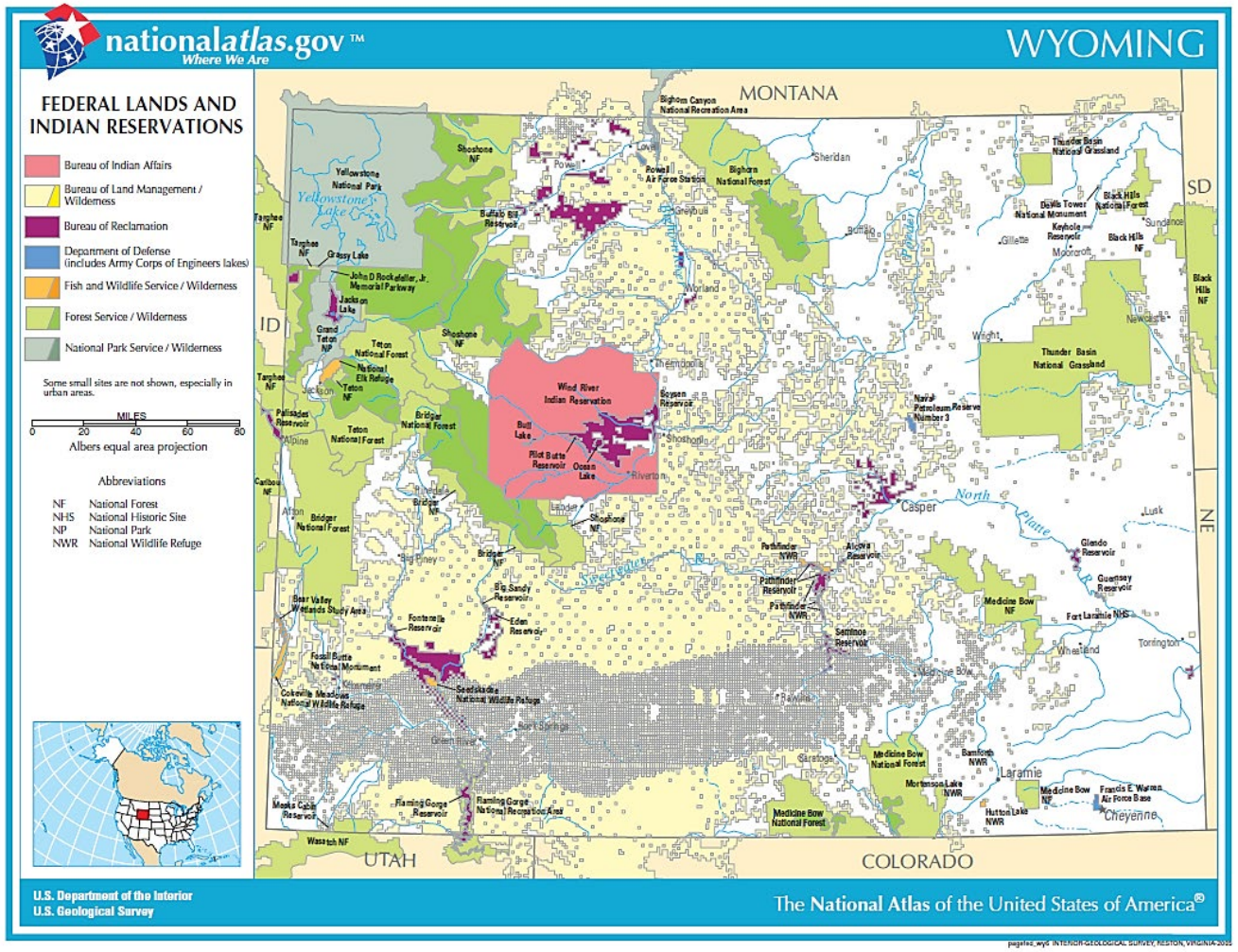
Silver Peak Road, NV

Who Makes Programming Decisions?

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





FLAP – Wyoming

Programming Decisions Committee (PDC):

Mark Gillett

- Chief Engineer, WYDOT

Jim Willox

- Vice President, Wyoming County Commissioners Association

James Herlyck

- FLAP Program Manager, FHWA-CFLHD

Annual FLAP Allocation: $9.4M
Category I
Minimum Match: 9.51%

Eligibility Requirements

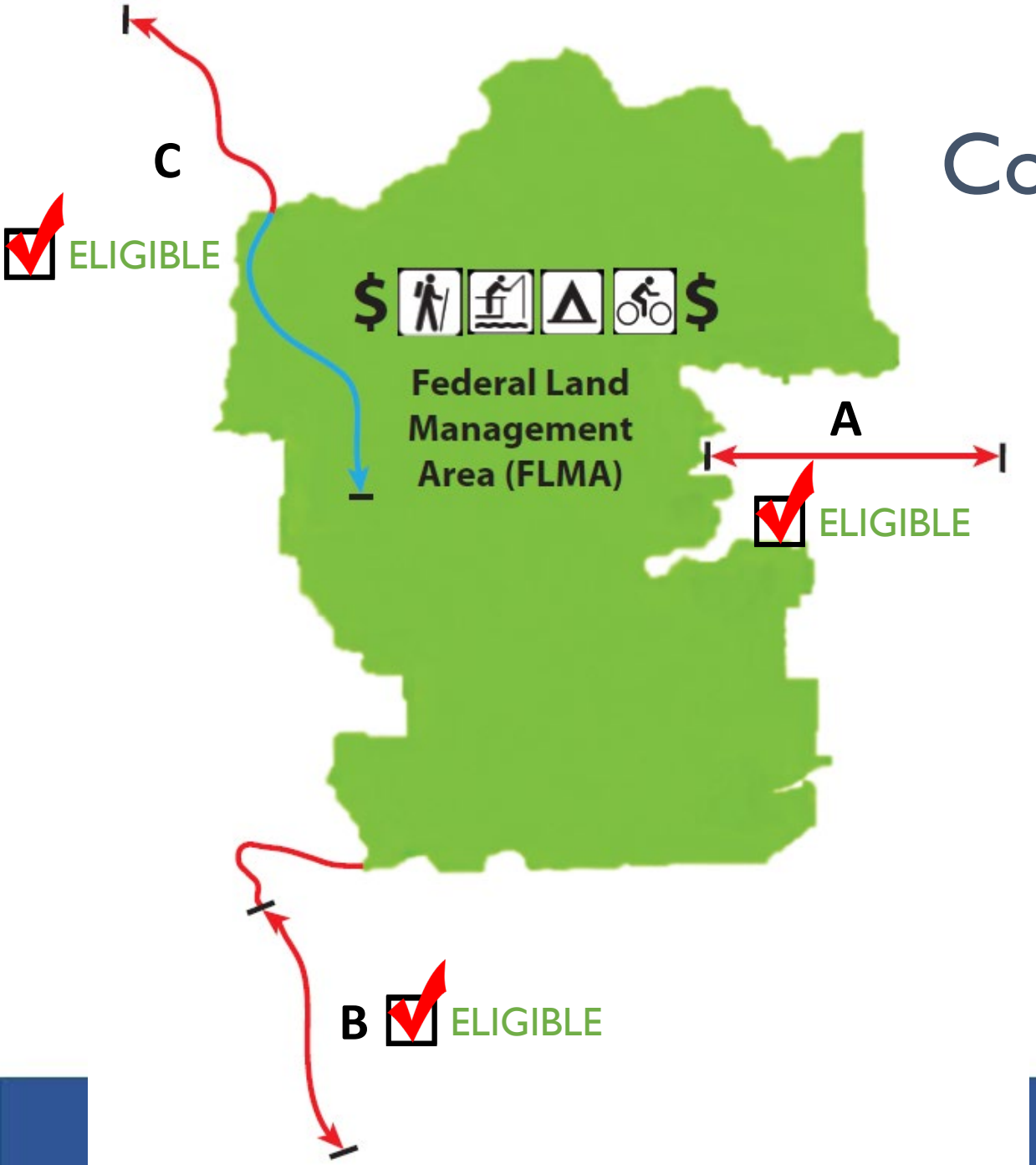
- Per legislation, any public highway, road, bridge, trail or transit system located on or adjacent to Federal lands.
  - ***Any transportation project eligible for assistance under Title 23.***
    - Rehabilitation / Restoration / Construction / Reconstruction
    - Engineering
    - Operation & maintenance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

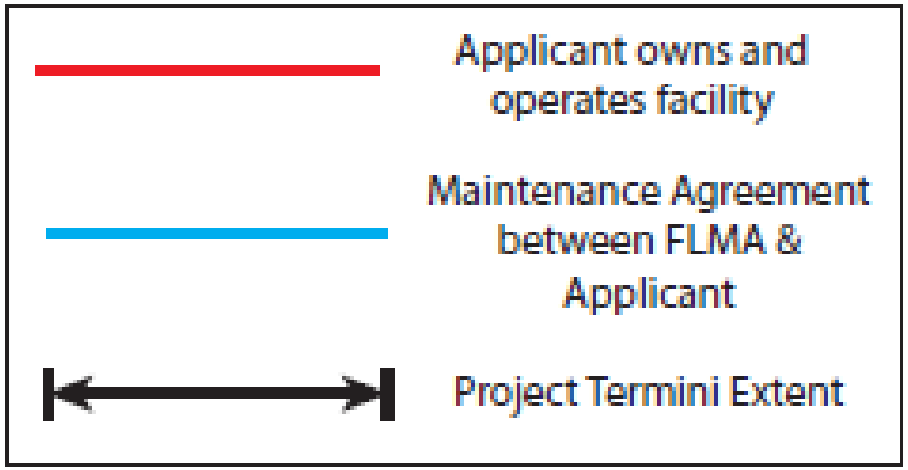
Preferred Projects

- Preference must be given to transportation facilities providing access to Federal high-use recreation sites and economic generators:
  - Federal Recreation Site = Any site used by the public to recreate on federal public lands.
  - "High-use" is defined for your region/local area/regional population.
    - Not compared across the state (i.e. Yellowstone NP)
  - Federal economic generator = Any use of/on federal lands that generates economy for local community and/or region.

Cantonment Road, OK

Common Eligibility Scenario #1





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.

Common Eligibility Scenario #2

BOR or USACE Managed Reservoir or Lake

- Access to reservoir/lake is typically through State or County Park.
- Roads leading to or within the Park are not federally maintained – ELIGIBLE
- Potential to leverage FLAP, FLTP, State, and Local Funds.

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.

Projects typically selected include:	
• Full roadway reconstruction – Roadway realignment – Shoulder widening – Multimodal (bike lanes, multi-use path)	• Roadway rehabilitation – Full depth reclamation – Guardrail replacement – New, full-depth asphalt
• Bridge replacement	• Multi-use trail (additions, expansions, or improvements)

Projects That Don't Compete Well

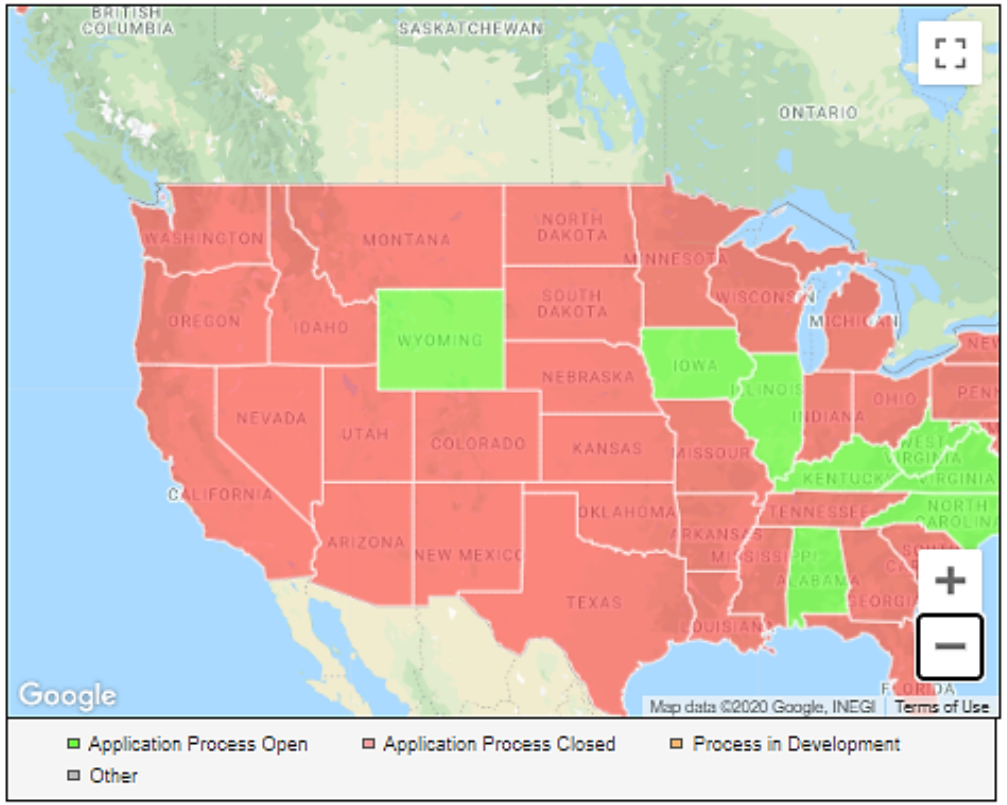
Projects that typically rank low include:	
• Maintenance-only focus – i.e. Chipseals, mill and overlay	• Does not access high-use federal recreation sites (relative to your region)
• Underlying issues not addressed in application scope – Poor subgrade left as is – Damaged and/or undersized culverts to remain – Deficient guardrail to be left in place	• ADT majority traffic is commuters & residential – 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.

Open Call for Projects

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.*



- Call for Projects is now OPEN
- WY Program $25M – $35M +/-
- CN anticipated FY23 – FY25
- Call for Projects Ends: **December 8, 2020**
- Shortlist Projects in: ~February 2021
- See website for updates, detailed program information, Q&A, guidance, etc.

http://flh.fhwa.dot.gov/programs/flap/

Website Overview – http://flh.fhwa.dot.gov/programs/flap/wy

Home » Federal Lands » Programs » FLAP » Wyoming

- Explore Federal Lands
- Programs
- Federal Lands Access Program
- Federal Lands Transportation Program
- Federal Lands Planning Program
- Office of Tribal Transportation
- Nationally Significant Federal Lands and Tribal Projects Program
- Emergency Relief for Federally Owned Roads
- Defense Access Roads
- Stewardship and Oversight

Wyoming Federal Lands Access Program

Call for Projects

The Wyoming Federal Lands Access Program (FLAP) Programming Decisions Committee (PDC) is currently accepting project proposals for the 2020 Call For Projects. Proposals will be accepted through December 8, 2020.

- Letter to Applicants
- Overview and Project Proposal Process
- Brochure
- WY FLAP List of Previously Programmed Projects
- WY Federal Lands Map
- Evaluation Criteria

The FHWA Central Federal Lands Division will be hosting three webinars for all prospective applicants that anticipate applying for the Wyoming Federal Lands Access Program funds in the 2020 *Call for Project Proposals*.

Topics Covered:

- Overview of WY FLAP
- Overview of Project Proposal Materials
- Frequently Asked Questions

Project Proposal Packet

- Project Proposal Instructions and Checklist*
- Project Proposal Application
- Applicant Endorsement Form
- Federal Land Management Agency Support Form
- Non-Construction Transportation Worksheet
- Sample FLAP Project Cost Estimate Form

Proposal Packet Overview

1. General Info
2. Background
3. Proposed Project
4. Funding
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7. Endorsement For
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Coordinate with FLMA before!

Enter annual visitation or best guess.

Wyoming Federal Lands Access Program: Proposed Project General Information

GENERAL INFORMATION

Project Points of Contact (POC): POCs listed will receive project selection notification from the PDC.

	Applying Agency	Supporting Federal Land Management Agency(s)	
Agency Name:			
POC Name:			
POC Title:			
Address Line 1:			
Address Line 2:			
E-mail:			
Phone #:			
Additional Key Project Stakeholders:			

Project Identification:

Project Title:

Federal Lands Access Transportation Facility (FLATF) Name / Number:

Federal Land Management Agency (FLMA) Accessed:

a. List all FLMA site(s) and/or major destination(s) that are accessed by the identified transportation facility. Provide annual visitation for all those FLMA sites and/or major destinations.

Name of the Federal Land Management Agency	FLMA Unit Name	Site(s) or Major Destination(s) Accessed	Distance from Project (miles)	Current Annual Visitation

b. Identify source(s) for all annual visitation values listed. If using estimated annual visitation (because actual values are unknown or unavailable), then include the estimating methodology used.

	Terminus Start	Terminus End
Landmark, Milepost, Cross Roads:		
Latitude Coordinates: *(Decimal Degrees to 6 decimals)*		
Longitude Coordinates: *(Decimal Degrees to 6 decimals)*		

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Attach bridge inspection report.

Enter % of ADT that accesses the Federal Lands.

Wyoming Federal Lands Access Program: Proposed Project Background

BACKGROUND DATA

1. Agency with Title to Facility:

2a) Agency with Maintenance Responsibility — Provide agency name

2b) Describe how the maintenance responsibility is provisioned. Include details for each portion of the project (e.g. roadways, parking lots). — e.g. ownership highway easement deed and/or maintenance agreement

☐ Attach available ROW documentation and/or maintenance agreements.

3. Project Length: *Provide length in miles*

4. Existing Roadway Width (outside shoulder to shoulder): *Provide average width in feet*

5. Existing Posted Speed Limit:

6. Existing Bridge Information: Provide known data for all bridge structures within the project limits. *Refer to the link below for guidance: http://www.fhwa.dot.gov/bridge/nbi.cfm*

National Bridge Inventory Structure #	Bridge Length (ft.)	Bridge Width (ft.)	Bridge Area (Sq. Ft)	Bridge Sufficiency Rating

☐ Attach inspection reports if available.

7. Functional Classification: Check those that apply.

☐ National Highway System ☐ Arterial ☐ Local Road
☐ Major Collector ☐ Minor Collector

Refer to the link for guidance: http://www.fhwa.dot.gov/planning/processes/statewide/related/highway_functional_classifications/

8. Traffic Volumes: Provide any available traffic data from recent counts or other documented sources.
Note: If no data (i.e., counts) are available, please estimate range (< 200, 200 - 500, 500, 500 - 1000, > 1000 vehicles per day)

	Current	20-Year Projection	Data Source / Methodology
Average Daily Traffic (ADT)			
Seasonal Average Daily Traffic			
Estimate % of above ADT that accesses the Federal lands			

9. Safety History: Describe site(s) including the number, rate and type of crash as well as the user type(s) that have occurred within the project limits and the source of this information (reports or anecdotal). If available provide site specific crash data for last three years.

10. Projects in Proximity: Describe other current or previously funded Federal Lands project(s) adjacent to or in proximity to this project.

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Proposal Packe

Does your project align with FLAP's goals?

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Can your project be phased?

Wyoming Federal Lands Access Program: Proposed Project Description

PROPOSED PROJECT

1. Purpose and Need:
Describe the need for the project including but not limited to who the project will serve, conditions requiring relief, and anticipated changes in use due to the proposed project.

Sample - The purpose and need for this project is to address deteriorated pavement and safety concerns for 10 miles of Example Road providing primary access to the Green National Forest. Proposed improvements are needed to provide a minimum of 20 year service life for this facility to increase mobility, as well as providing safety improvements to decrease the potential for future accidents, for visitors and emergency response traffic.

2. Proposed Design Standards:
Project will be designed to the following standards. Check the standard that best applies to this project.

☐ AASHTO ☐ State DOT ☐ Local Government ☐ FLMA

3. Proposed Roadway (shoulder to shoulder) Width (feet):
Proposed width should be in accordance with the proposed design standards.

4. Proposed Speed Limit:

5. Description of Proposed Work*:
a) Provide a description of all proposed work including project phase(s) and major construction work items.

Sample - Rehabilitation, widening, and asphalt overlay of the existing pavement section of 10 miles of Example Road to a proposed 26 foot width with 12 foot lanes with 1 foot shoulders. It is anticipated drainage improvements will be needed at select culverts to maintain the integrity of the proposed roadway. Safety improvements are proposed to address sight distance issues.

b) Describe how the proposed project will address the identified purpose and need.

Sample – The proposed project will increase mobility for users by improving the pavement surface condition. Drainage improvements will also extend the service life of the roadway. Widening of the roadway template to a consistent width, as well as increasing the sight distances at spot locations will also improve the safety for all users.

c) Describe if the project is a segment of a larger project/route or if this project is/ can be phased. Include any known alternatives that should be reviewed as part of this project.

Sample – The proposed segment of roadway would tie into a FS project completed in 2018 that rehabilitated the roadway for 5 miles to the north (segment is owned and maintained by the FS). If there are funding limitations in the program, this project could be broken into two phases, with the logical termini being the turnoff to the Vista Overlook. Phase 1 would be from the FS boundary south to the turnoff (5.5 miles).

**Note: The Programming Decision Committee has final approval for all proposed project phases and reserves right to reduce scope of work.*

6. Key Items of Work: Check all that apply. *Refer to link for guidance:* http://contextsensitivesolutions.org/content/reading/types-of-highway/

New Construction / Reconstruction (4R):
- ☐ Earthwork/Grading
- ☐ Road base
- ☐ Major Drainage (>48")
- ☐ Minor Drainage (<48")
- ☐ Retaining Walls
- ☐ ROW Acquisition
- ☐ Utility Relocations

Recycling (3R):
- ☐ Existing Asphalt / Base Recycling (Ex: Pulverization)
- ☐ Overlay
- ☐ Milling
- ☐ Minor Widening (< 5 ft.)
- ☐ Major Widening (> 5 ft.)

Bridge:
- ☐ New / Replacement
- ☐ Rehabilitation or Repair

Surfacing:
- ☐ Asphalt
- ☐ Concrete
- ☐ Gravel
- ☐ Parking

Safety Improvements:
- ☐ Intersection / Traffic Controls
- ☐ Guardrail
- ☐ Sight Distance Improvements
- ☐ Roadside Hazard Improvements

Bicycle / Pedestrian:
- ☐ Bicycle and Pedestrian facility
- ☐ Bicycle facility (e.g. bike lane)

****Non-Infrastructure:**
- ☐ Transit
- ☐ Planning Study
- ☐ Planning-Environmental Linkage (PEL) Study
- ☐ Research

****Note: Applications that include non-construction or elements including transit, planning, and/or research, please fill out the supplemental worksheet for alternative transportation that can be found at:** http://flh.fhwa.dot.gov/programs/flap/wy/

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ROW, Utility & Environmental – Explain anticipated impacts!

Part of FLH Mission to deliver projects – Assume CFL as Lead Agency.

Wyoming Federal Lands Access Program: Proposed Project Acquisition and Impacts

7. Right of Way Acquisition: All Right-of-way (ROW) property (acquisition costs) to be part of the project costs should be detailed in the project estimate page. All acquisition support costs are non-participating and will be borne by the applicant.

7a) Is ROW acquisition required? (yes /no)

7b). Existing ROW Width (feet):

7c) Describe the anticipated ROW acquisition needed to construct project. Include the proposed ROW width (ft) including formalization of all ROW on FLMA lands.

8. Utility Impacts: All utility relocation costs must be accounted for by the applicant whether borne by the applicant or included as project cost. Utility relocation costs should be detailed in the project cost estimate.

8a) List any known utility conflicts within the project ROW and describe any anticipated utility impacts and proposed relocations:

8b) Will relocation of utilities be required? (yes /no)

9. Environmental Impacts / Resource Protection: Identify and describe known or anticipated impacts, positive or negative, to biological, cultural, wetlands or water resources, or any other environmental areas.

Describe all those impacts identified:

10. Proposed Lead Agency: Identify the agency that is proposed to lead delivery of this project. It is typical for the CFLHD to act as the lead agency for duration of the project, from award through project completion. However, If the applicant plans to have a different agency act as lead for the project, the applicant must provide justification for this position, previous experience in delivering Federal Aid (Title 23) funded projects, and ability to satisfy FHWA project delivery requirements in accordance with Wyoming Department of Transportation Local Public Agencies Info. The final decision for project delivery resides with CFLHD. If delivered by another Agency, FHWA Wyoming Division Office and the Wyoming DOT will have Stewardship and Oversight responsibility where all costs and overruns will be borne by the applicant.

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Proposal Packet

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LINK HERE for Sample Cost Estimate.

Overmatch is preferred & ranked higher.

Coordinate with FLMA beforehand.

Wyoming Federal Lands Access Program: Proposed Project Funding

Applicants are required to attach a detailed estimate to support costs referenced below. A Sample FLAP Project Cost Estimate Form is available for use on the Wyoming FLAP web page (link will take you to the page; scroll down to find the excel document). Project cost estimates must include all project costs including Preliminary Engineering and Construction Engineering costs, Contingency, ROW, utility relocation, etc.

1. Cost Estimate for Proposed Project (From developed Cost Estimate attached): _____

2. Federal Lands Access Program Funds Requested (Cannot exceed 90.49%): _____ = _____ %

3. Project Funds Leveraged: List and provide detail of all non-FLAP match funding sources that will be furnished, using this table.

a) Sources eligible for Minimum Match (9.51%) and/or Overmatch:

Local, State, and/or Other non-federal Sources (Cash match only) :	_____	= _____ %
Right of Way (Acquisition costs only. Supporting costs borne by Applicant) :	_____	= _____ %
Utility Relocation (Construction costs only. Supporting costs borne by Applicant) :	_____	= _____ %
Authorized Title 23 (FLTP, TTP), Title 49 Sources (w/Agency Approval), or other authorized Federal Sources :	_____	= _____ %
In-Kind Matching Contributions (at the discretion of the WY Programming Decision Committee) :	_____	= _____ %
Sub-Total (minimum required 9.51%):	_____	= _____ %

b) Sources only eligible for Overmatch:

Other Federal Sources (e.g. Federal-Aid Highway Programs)	_____	= _____ %

c) Total Matching Contribution: _____ = _____ % **Total Percent Overmatch:** = _____ %

NOTE: Total Matching Contribution and FLAP Funds Requested should total (and not exceed) Cost Estimate for Proposed Project

4. List and provide detail on all match funding source(s) identified above including funding source description, restriction(s), and timing availability of funds and associated partnerships.	Sample - Example County will not have matching funds available until January 2024. Example County's matching funds are from local sales tax.
5. If using authorized Title 23 or Title 49 sources, or other authorized federal sources, please provide further detail on the funds/project, and confirmation of authorization from the supporting agency. Attach letters of support if necessary.	Sample - Attached to the application packet is a letter of confirmation from XYZ National Forest and the USFS Region 3 confirming they will provide Federal Lands Transportation Program (FLTP) funds as a match for this project. The USFS will be using FLTP funds to rehabilitate the first two miles of Example Road inside the USFS boundary. The projects are connected, on the same road, and can be delivered together.
6. Describe why the Federal Lands Access Program is the most appropriate funding source for the proposed project as opposed to other funding sources eligible.	Sample - Green NF is one of only two federal public land recreation sites in Example County. The site only has one main access road, Example Road, into the lands and visitor amenities. Example County's limited budget cannot afford to make the necessary repairs to maintain safe access for all visitors accessing this site. Without these improvements, the County may have to consider use restrictions, and some visitors may no longer be able to access Green NF. The FLAP program is intended to improve access to federal recreation sites by supplementing State, County, and local resources on their transportation facilities accessing these sites.

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Wyoming FLAP Application Proposed Project Cost Estimate Sample 1

Sample Project # 1

1.1 miles of major reconstruction of an existing road, widening, improving roadway geometry, constructing rockfall catchment areas, new guardrail, slope armoring, drainage improvements, retaining walls and minor bridge rehabilitation

Work Item Description	Unit	Unit Price	Quantity	Cost	Remarks
Watering for Dust Control	LPSM	$30,000	1	$30,000	
Removals of Structures and Obstructions	LPSM	$20,000	1	$20,000	
Roadway Excavation	CUYD	$40	20,000	$800,000	
Waste	CUYD	$15	5,000	$75,000	
Aggregate Base	CUYD	$35	8,000	$280,000	Assume 6" Depth
Pavement Recycling	MILE	$100,000	1.10	$110,000	
Soil Nail/Rock Bolt/Mesh for slope armoring	LPSM	$100,000	1.00	$100,000	
Asphalt Pavement	TON	$100	4,000	$400,000	Assume 3" Depth
Bridge Repair, Railing	LPSM	$100,000	1	$100,000	
Retaining Walls	SQFT	$30	1,000	$30,000	Assume 10 ft tall x 400 ft
Drainage Improvements	LPSM	$200,000	1	$200,000	Assume 2500 ft of CMP, 70 ft of RCBC
Guardrail	LNFT	$35	1,000	$35,000	
Turf Re-establishment	ACRE	$2,000	20	$40,000	
Permanent Traffic Control & Striping	LPSM	$45,000	1	$45,000	
Right of Way Acqusition	LPSM	$20,000	1	$20,000	Assume 2 private parcels at approx. $10k each.
Utility Relocation	LPSM	$10,000	1	$10,000	Relocation of telephone line.
			Subtotal	**$2,295,000**	
		% of above Subtota			
Mobilization	LPSM	10%		$230,000	
Construction Survey and Staking	LPSM	2%		$46,000	
Contractor Quality Control & Testing	LPSM	5%		$115,000	
Temporary Erosion Control	LPSM	3%		$69,000	
Clearing and Grubbing	LPSM	2%		$46,000	
Temporary Traffic Control	LPSM	8%		$184,000	
			Subtotal	**$2,985,000**	
Contingency (Required for all projects)	30%	$896,000			
Inflation (Assumed 3% per year)	15%	$582,150			
Total Construction (CN)	FY25	**$4,463,150**			
Preliminary Engineering (PE) (Required for all projects)	10%	**$446,315**			
Construction Engineering (CE) (Required for all projects)	12%	**$535,578**			
Total Project Cost		**$5,445,043**			
Total Project Cost (Rounded)		**$5,450,000**			

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Wyoming Federal Lands Access Program: Proposed Project Qualifications

1 - Federal Lands Access Improvement

1. Describe how the Federal Lands Access Transportation Facility (FLATF) in this project is connected to the Federal Lands listed on page 1 of the Proposal (*FLMA Unit(s) Name*).

Describe how access to these Federal Lands will be improved as result of this project. If applicable, include improvements to all transportation mode choices (vehicular, pedestrian, bicycle, transit, emergency, etc.). Also, if applicable, include how the project will improve access management (e.g. reduction in traffic congestion, restrictions, bottlenecks, size/load limits, etc.).

2 - High Use Recreation Site and Economic Generator

1. Describe how the Federal Lands, listed on page 1 of the Proposal (*FLMA Unit(s) Name*) are considered high use recreation site(s) and/or economic generator(s)* for the local or regional economy. Explain if/how the local or regional community is economically dependent on the access to the federal land and the proposed transportation facility.

3 - Preservation

1. Describe the condition of the FLATF including surface condition and age of the facility. As applicable, include pavement condition ratings (PCI), bridge sufficiency ratings, etc. Describe how the proposed project will improve the condition of the FLATF, including extending service life, and impacts to O&M costs.

2. Describe how the FLATF will be maintained after construction. Be specific as to what maintenance activities would occur, the frequency, and the budget and funding sources for activities.

*Note: *Federal economic generator* refers to any use of/on Federal lands that results in economic generation for the local community and/or region.

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5. Evaluation Criteria →

1. Federal lands access proximity & significance
2. High-use recreation site and/or Federal economic generator
3. Improves public access
4. Safety improvement
5. Preservation
6. Sustainability & Environmental quality benefits
7. Project cost & scope risk
8. Overmatch & leveraging of funds
9. Coordination
10. Program vision

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For Planning, Research, and Transit projects.

Wyoming FLAP Non-Construction Transportation Worksheet

The Non-Construction Transportation Worksheet can be completed electronically or be printed and submitted electronically.

General Information:

This worksheet must be completed, in addition to the proposed project application, for all non-construction transportation projects applying for Federal Lands Access Program (FLAP) funds.

Non-construction transportation project eligibility includes transportation research, planning studies, and transit capital, operations, and maintenance. To be eligible, the transit service or transportation facility being studied must be located on, adjacent to, or provide access to Federal lands for which the title or maintenance responsibility is vested in a State, tribe or local government.

A. Planning Projects Only:

1. Provide a description of the project that will be addressed in the planning effort. Explain how this planning effort will address the goals of FLAP.

B. Research Projects Only:

1. Describe the research project and how it aligns with the goals of FLAP.

2. Describe how this plan or research project will be applied or implemented following completion.

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Applicant certifies to provide the required match & long term maintenance.

Wyoming Federal Lands Access Program:
Proposed Project Endorsement Form

The Agency with Title or Maintenance Funding Responsibility Completes This Form

Project endorsement can be signed electronically or be printed, signed and submitted electronically.

By signing this endorsement form, the signatory certifies:

A. The project provides access to, is adjacent to, or is located within a Federal recreation site or Federal economic generator.

B. Sufficient maintenance funds will be provided for the life of the constructed facility.

C. Funding commitments are, or will be, made available as detailed on page 5 of the Wyoming FLAP Project Proposal.

D. Reimbursable Agreement will be executed with the Applicant within 45 days of project short-list notification. *(Example furnished upon request)*

1. Agency submitting project proposal (must be the transportation facility owner or solely responsible for maintenance of the transportation facility): _____

2. Name of authorized agency official: _____

3. Title: _____

4. Signature: _____ 5. Date (MM/DD/YYYY): __ __ __ __ __ __ __ __

6. E-mail: _____ 7. Telephone: _____ ext. ____

8. Address 1: _____

9. Address 2: _____

10. Identify any tribal, state, regional, and/or local plans that have included or referenced this project (e.g. Regional Transportation Plan, Capital Improvement Plan, etc. If applicable include links to the plans or attach relevant sections in package submittal):

11. Project Title (From Application): _____

Laurie Miskimins, Transportation Planner
Central Federal Lands Highway Division
12300 West Dakota Ave, Ste 380B, Lakewood, CO 80228
Phone: 720-963-3455 | laurie.miskimins@dot.gov
Additional information on the Access Program is located at:
http://flh.fhwa.dot.gov/programs/flap/wy/

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Submit more than one if accessing multiple FLMAs.

Ensure FLMA is ready for the project.

Wyoming Federal Lands Access Program:
Proposed Project FLMA Support Form

Support Form - Acknowledgement of Coordination with Federal Land Management Agency (FLMA)

By signing this support form, the FLMA representative certifies that the projects provide access to, is adjacent to, or are located within a Federal recreation site or Federal economic generator. Please fill in all fields. This form can be signed and submitted electronically or be printed, signed, scanned and submitted electronically. Letters of support are highly recommended in addition to this signature page.

1. Project Title (From Application): _____

2. Applying Agency (From Application): _____

3. Federal Land Management Agency (FLMA) supporting project: _____

4. Name of FLMA representative: _____

5. Title: _____

6. Signature: _____ 7. Date (MM/DD/YYYY): _____

8. E-mail: _____ 9. Telephone: _____ ext. _____

10. Comments on the proposed project. (Why is the project significant or critical access for your federal lands?):

11. Please explain how your unit is ready to support the improved, new, and/or increased access. (E.g. if the applicant is building a multimodal path to the entrance, does the unit have existing or proposed infrastructure in place that will support this type of access?)

12. Will Federal Land Transportation Program (FLTP) funds be provided as match for this project? Are there any FLTP projects adjacent to this project?

13. FLMA Point-of-Contact (POC) Name: _____

14. POC Telephone: _____ ext. _____ 15. POC e-mail: _____

Laurie Miskimins, Transportation Planner
Central Federal Lands Highway Division
12300 West Dakota Ave, Ste 380B, Lakewood, CO 80228
Phone: 720-963-3455 | laurie.miskimins@dot.gov
Additional information on the Federal Lands Access Program is located at http://flh.fhwa.dot.gov/programs/flap/wy/

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Project Application Packet Checklist

Items 1 through 6 are required to be submitted as part of the Project Application Packet. Please contact FHWA-CFLHD if further clarification is needed. Items 1, 2, 3, 4, and 7 below are located on the WY FLAP website under the *Project Applicant Packet* section.

- ☐ 1) Project Proposal Application
- ☐ 2) Detailed Cost Estimate (Sample FLAP Project Cost Estimate Form located on WY FLAP website)
- ☐ 3) Sign and Attach Applicant Project Endorsement Form
- ☐ 4) Sign and Attach FLMA Support Form from all applicable Federal Land Management Agencies
- ☐ 5) Project Map (Must identify project termini, federal lands and federal site(s) the project accesses, is adjacent to or located on)
- ☐ 6) Project Photos (Attach at least 4 - 6 Photos; should include typical existing conditions along route, structures, project termini, etc.)
- ☐ 7) Non-Construction Transportation Worksheet (Non-construction projects only including Planning, Research, Transit)
- ☐ 8) Optional- Video link highlighting project: Youtube or video file link

Tips for Success

- If you don't apply, you won't get selected!
- Review program guidance for:
  - Eligibility
  - Match requirements
- Test forms early – download and save to computer.
- Fill in ALL questions!
- 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

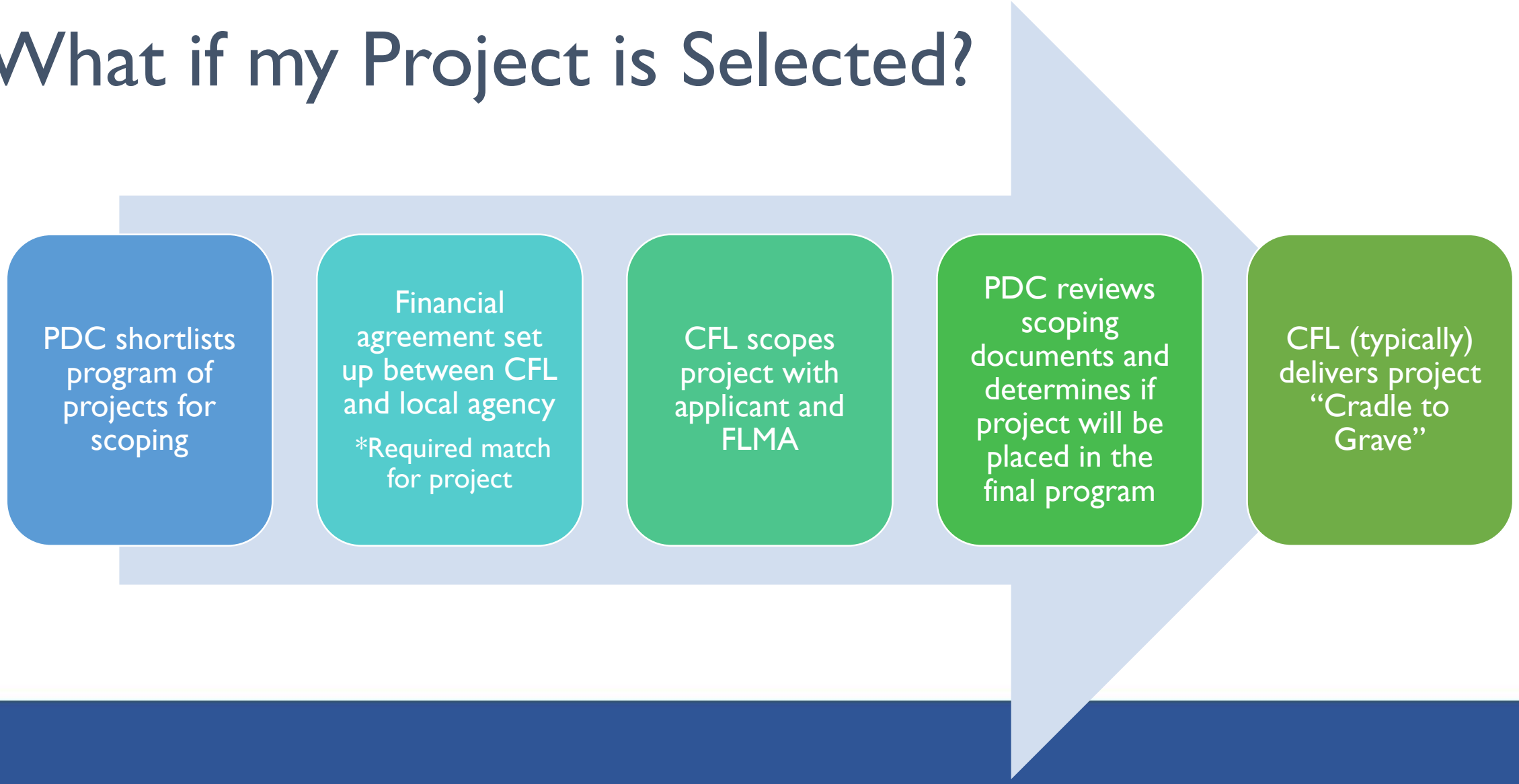
Tips for Success Con't

- 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.
- Submit a realistic cost estimate
  - Assume CFL as delivery agency.
  - Do not use force accounts.
  - Use Sample Cost Estimate Spreadsheet as supplemental estimate.
- 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?
- Is the FLMA ready for increased use?
  - Capacity issues?
  - Bike lanes/multi-use paths to NPS?

What if my Project is Selected?



Sage Creek Road, WY

Tentative Timeline

- **Dec '20** — Applications Due
- **Feb '21** — PDC/FLMA Application Review & Selects Shortlist of Projects
- **Summer '21** — Project Scoping
- **2021** — PDC Selects Final Program
- **TBD** — Project Delivery

CFL FLAP Contacts

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- FLAP Program Manager
- James.Herlyck@dot.gov
- 720-963-3698

Laurie Miskimins

- Transportation Planner
- Laurie.Miskimins@dot.gov
- 720-963-3455

QUESTIONS?

South Fork Smith River, CA