

ALASKA FEDERAL LANDS ACCESS PROGRAM MEETING

November 6, 2012

AKDOT&PF Tudor Annex

2200 East 42nd Avenue

Anchorage, AK 99508

9:30 am – 12:30 pm

Agenda

Telephone Conference Number: 1-866-859-0785

Passcode: 9115754

Objectives:

- Common understanding of the Access Program
- Understanding of roles and responsibilities
- Short and long term strategies for moving forward

1. Introductions
2. Review and adjust agenda
3. Overview of MAP-21 and Federal Lands Access Program
4. Roles and Responsibilities
 - a. Role of Programming Decisions Committee
 - b. Role of Federal Land Management Agencies
 - c. Role of Western Federal Lands
 - d. Role of State DOT and Local Government
 - e. Role of Tribal Governments
5. Short Term Strategy for Moving Forward
 - a. FY13 Program – decision needed
 - i. Projects to fund
6. Long Term Strategy
 - a. Call for projects – decision needed
 - i. Which projects re-compete
 - ii. Timing
 - iii. Goal areas
7. Next Steps
8. Schedule next meeting

Alaska Federal Lands Access Program Meeting

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AKDOT&PF Tudor Annex Building

Anchorage, AK

1) Introductions

Welcome to the first Alaska Programming Decisions Committee meeting for the new Federal Lands Access Program (FLAP) that was established from the Transportation Bill Reauthorization (MAP-21). The objective of this program is to improve access to federal lands on Public Roads, Highways, Trails, and Transit systems on transportation facilities that are under non-federal jurisdiction or maintenance.

Objectives of the meeting:

- Develop a common understanding of the Access Program
- Understand roles and responsibilities of the parties involved
- Discuss short and long term strategies for moving forward

The meeting was attended (See attached Attendee List) by the PDC and representatives of the following Federal Land Management Agencies (FLMAs):

- NPS, USFS, USACE, FWS, and BLM.

On the Phone:

- (Janice Ritter, WFLHD)

2) Review and Adjust Agenda

- Agenda was adopted as presented

3) Overview of MAP-21 and Federal Lands Access Program

Western Federal Lands (WFLHD) gave an overview presentation on the portions of MAP-21 that apply to the FLTP and FLAP programs.

Discussion:

- Federal Economic Generator – what's this mean?
 - No further definition in MAP-21
 - Implementation Guidelines state that FLMAs will define this for their agency
- Implementing guidelines are now out and posted on the Map 21 Web Site (See <http://www.fhwa.dot.gov/map21/guidance/index.cfm>)

4) Roles and Responsibilities

a) Programming Decisions Committee (PDC)

- The PDC by statute is composed of representatives from the State DOT, FHWA and an appropriate local political subdivision of the state.
- The PDC will be composed of the following representatives:
 - Jeff Ottesen, Alaska Department of Transportation and Public Facilities (AKDOT&PF)
 - Kathie Wasserman, Alaska Municipal League (AML)
 - Phyllis Chun, Western Federal Lands Highway Division, FHWA (WFLHD)
- The PDC is responsible for decisions related to the programming of projects for the FLAP
- Alaska Municipal League Overview (Kathie)
 - Functions similar to county/city associations in the lower 48 states
 - Represents all organized boroughs and cities in the state
 - Provides training to local governments
 - Does not advocate for specific projects between municipalities but is a champion for projects for all local governments
 - Does not represent the Tribes
 - Kathie has served as mayor of several communities (Kassan and Pelican) and is also on the Denali Commission

b) Federal Land Management Agencies

- Purpose is to provide access to federal lands and thus the FLMAs need to be consulted. The PDC is required to consult with all appropriate Federal Land Management Agencies before programming decisions are made.
- MAP-21 specifies that preference be given to High Use Recreation Sites and Federal Economic Generators. Each FLMA will need to define these terms as to how it applies to their agency. Most of the FLMAs are working on those definitions at a national level.
- Work with the appropriate public road agencies for project application and development.

c) Western Federal Lands

- Represent interests of all FLMAs
- Lead the PDC, coordinate the meetings, and lead development of the program of projects.
- WFLHD has a full complement of staff with expertise to deliver projects including planning, environmental, design, and construction. WFLHD hopes to deliver much of the program.
- Receives the funding allocation from the Federal Lands national office and provides stewardship and oversight of the funds.

d) DOT and Local Governments

- You own and operate the routes that are eligible
- Work with the FLMAs directly on project submittals and provide information needed for the call.
- Cooperate in the development of projects if programmed.

e) Tribes

- Tribal roads that are open to public travel that are under a Tribes jurisdiction or maintenance and provides access to federal lands are eligible routes for the FLAP
- Tribal Transportation Program funds (23 USC 202) can be used for non-federal match
- Marie Messing is a good resource that can assist with working with the Tribes

Discussion:

- NPS – would help Paul to get a formal request for him to be designated as the NPS FLMA rep

Action Item:

- WLFHD will send a letter to NPS Director to request Paul Schrootens assistance on the Project Selection Team and to represent the NPS for consultation with the PDC
- What if a local government assumes maintenance of a facility in order to submit a project and then the project is not selected?
 - Maintenance agreement can be worded so that if the project is not selected, maintenance would revert back to original public road agency.

5) Short Term Strategy for Moving Forward FY 2013 Program

The group discussed that we need to keep the delivery of projects going through the transition to the full program.

Discussion:

- Even though MAP-21 is only a two year bill for 2013 -2014, we expect it to continue. We need to plan for both the short term (2 years) and long term (4-5 years)
- All funds after 10/1/2012 will need to be approved by the PDC
- Alaska will receive ~ 30% less funding compared to the old Forest Highway allocation (\$7M/yr vs. \$10.5M/Yr)
- There was an approved program of projects in the Forest Highway program. We want to be able to have the new players participate but it takes time to develop projects.
- We want to be able to include needs expressed by the new FLMAs (NPS, FWS, BLM, USACE).
- Need to deliver projects in 2013

What do we want to do in 2013 to allow the new FLMAs to participate?

- We should keep projects moving if there has been a significant investment in them already
- If a new call for projects is done this winter, additional projects could be considered both in the short and long term.

- Phyllis explained the existing Forest Highway program sheet as a possible place to start and went over what was on the program for delivery in 2013. Additional things to consider:
 - There will be some additional funds based on non-federal match (9.03%) which will free up some funds available for new projects
- It may be difficult for Local Governments to come up with the non-federal match

Projects Programmed:

The following projects were discussed with decisions as noted:

- **FY 2013**
 - **Kake to Seal Point Reconstruction - AK PFH 40-1(1)**
 - Needs \$950K to finish CE
 - May need additional \$500K -\$1,100K for CMs yet to come
 - Active contract, it needs to be funded
 - Project is eligible for FLAP funds due to City of Kake currently maintaining. AKDOT will assume jurisdiction and maintenance on 7/1/2013

Decisions:

- Original decision(s) at the Forest Highway and PDC meeting was to use \$500K of Forest Highway funds and \$450K of FLAP funds for CE.
- **UPDATE SINCE MEETING:**
 - Because Snug Harbor was programmed for FLAP funds for all remaining PE/CN/CE (see below), all needs can be met for CE with the available amount of forest highway carry over. Therefore, use Forest Highway carry over funds to fully fund the needed CE (\$950K)
- Use \$500K -\$1.1 M of FLAP funds if necessary for CMs

- **NPOWI Road, El Capitan to Red Bay NEPA and Prelim Design - AK PFH 43(12)**
 - Project was programmed for \$2M PE under the Forest Highway Program
 - Route is currently under USFS Jurisdiction and Maintenance and is therefore not eligible for the FLAP unless AKDOT assumes jurisdiction and maintenance.

Decisions:

- Project will need to re-compete in new call for projects

- **Kake Surface Transportation Access Study EIS - AK PFH 40(6)**
 - Funds for part of this have been obligated already

- Project needs another \$1.5M to complete
 - **Decision:**
 - Additional project needs will be funded by AKDOT state funds up to the \$1.5M additional (per Jeff Ottesen)

- **Seal Point Boat Launch Enhancement - AK PFH 40(4)**
 - Adjacent to NFSR 60, not eligible for FLAP
 - Obligated through construction
 - FH Tri-Agency decided to use Forest Highway Carryover for oversight
 - No further PDC decision is needed

- **FH 43 NPOWI Recreation Enhancements - AK PFH 43(9)**
 - Obligated through construction
 - FH Tri-Agency decided to use Forest Highway Carryover for oversight
 - No further PDC decision is needed

- **FY 2014**
 - **Neck Lake Road Reconstruction - AK PFH 58(1)**
 - Is it possible to complete a Design/Build for obligation in 2014?
 - It could be possible if we had all the funds up front
 - No commitment from AKDOT to fund at this point

 - Decision:**
 - Project will need to re-compete for additional PE needed beyond what is funded by FH carryover and all CN/CE

- **FY 2015**
 - **Snug Harbor Paving and Bike Lane - AK PFH 59(1)**
 - WFLHD will investigate if this project can be accelerated for an FY 2014 obligation (Janice Ritter)
 - Janice/Ted gave an update on the survey and scoping review recently completed. The project team has come up with three alternatives:
 - Limited Reconstruction, narrow template - \$1.1 Million CN
 - Reconstruction with Bike Lane added on shoulder - \$2.8 Million CN
 - Reconstruction with grade separated Bike Path - \$4.0 Million CN

The road has fairly low traffic volumes (70 ADT) within the project limits

Decisions:

- Fund at Moderate level alternative with the Bike Lane added on the shoulder - \$2.8 M as the traffic volume does not warrant a separated bike path.
- AKDOT commits to the non-federal match
- Use FLAP Funds to fund all remaining PE/CN/CE

○ **Kake to Seal Point Paving – AK PFH 40(5)**

Decision:

- Project will need to re-compete in new call for projects

○ **Portage Glacier Embankment Stabilization AK PFH 35(3)**

- WFLHD has already transferred \$684.5K to AKDOT for PE and Right of Way research

Decision:

- Project will need to re-compete in new call for projects for CN/CE

- **All previously programmed Forest Highway projects besides those documented above need to re-compete in the new call for projects**

6) Long Term Strategy

a) Call for Projects

- Pete/Roxanne presented DRAFT timeline, criteria, call letter, and proposal and explained the contents.
- Call will go out through AKDOT, FLMAs, AML
- Proposals will be submitted and then project selection team will evaluate and develop recommendations for the PDC.
- Project selection team will review some projects on the ground.
- The field review may indicate that a Project Identification Report (PIR) should be completed to review scope and budget/schedule or investigate other issues. Typically a PIR takes 3 months and \$30K each to complete. WLFHD is investigating a shorter less intensive process for the PIR.
- PDC can choose to focus on specific types of projects or leave it wide open for all eligible work.
- Staff Members for the Project Selection Team (PST) are:

- Pete Field (WFLHD)
- Roxanne Bash (WFLHD)
- Amy Thomas (USFS)
- Paul Schrooten (NPS)
- Randy Goodwin (BLM)
- Troy Civitillo (FWS)
- Tim Feavel (USACE)
- Mike Vigue (AKDOT)
- Kathie Wasserman (AML)
- BOR – No one identified
- Proposals will require at least one month for project applicants, two months is preferred.
- Final Project Call documents should go out no later than January 1, 2013 and be due February 28
- Evaluate quick list by end of March
- Field work could start April 1
- NPS expressed concern about the compressed time frame for the call
- Could do a quick delivery call for projects for 2013 & 2014 and another one for longer term
- AML requests an informational white paper to educate local governments on how the program will work. Kathie can send that out before the call comes out.
 - **ACTION ITEM** – White paper to describe “Here is what’s coming, be ready” for handout at the Alaska Municipal Leagues annual meeting 11/14-15. Mayors on 11/13. (Pete and Roxanne)
- Should there be a cap on project size? – Project selection team will come up with a recommendations:
 - What magnitude of projects in terms of total project cost
 - How many projects can be submitted by an applicant
- FLMAs and DOT are meeting in Kodiak for their Project Coordination Meeting over the next several days.
- BIA Provider conference (week after Thanksgiving) is a good place to disseminate call information to the Tribes.
- How can we get the Tribes represented in the PST?
 - Direct Federal Tribes – WFLHD Tribal Transportation Manager could represent
 - All other Tribes - BIA could representative
 - Kyle Kitchel and Terry Schumann of WLFHD will strategize how this could work

Decision:

- A new call for projects is needed to fill out the 2013 and beyond program.
- Look at proposals that are 2013 ready, could have intermediate decision in March
- PST to get call project documents be completed by January 1
- PST conference call in a few weeks (week after thanksgiving), then figure out where to go from there
- Goal is to have a preliminary prioritized list by April 1 and identify projects for PIRs at that time.

7) Next Steps

- WFLHD will start working on projects for 2013/2014 that were approved today
- WFLHD will work on revising project agreements
- WFLHD will start working on a new PDC Charter and get out for review.

8) Schedule Next Meeting

- Objective of the next meeting will be to discuss the call for projects documents and how the call will work. PDC will need to frame the objectives of the call and if there are certain types of projects that they want to emphasize. (i.e. size, type, scale, etc)
- Target time frame for the next meeting is in the spring of 2013 in Anchorage. It could be held the same week as the Tribal Transportation Symposium held in Anchorage.