

The Federal Lands Transportation Program

&

The Federal Lands Access Program

Moving Ahead for Progress in the 21st Century (MAP-21)



Welcome to the First Training Webinar for: Federal Lands Transportation Program (FLTP) Federal Lands Transportation Program (FLAP)

We will be starting in a few minutes

There are downloadable handouts as part of this presentation today.

- Registration announcement with web link and call in phone numbers
(in case you get disconnected)
- Guidance for Implementing the Federal Lands Transportation Program
<http://www.fhwa.dot.gov/map21/guidance/guidefltp.cfm>
- Guidance for Implementing the Federal Lands Access Program
<http://www.fhwa.dot.gov/map21/guidance/guideflap.cfm>

Presented by the

FHWA

The Office of Federal Lands Highway

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Learning Objectives



- 1. Overview of the Transportation Program**
- 2. Overview of the Access Program**
- 3. Implementation strategy – short term and long term**



**Part 1:
Overview of the
Federal Lands Transportation Program**

Federal Lands Transportation Program (FLTP)



MAP-21, FLTP Program Amounts

FLMA	Amount
NPS	\$240,000,000
FWS	\$30,000,000
BLM, USDA FS. USACE	\$30,000,000

Federal Lands Transportation Program (FLTP)



The FLTP builds upon the structure of the traditional Federal Lands Highway Program. It improves multi-modal access within national parks, forests, wildlife refuges, Bureau of Land Management (BLM) lands, and U.S. Army Corps of Engineers facilities.

The FLTP complements the Federal Lands Access Program. The Access Program provides funds for State and local roads that access the Federal estate, the FLTP focuses on the transportation infrastructure owned and maintained by Federal lands management agencies.

Federal Lands Transportation Program (FLTP)



Eligibility – FLTP funds shall be used to pay the costs of:

(A) program administration, transportation planning, research, preventive maintenance, engineering, rehabilitation, restoration, construction, and reconstruction of Federal Lands Transportation Facilities, and—

- (i) adjacent vehicular parking areas;
- (ii) acquisition of necessary scenic easements and scenic or historic sites;
- (iii) provision for pedestrians and bicycles;

Federal Lands Transportation Program (FLTP)



Eligibility – cont.

- (iv) environmental mitigation in or adjacent to Federal land open to the public
 - (I) to improve public safety and reduce vehicle-caused wildlife mortality while maintaining habitat connectivity; and
 - (II) to mitigate the damage to wildlife, aquatic organism passage, habitat, and ecosystem connectivity, including the costs of constructing, maintaining, replacing, or removing culverts and bridges, as appropriate;
- (v) construction and reconstruction of roadside rest areas, including sanitary and water facilities;

Federal Lands Transportation Program (FLTP)



Eligibility – cont.

(vi) congestion mitigation; and

(vii) other appropriate public road facilities, as determined by the Secretary;

(B) operation and maintenance of transit facilities;

(C) any transportation project eligible for assistance under title 23 that is on a public road within or adjacent to, or that provides access to, Federal lands open to the public; and

(D) not more than \$10,000,000 of the amounts made available per fiscal year to carry out 23 U.S.C. 203 for activities eligible under section 203(a)(1)(A)(iv).

Federal Lands Transportation Program (FLTP)



Environmental Mitigation

- \$10 million
- Focused on habitat and ecosystem connectivity and to mitigate the damage to wildlife and aquatic organism passage

Federal Lands Transportation Program (FLTP)



Performance Management –

- The central theme of this program
- Guidance addresses how authorized funds support the national goals of the Secretary of Transportation and Secretaries of the FLMAs
- Does NOT remove the FLMA from making the final programming decisions

Transportation Planning and Funding

- 5% cap on both FLTP and the Access Program
- Limited to LRTP, TIP, and Asset Management

Federal Lands Transportation Program (FLTP)



Agreements

- **Program Agreements** – existing partner agreements should be updated, new one developed
- **Project Agreements** - FHWA will work with partners to execute a Project Agreement for each project between the pertinent agencies prior to initiating NEPA and other project development activities

Federal Lands Transportation Program (FLTP)



Investment Strategies – MAP-21 requires an application from each FLMA that proposes programs at various potential funding levels.

Section 1 - The FLMA should identify, describe, and assess the baseline condition of its transportation network

Section 2 - The FLMA application should discuss five funding program categories

Part 2: Overview of the Federal Lands Access Program



Federal Lands Access Program



The goal of the Access Program is to improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands. The Access Program supplements State and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators.

The program is designed to provide flexibility for a wide range of transportation projects in the 50 States, the District of Columbia, and Puerto Rico. A local match is required.

A Programming Decisions Committee (PDC) within each State will make programming decisions and should develop a multi-year program of projects

Federal Lands Access Program



Modeled on the Forest Highway program

- Similarities
 - Focused on State and local transportation facilities
 - Decisions are made by a committee
- Differences
 - Expanded to apply to ALL Federal facilities
 - Requires a match

Federal Lands Access Program



Eligibility – Funds made available under the Access Program shall be used to pay the cost of:

(A) transportation planning, research, engineering, preventive maintenance, rehabilitation, restoration, construction, and reconstruction of Federal Lands Access Transportation Facilities located on or adjacent to, or that provide access to, Federal land, and—

- (i) adjacent vehicular parking areas;
- (ii) acquisition of necessary scenic easements and scenic or historic sites;
- (iii) provisions for pedestrians and bicycles;

Federal Lands Access Program



Eligibility - cont.

- (iv) environmental mitigation in or adjacent to Federal land to improve public safety and reduce vehicle-caused wildlife mortality while maintaining habitat connectivity;
- (v) construction and reconstruction of roadside rest areas, including sanitary and water facilities; and
- (vi) other appropriate public road facilities, as determined by the Secretary;

(B) operation and maintenance of transit facilities; and

(C) any transportation project eligible for assistance under title 23 that is within or adjacent to, or that provides access to, Federal land.

Federal Lands Access Program



Transportation Planning and Funding

- 5% set aside for system-wide transportation planning and coordination, asset management, data collection, and establishment of data standards.
- These activities must be funded out of this set-aside, and cannot be funded with core FLTP or Access Program funding.

Federal Lands Access Program



Programming Decisions Committee

The PDC, responsible for the Access Program programming decisions in each State, must be comprised of a representative of:

- The Federal Highway Administration (FHWA)
- The State Department of Transportation
- An appropriate political subdivision of the State

The PDC in each State should develop Standard Operating Procedures (SOP) that may be part of a Statewide Program Agreement.

Federal Lands Access Program



Local Match Requirement

- There is a local match requirement for projects under the Access Program.
- Funds authorized for the Tribal Transportation Program and the Federal Lands Transportation Program may be used to pay the non-Federal share of any project funded under title 23 or chapter 53 of title 49 that provides access to or within Federal land or tribal land.
- Other Federal funds not authorized under titles 23 or 49, may also be used to pay the non-Federal share of any transportation project funded under title 23 or chapter 53 of title 49 that is within, adjacent to, or provides access to Federal land.
- "Soft-matches" or "in-kind matches" may be permitted from the project sponsor. The match requirements and commitments should be documented in the project agreement.

Federal Lands Access Program



Agreements

Statewide Program Agreements - A Statewide Program Agreement should be developed and executed in each State, the District of Columbia, and Puerto Rico.

Project Agreements - A Project Agreement between the pertinent agencies should be developed prior to initiating NEPA and other project development activities.

Federal Lands Access Program



The Project Agreement should generally include:

- Scope
- Schedule
- Budget
- Roles and responsibilities
- Maintenance commitment by the Cooperator
- Match requirements and strategy for administering and tracking
- Coordination with pertinent FLMAs
- Other, as determined by the PDC

Federal Lands Access Program



Building a Multi-Year Program

- The basic approach in making programming decisions should be consistent in all States
- Programming decisions should be made that will enable the PDC to build a multi-year program that makes the best use of Access funds
- The PDC shall cooperate with FLMA representatives before any joint discussions or finalizing programming decisions

Allocations

- Allocations are based on the formula in MAP-21
- The PDC should be positioned to make programming decisions during the first year of the Act.
- Each FLH Division Office will administer the funds as determined by the PDC.

Federal Lands Access Program



Transfer or "Loan" Provisions

- Funds authorized under FLTP and the Access Program may be loaned between recipients or between the two programs
- An agreement should be developed and signed by the pertinent parties to document any loan arrangement.

Part 3: Schedule



Timeline



FY 2013	Federal Lands Transportation Program	Federal Lands Access Program
October 1, 2012	Effective date of MAP-21	
	FHWA issues call for FY 2013 Investment Strategies, SECTION 2 only	
	During solicitation period, FHWA staff meets with FLMAs and/or conduct informational webinars to address questions	
	Interagency Baseline Data Team begins work	
October 31, 2012	Investment Strategies, SECTION 2, due	
	Before Evaluation Period, FHWA staff meets with FLMAs to address questions	
November 15, 2012	FHWA completes review and develops	
December 15, 2012	FLTP Program Award Announcement	
January 1, 2013	FLMAs description of SECTION 1 data collection plans for Roads and Bridges AND definitions due to FHWA	
March 31, 2013	Due date for MOA's with FS, BLM, and USACE	Identify PDC representatives by March 31
April 1, 2013	FHWA issues guidance on Annual Accomplishment Report, due in Feb.	
	FLMAs description of SECTION 1 data collection plans for Safety due to FHWA	
May 1, 2013	FHWA issues call for FY 2014 Investment Strategies	
May-July	and/or conduct informational webinars to address questions	
July 15, 2013	Deadline for FLMAs to submit Investment Strategy	
July-August	Before Evaluation Period, FHWA staff meets with FLMAs	
August 30, 2013	FHWA completes review and develops	
September 30, 2013	FHWA announces awards	
October 31, 2013		Complete standard operating procedures and the Statewide Program Agreement.
		Solicit formal feedback from FLMAs for prioritizing State and local roads and facilities.
		Announce an Access Program project solicitation to develop a short-term program of projects (1-2 years) to continue advancing projects while PDC works to develop a multi-year program (4 years minimum).

Timeline



Continued...

FY 2014	Federal Lands Transportation Program	Federal Lands Access Program
December 31, 2013	Due date for updating MOAs with NPS and FWS	
February 1, 2014	FLMA provides FY 2013 Annual Accomplishment Report to FHWA	
May 1, 2014	FHWA issues call for FY 2015 Investment Strategy, in anticipation of an extension of MAP-21, or a reauthorization that continues this program structure.	
May-July	During solicitation period, FHWA staff meets with FLMAs and/or conduct informational webinars to address	
July 15, 2014	Deadline for FLMAs to submit Investment Strategy	
July-August	Before Evaluation Period, FHWA staff meets with FLMAs	
August 30, 2014	FHWA completes review and develops	
September 30, 2014	FHWA announces awards	Maximize obligation of funds through borrow/loan agreements with other States or FLTP program, if needed.
October 1, 2014	FHWA confirms presence of FLMA safety data in FARS	Develop and adopt a long-range transportation plan, or strategy, for utilizing Access Program funding in each State.
		Develop and adopt a multi-year TIP, covering at least 4 years.
		End of FY 2014 – All borrow/loan arrangements should be fully reimbursed, unless MAP-21 is reauthorized or extended beyond FY2014.

Questions?



Who to Contact



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