

2016 Alaska Federal Lands Access Program

Project Proposal

(Use this form for Road, Trail, Enhancements, Safety, and Planning Projects)

(To be completed by the State/Local Agency/Local/Tribal Government with a joint signature from the appropriate Federal Land Manager)

Application Checklist:

- Must be signed by the Federal Land Management Agency at the appropriate level:
 - Forest Service Forest Supervisor
 - BLM Field Manager
 - NPS Park Superintendent
 - FWS Refuge Manager
- Must be signed by the AKDOT or Local Agency with title or maintenance responsibility for the facility at the appropriate level:
 - Local Agencies should be signed by Mayor
 - AKDOT signature by Regional Director
- Match source has been informed and discussed with the appropriate agency, that match is pledged for this project. A letter pledging match is appropriate.
- Application must be received by Western Federal Lands by date due of May 16, 2016.
- Application must have a map showing project location relative to the Federal Land Management Agency boundary.
- A response to each of the evaluation criteria is highly recommended even if the answer is related to project information previously noted in the application. Not applicable is an acceptable response if appropriate. Include an answer to evaluation factor 10 if applicable.
- Project is likely limited to \$2.0 million or under of construction funding and would need \$180,600 of matching funding for \$2.0 million of Access Program funds. Match funding can be cash or from other sources. Efforts before the project is selected and has a signed match agreement will not be counted as match.

Project Name:	
Route Name/ Number:	<i>Asset number or general route number and local name of the transportation facility</i>
State/Local Government Applicant	<i>Entity applying for the proposed project</i>
Name and Ownership of Federal Land(s) Accessed by Project:	<i>Unit of the Bureau of Land Management, National Park Service, Fish and Wildlife, Forest Service or US Army Corps of Engineers.</i>
Ownership of the Transportation Facility:	<i>Who owns the transportation facilities?</i>
Entity responsible for maintenance:	<i>Who has the maintenance responsibility for the transportation facility? The question of maintenance responsibility is related to the eligibility language in MAP-21 for a Federal Lands Access route.</i>

Contact Name, address, phone, and email	Name: Address: Phone: Email:
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Type of project proposed:	<input type="checkbox"/> Planning or Research <input type="checkbox"/> Design <input type="checkbox"/> Construction (road construction, reconstruction, rehabilitation) <input type="checkbox"/> Enhancement (Enhancement to a transportation facility: wayside, kiosk, restroom) <input type="checkbox"/> Alternative Transportation <input type="checkbox"/> Safety <input type="checkbox"/> Trail <input type="checkbox"/> Intelligent Transportation System
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Project Termini (location)		Mile Posts	Latitude	Longitude	Project Length (miles)
	Begin				
	End				

Estimated Total Project Costs	\$
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Funds Requested from Federal Lands Access Program	\$
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Required Match	\$	From:	
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Functional Classification of the roadway: (Show official designations of route.)

() National Highway System () Arterial () Major Collector () Minor Collector () Local Road

Traffic Volumes	Current		20 year Projections	Basis for projections? (e.g. Transportation plan, population growth rate...)
	Actual Counts	Estimated		
Average Daily Traffic (ADT) on Highway				
Seasonal Average Daily Traffic (peak season) (SADT) on Highway				
Other Traffic Data:				
NBI Structure Number	Dimensions (Overall Length x Width)	No. of Spans	Bridge Type	NBIS Sufficiency Rating (1-100)

Problem Statement: What purpose does this roadway serve? What is the need for this project? Who will this project serve (such as skiers, communities, hikers...)? What are the conditions requiring relief? Describe the consequences if these conditions are not addressed. Describe physical and functional deficiencies, anticipated changes in road use, safety problems, capacity issues, structural bridge deficiencies, pavement condition, etc.

Description of proposed work: Describe the overall design concept, any unusual design elements, design standards, and any work affecting structures (bridges and major culverts). Include widths, surfacing type, earthwork needs or roadside safety features. Include optimum year work should be done and year work needs to be done no later than.

Description of work on this project that has been completed to date: Describe which elements of the project proposed have been completed to date.

Right-of-Way, Permitting, NEPA Compliance: Describe the project's potential need for of right-of-way, possible permitting required, and the level of NEPA compliance either completed or needed.

Utilities: Identify utilities in the roadway corridor. Would relocation be needed? Would relocation require reimbursement to the utility owner? What is the estimated cost of reimbursement?

Project is identified within the following (Check all that apply and show plan name):

- System Transportation Plan:
- Land Management Plan:
- Regional Transportation Plan:
- Local Agency Transportation System Plan:
- Tribal Transportation Plan:
- Other Transportation Plan:

Describe any other environmental or social issues that should be considered that are within the project area: Is the route included in an area receiving special management considerations for water quality, wildlife security, connectivity?

Describe the range of attitudes, both support and opposition, that this proposed project will receive from organizations, the public and cooperating agency: State the basis for this supposition and include coordination efforts and public involvement efforts completed to date.

The lead agency for project delivery will be WFLHD. If any other lead Agency is recommended by the project proponent then indicate below which agency and provide rationale for recommendation. Include previous experience in delivering FHWA funded projects, any certifications to deliver FHWA funded projects, and ability to satisfy FHWA project delivery requirements:

Total Project Budget: Fill-in estimates for appropriate items. Please attach an itemized budget or cost estimate sheet to the application

Item	Total
Planning	\$
Compliance	\$
Permitting	\$
Design and Preliminary Work (Pre-construction)	
Construction (including mobilization, contingency, and construction management)	
Right of Way	\$
Other:	\$
Other:	\$
Other:	\$
Other:	\$
Other:	\$
Other:	\$
TOTAL ESTIMATED PROJECT COST	<u>\$</u>

Required Local Contribution to Project: (Describe the financial plan to provide the required 9.03% match for the project? Example match sources include State funds, local funds, Federal Lands Transportation Program, in-kind services, and right of way acquired.)

Long Term Maintenance for the Project: (maintenance responsibility for the design life of the facility.)

Other contributions to the project: (Describe any additional contributions secured or being sought to implement the project proposal.)

Summarize the other funding to the project:

Other Funding Contributions to Project:	\$	From:	
Other Funding Contributions to Project:	\$	From:	
Other Funding Contributions to Project:	\$	From:	

Schedule for Project Development: Provide a project schedule if available. If not available please describe the current state of planning, permitting, compliance and design. Provide the expected completion dates for NEPA and design. Describe when construction would be expected to start.

How does the project relate to the following evaluation criteria?

Please provide information about how the project relates to each for the applicable criteria. Questions are provided as a guide to the response. This space will automatically expand to hold the words you type. The ranking team will appreciate concise responses addressing the ranking factor.

1. Development, utilization, protection, and administration of the Federal Lands and their recreation and resources.

Describe improvements for access to High-use Federal recreation site or Federal economic generator and its' recreation, renewable or subsistence resources associated with Federal Lands. Describe the recreation or resource utilized if the project is implemented. Forecast the effect expected from changes in access, development, restoration, utilization, protection and/or administration to the extent you are able.

Factor 1 response:

2. Enhancement of economic development at the local, regional or national level including tourism and recreational travel.

Identify the long term economic opportunities associated with the project. Also describe the scope of the economic development benefits. Industries to consider are tourism, recreation, logging, forest products, fisheries, mining, energy and transportation. Describe how the proposed improvements enable, support and sustain long term economic health of the community, region and the State. NOTE that the ranking team will not consider the short term effects of implementing the project, i.e. construction employment in the raking of the project.

Factor 2 response:

3a. Improvement to continuity of the existing transportation network serving the local community and region, which are economically dependent upon the network.**Capacity/demand are considerations in evaluation of this criterion.**

How does existing demand compare to the capacity of the current facility? Is the need identified in a local, regional or State transportation plan for the Federal Land Management Agency plan? Identify how the community or communities are economically dependent on the network, and the elements that comprise that economy (e.g. fishery, timber, mining, hydro, tourism, etc.). How will the proposed project provide improvements to the existing transportation network and support the community's economic goals/needs, cost of living or economic plan?

Factor 3a response:

3b. Address a gap in the transportation network serving communities, which are economically dependent upon the network. Local and Region long term transportation needs are considerations in evaluation of this criterion.

Are there gaps or missing links in the transportation system that the proposed project will address? Is the need identified in a local, regional or State transportation plan for the Federal Land Management Agency plan? What other practical routes or alternatives are available? Identify how the community or communities are economically dependent on the network benefit from the added continuity to the transportation network and support the community's economic goals/needs, cost of living or economic plan?

Factor 3b response:

4. Mobility: Provide users with efficient, affordable, and agency-appropriate access to and through Federal lands. Includes accessibility changes to meet ADA/ABA regulations

Describe access improvements or improved accessibility in terms of the user travel opportunity: user

cost, speed, capacity, reliability, convenience, and service frequency.

Factor 4 response:

5. Safety: Transportation infrastructure will provide safe access for the public to and within Alaska's Federal lands.

Describe the improvements to user safety by reducing hazardous features that have a history of accidents. Describe the range of users that are affected by the safety improvement. Also describe how the proposed project relates to any education and enforcement opportunities to improve safety. Safety projects could include but are not limited to traffic control signalization, maintaining minimum levels of retro reflectivity of highway signs or pavement markings, traffic circles (also known as "roundabouts"), safety rest areas, pavement marking, shoulder and centerline rumble strips and stripes, commuter carpooling and vanpooling, rail-highway crossing closure, or installation of traffic signs, traffic lights, guardrails, impact attenuators, concrete barrier end treatments, breakaway utility poles, or priority control systems for emergency vehicles or transit vehicles at signalized intersections.

Factor 5 response:

6. Asset investment planning: Consider sustainability of operation and maintenance of new and existing multimodal assets.

Describe the condition of the multi-modal assets including transportation facility surface, bridge structures and safety problems connected to the existing transportation system addressed by the proposed project. Do the state or local agency pavement, bridge and/or safety management systems recommend the proposed improvements? Describe how the project addresses the existing road, bridge, trail, parking, or alternative transportation system conditions and any system management recommendations. If bridge structures have deficiencies, include bridge number, condition rating, and the most recent bridge inspection report. Describe the tradeoffs between cost of maintaining the existing assets and investments in new assets.

Factor 6 response:

7. Environment: Protect and enhance natural and cultural resources through comprehensive transportation planning and management.

Describe how the proposed project implements the goals and objectives of the Federal Land Management Agency's (FLMA's) plans at the appropriate ecosystem scale (explain the indirect effects on the regional area). Explain how the project ensures protection of open water, wetlands, and aquifers across Federal lands. Explain how the project maintains or improves air quality. How does the project affect wildlife habitat by avoiding, minimizing, or mitigating transportation related impacts? Explain how the project avoids or minimizes negative impacts to culturally significant human settlements, subsistence areas, cultural landscapes, and historic and archaeological sites.

Factor 7 response:

8. Partnerships. Describe the non Federal Land Access Program capital contributions for planning, scoping, design, right-of-way, and construction. What percentage of the proposed project total cost will be funded through means other than the Federal Lands Access Program? Identify the contributing partners' type of contribution, amount, and when those funds will be available. What other contributions (in-kind, donating materials, etc.)

Factor 8 response:

9. Intrinsic Qualities. Describe any qualities that are applicable to the proposed project:

- a. Special or unusual scenic attributes,

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- b. historic resources such as National Register,
 - c. cultural or archaeological significance beyond the ordinary,
 - d. recreational potential to provide special services
 - e. Natural setting or factors that are unusual and of special interest.
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Factor 9 response:

10. Other Factors. For items not already listed above in responses to factors 1 through 9... Does the project exhibit significant innovation, creativity, of some other element not included in any of the factors above? This factor is not intended to score points for every project and not intended to score points for items listed above in Factors 1 through 9.

Factor 10 response:

Other Remarks:

**JOINT ENDORSEMENT- This project is supported and endorsed by:
(add agency endorsements as needed)**

By signing this application the Federal Land Agency and Agency with Title or Maintenance Responsibility are agreeing the project has Access to Federal Lands and that there is interest in a possible project. Application must be signed by the Federal Land Management Agency appropriate level (Forest Service Forest Supervisor, BLM Field Manager, NPS Park Superintendent, FWS Refuge Manager) and AKDOT Region Director:

Agency	Contact	Phone	Email Address
Alaska Department of Transportation	David Miller Northern Region Director	(907) 451-2211	david.miller@alaska.gov
Alaska Department of Transportation	David Kemp, P.E. Central Region Director	(907) 269-0780	david.kemp@alaska.gov
Alaska Department of Transportation	Mike Coffey Southeast Region Director	(907) 465-1763	mike.coffey@alaska.gov
US Forest Service	Terri Marceron Forest Supervisor Chugach National Forest	(907) 743-9500	tmarceron@fs.fed.us
US Forest Service	Earl Stewart, Forest Supervisor Tongass National Forest	(907) 228-6281	estewart@fs.fed.us
National Park Service	Coordinate with Paul Schrooten	(907) 644-3388	paul_schrooten@nps.gov
Bureau of Land Management	Coordinate with Randy Goodwin	(907) 474-2369	rgoodwin@blm.gov
US Fish & Wildlife Service	Coordinate with Charles Grant	(907) 786-3506	charles_grant@fws.gov
US Army Corp of Engineers	Coordinate with Tim Feavel	(907) 488-2748	tim.a.feavel@usace.army.mil

Local Agencies should be signed by Mayor

Federal Land Agency(ies):		Agency with Title or Maintenance Responsibility:	
Federal Land Manager Name:	Title	Authorized Agency Official:	Title
Signature:		Signature:	
Date:		Date:	
E-Mail:		E-Mail:	
Telephone:		Telephone:	
Point of Contact:		Point of Contact:	

Title:		Title:	
E-mail:		E-mail:	
Telephone:		Telephone:	

Provide a high quality map clearly showing the project location and project termini and the boundary of the nearby Federal Lands.

The best available data should be used in completing the project proposal form. Photos should also be included that support the proposal.

The proposal must be received by **May 16, 2016**. The total file size for the proposal form (including maps, photos and letters) should not exceed 10 megabytes.

Should you have any questions, please contact Corrie Veenstra or the Federal Lands Access Program coordinator for your agency:

Email the completed proposal form with all maps, signatures, and photos to:

WFL.CallForProjects@dot.gov

Agency	Contact	Phone	Email Address
Federal Highway Administration	Corrie Veenstra	(360) 619-7820	corrie.veenstra@dot.gov
Alaska Department of Transportation	Marcheta Moulton	(907) 465-8769	marcheta.moulton@alaska.gov
Alaska Municipal League	Kathie Wasserman	(907) 586-1325	kathie@akml.org
US Forest Service	Amy Thomas	(503) 808-2473	aethomas@fs.fed.us
National Park Service	Paul Schrooten	(907) 644-3388	paul_schrooten@nps.gov
Bureau of Land Management	Randy Goodwin	(907) 474-2369	rgoodwin@blm.gov
US Fish & Wildlife Service	Charles Grant	(907) 786-3506	charles_grant@fws.gov
US Army Corp of Engineers	Tim Feavel	(907) 488-2748	tim.a.feavel@usace.army.mil

**Alaska Federal Lands Access Program
Project Evaluation Criteria
February 12, 2016**

Federal Lands Access Program					
Scoring Criteria					
Standards	(5)	(3)	(0)	(-3)	(-5)
<p>1. Development, utilization, protection, and administration of the Federal Lands and their recreation and resources.</p> <p style="text-align: center;">Weighting: _</p>	<p>Significant improvement for High-use Federal recreation site or Federal economic generator and its renewable or subsistence resources</p>	<p>Moderate improvement for High-use Federal recreation site or Federal economic generator and its renewable or subsistence resources</p>	<p>No change in improvement for High-use Federal recreation site or Federal economic generator and its renewable or subsistence resources</p>	N/A	N/A
<p>2. Enhancement of economic development at the local, regional or national level including tourism and recreational travel.</p> <p style="text-align: center;">Weighting:</p>	<p>Supports significant new, identifiable, permanent economic <u>opportunities</u> or <u>benefits</u> that are regional in scope such as, connecting communities to the regional transportation system; or upgrading a segment of the regional transportation system; or new access to a regional class destination or resource.</p>	<p>Supports moderate new, identifiable, permanent economic <u>opportunities</u> or <u>benefits</u> that are regional in scope such as, connecting communities to the regional transportation system; or upgrading a segment of the regional transportation system; or new access to a regional class destination or resource.</p>	<p>Supports minimal, permanent economic <u>opportunities</u> or <u>benefits</u> that are regional in scope such as, connecting communities to the regional transportation system; or upgrading a segment of the regional transportation system; or new access to a regional class destination or resource.</p>	N/A	N/A

<p>3a. Improvement to continuity of the existing transportation network serving the local community and region, which are economically dependent upon the network. Capacity/demand are considerations in evaluation of this criterion.</p> <p>Weighting: _</p>	<p>Significantly improves continuity of the existing network by improving an existing route or by addressing issues related to capacity to meet demand serving FLMA.</p> <ul style="list-style-type: none"> • Need is identified in Regional Transportation or FLMA's Plan • Sole access to area 	<p>Moderately improves continuity of the existing network by improving an existing route or by addressing issues related to capacity to meet demand serving FLMA.</p> <ul style="list-style-type: none"> • Need is identified in Regional Transportation or FLMA's Plan • Primary access to area 	<p>Does not appreciably change the existing network, or address issues related to capacity to meet demand serving the FLMA</p> <ul style="list-style-type: none"> • Need is not identified in transportation plans • Alternative access exists to area 	<p>N/A</p>	<p>N/A</p>
<p>3b. Addressed a gap in the transportation network serving communities, which are economically dependent upon the network. Local and Region long term transportation needs are considerations in evaluation of this criterion.</p> <p>Weighting: _</p>	<p>Significantly improves continuity of the network by adding a new route, which removes a gap or missing link, or by addressing issues related to capacity to meet demand serving FLMA.</p> <ul style="list-style-type: none"> • Need is identified in Regional Transportation or FLMA's Plan • Sole access to area • Facility supports a community with high economic dependence on the network 	<p>Moderately improves continuity of the network by adding a new route, which removes a gap or missing link, or by addressing issues related to capacity to meet demand serving FLMA.</p> <ul style="list-style-type: none"> • Need is identified in Regional Transportation or FLMA's Plan • Sole access to area • Facility supports a community with high economic dependence on the network 	<p>Does not appreciably change the continuity of the network, or address issues related to capacity to meet demand.</p>	<p>N/A</p>	<p>N/A</p>
<p>Standards</p>	<p>(5)</p>	<p>(3)</p>	<p>(0)</p>	<p>(-3)</p>	<p>(-5)</p>

Standards	(5)	(3)	(0)	(-3)	(-5)
<p>4. Mobility: Provide users with efficient, affordable, and agency-appropriate access to and through Federal lands. Includes accessibility changes to meet ADA/ABA regulations</p> <p>Weighting: _</p>	<p>Significantly provides seamless multi-modal connections to and across Federal lands in Alaska.</p> <ul style="list-style-type: none"> • Coordinates between agencies to identify and address gaps in the transportation system. • Significantly reduces travel time and congestion, increases comfort and convenience • Major traffic generator (destination, resource extraction) • Significant Improvement in mode choices • Disseminate user information using a wide variety of methods 	<p>Moderately provides seamless multi-modal connections to and across Federal lands in Alaska.</p> <ul style="list-style-type: none"> • Coordinates between agencies to identify and address gaps in the transportation system. • Significantly reduces travel time and congestion, increases comfort and convenience • Major traffic generator (destination, resource extraction) • Significant Improvement in mode choices • Disseminate user information using a wide variety of methods 	<ul style="list-style-type: none"> • Little or no reduction in travel time and congestion, increases comfort and convenience • Minor traffic generator (destination, resource extraction) • No improvement to mode choices 	<p>N/A</p>	<p>N/A</p>
Standards	(5)	(3)	(0)	(-3)	(-5)

Standards	(5)	(3)	(0)	(-3)	(-5)
<p>5. Safety: Transportation infrastructure will provide safe access for the public to and within Alaska's Federal lands. Safety projects could include but are not limited to traffic control signalization, maintaining minimum levels of retroreflectivity of highway signs or pavement markings, traffic circles (also known as "roundabouts"), safety rest areas, pavement marking, shoulder and centerline rumble strips and stripes, commuter carpooling and vanpooling, rail-highway crossing closure, or installation of traffic signs, traffic lights, guardrails, impact attenuators, concrete barrier end treatments, breakaway utility poles, or priority control systems for emergency vehicles or transit vehicles at signalized intersections.</p> <p>Weighting: _</p>	<ul style="list-style-type: none"> • Significantly Improves identified crash sites: • Significantly Improves identified hazardous conditions other than crash sites • Improves safety for a wide range of users • Improves collection of safety data • Provides remote travel safety information <p>Apply corrective actions to mitigate hazards or deficiencies through design, education, and enforcement.</p>	<ul style="list-style-type: none"> • Moderately Improves identified crash sites • Moderately Improves identified hazardous conditions other than crash sites • Improves safety for a medium range of users • Improves collection of safety data <p>Apply corrective actions to mitigate hazards or deficiencies through design, education, and enforcement.</p>	<ul style="list-style-type: none"> • No Improvement identified crash sites. Features that have the potential to contribute to accidents have already been removed. • No improvement to hazardous conditions other than crash sites • No change in user safety. 	N/A	N/A
Standards	(5)	(3)	(0)	(-3)	(-5)

Standards	(5)	(3)	(0)	(-3)	(-5)
<p>6. Asset investment: Consider sustainability of operation and maintenance of new and existing assets. Also consider the added cost of a proposed new asset.</p> <p>Also considers multi-modal projects ability to benefit asset management or the associate impact on the project on the multi-modal assets.</p> <p>Build on commonalities between existing asset management system to seek investment of mutual interest. Execute joint projects where possible.</p> <p>Weighting: _</p>	<p>Substantially reduces M & O costs of existing network for the System Operator.</p> <ul style="list-style-type: none"> • Strategy: Consider lifecycle costs in the planning process. • Strategy: Evaluate the tradeoffs between the cost of maintaining existing assets and investments in new infrastructure. 	<p>Moderate reduction in M & O costs of existing network for the System Operator.</p> <ul style="list-style-type: none"> • Strategy: Consider lifecycle costs in the planning process. • Strategy: Evaluate the tradeoffs between the cost of maintaining existing assets and investments in new infrastructure. 	<p>No change anticipated in the costs to operate and maintain the transportation system or new construction to the System Operator or the Transportation User.</p>	N/A	N/A
Standards	(5)	(3)	(0)	(-3)	(-5)

Standards	(5)	(3)	(0)	(-3)	(-5)
<p>7. Environment: Protect and enhance natural and cultural resources through comprehensive transportation planning and management.</p> <p>Weighting: _</p>	<p>Significantly contributes to the FLMA's Plan goals and objectives for:</p> <ul style="list-style-type: none"> •Consider indirect effects on regional areas. •Water quality: Ensure protection of open water, wetlands, and aquifers across federal lands. •Air quality: Maintain or improve air quality. •Habitat: Avoid, minimize, or mitigate transportation related impacts. •Cultural: Avoid or minimize negative impacts to culturally significant human settlements, subsistence areas, cultural landscapes, and historic and archaeological sites. •Soils: Avoid or minimize impacts on permafrost and other at risk soil systems. 	<p>Moderately contributes to the FLMA's Plan goals and objectives for:</p> <ul style="list-style-type: none"> •Consider indirect effects on regional areas. •Water quality: Ensure protection of open water, wetlands, and aquifers across federal lands. •Air quality: Maintain or improve air quality. •Habitat: Avoid, minimize, or mitigate transportation related impacts. •Cultural: Avoid or minimize negative impacts to culturally significant human settlements, subsistence areas, cultural landscapes, and historic and archaeological sites. •Soils: Avoid or minimize impacts on permafrost and other at risk soil systems. 	<p>Has no effect either positive or negative towards natural and cultural resources through comprehensive transportation planning and management.</p>	<p>Poorly meets the FLMA's Plan goals and objectives for natural and cultural resources through comprehensive transportation planning and management.</p>	<p>Fails to support the FLMA's Plan goals and objectives for natural and cultural resources through comprehensive transportation planning and management.</p>
Standards	(5)	(3)	(0)	(-3)	(-5)

Standards	(5)	(3)	(0)	(-3)	(-5)
8. Partnerships Weighting: _	Non Public Lands capital contribution for design, ROW, and construction, totaling 50% or more of project cost.	Non Public Lands Match 1 Point for each 10% contribution up to 50% of total project cost.	No other capital contribution.	N/A	N/A
9. Any of the intrinsic qualities: a. Special or unusual scenic attributes, b. historic resources such as National Register, c. cultural or archaeological significance beyond the ordinary, d. recreational potential to provide special services e. Natural setting or factors that are unusual and of special interest. Weighting: __	One point for each one; maximum 5	(See to left.)	None.	N/A	N/A
10. Other Factors: For items not already listed above in responses to factors 1 through 9...Does the project exhibit significant innovation, creativity, of some other element not included in any of the factors above? Weighting __	Project exhibits significant innovation, creativity, unusual public service, or special service.	Project exhibits moderate innovation, creativity, unusual public service, or special service.	Project exhibits no innovation, creativity, unusual public service, or special service.		
Standards	(5)	(3)	(0)	(-3)	(-5)



U.S. Department
of Transportation

**Federal Highway
Administration**

Western Federal Lands Highway Division
610 E. Fifth Street
Vancouver, WA 98661
Phone 360-619-7700
Fax 360-619-7846

February 12, 2016

In Reply Refer to: HFL-17

Federal Land Managers
Alaska Department of Transportation and Public Facilities
Regional & Local Governments
Tribal Governments

Greetings:

Request for Project Proposals
2016 Alaska Federal Lands Access Program

The Alaska Federal Lands Access Program is soliciting proposals for capital improvement construction, enhancement, planning, safety, and alternative transportation projects for Federal fiscal years 2019 through FY 2020. Project approvals will be contingent upon availability of funds. Enclosed are the Federal Lands Access Program Project Proposal form and evaluation criteria. The proposals must be received by **May 16, 2016**.

The call for project opens February 12, 2016. The due date is through an extended period to May 16, 2016. Project proponents should use the time in February, March, and April to coordinate with the Federal Land Management Agencies. WFL will provide reminders through the February 12 to May 16, 2016 time period to encourage applicants to utilize the open window.

The application includes a checklist of the following items:

- Application must be signed by the Federal Land Management Agency and the AKDOT/Local Agency at the appropriate level.
- Match source has been informed and discussed with the appropriate agency and that match is pledged for the proposed project. A letter pledging match is appropriate.
- Must be received by Western Federal Lands by date due of May 16, 2016.
- Must have a map showing project location relative to the Federal Land Management Agency boundary.
- A response to each of the evaluation criteria is highly recommended even if the answer is related to project information elsewhere in the application.

February 12, 2016
2016 Alaska Federal Lands Access Program

- Project is likely limited to \$2.0 million of construction funding or under and \$2.0 million would need \$180,600 of matching funding at the 9.03% rate. Please note that efforts before the project is selected and has a signed match agreement will not be counted as match.

Applications would be completed by the State/Borough/City or Tribal Governments with the specific Federal Land Management Agency co-signing the application. **Jointly signed applications are required in order to be considered for funding from the Access Program.** Close coordination with the specific Federal Land Management Agency on a proposed project is important. This letter includes a list of contacts for each Federal Land Management Agency.

The AK Federal Lands Access Program would like to emphasize that:

- There is approximately \$7.9 million annually for this program
- The program would like to distribute funds across the State of Alaska and between Federal Land Management Agencies
- Leverage the limited Access Program funds with other funding sources.

What is the purpose of the Federal Lands Access Program?

The purpose of the Federal Lands Access Program is to provide safe and adequate transportation access to and through Federal Lands for visitors, recreationists, and resource users.

Where can projects be located?

Proposed projects must be located on a public highway, road, bridge, or trail system that is located on, is adjacent to, or provides access to Federal lands for which title or maintenance responsibility is vested in a State or Municipal government.

Who may apply?

The State and Local Agencies interested in a project need to work closely with the appropriate Federal Land Management Agency in developing the application. All proposals must be submitted by the State or Local Agency with title or maintenance responsibility in close consultation with the Federal Land Management Agency. The entity with title or maintenance responsibility must be a State or Municipal government. A Federally-owned road for which a State, Tribe, or local government has obtained an easement, license, permit, agreement or other written instrument which assumes responsibility for maintenance is eligible for Access Program funding. However, if a Federal agency retains maintenance responsibility or pays for the majority of the cost of maintenance activities performed by the State, Tribe, or local government, the road is not eligible for Access Program funding.

Federal Land Management Agencies can apply for an enhancement project for a site owned and maintained by the Federal Land Management Agency that is an enhancement to a State or Municipal Governments transportation facility. The Federal Land Management Agency would need to get the State or Municipal government that owns the adjacent route to sign the enhancement application also.

Are Tribes eligible to apply for Federal Lands Access Program funding?

Yes. Tribes may apply for Federal Lands Access Program funding if the road or facility being proposed for funding is owned or operated by the Tribe and provides access to a Federally-owned land (not a Tribal land or private land). For example, a Tribally-owned road (as opposed to a BIA-owned road) that provides access to a national park or national forest is eligible for the Federal Lands Access Program.

What types of proposals will be considered?

Projects proposals will be accepted for capital improvement, enhancement and planning projects that are included in the activities listed below. Capital improvement projects include rehabilitation, restoration, construction, and reconstruction of roads and trails. This includes improvements such as, but not limited to, safety improvements, widening, realignments, surfacing, culverts, bridges, signing and associated roadway appurtenances. Enhancements are road and trail related improvements such as, but not limited to, interpretative signing, kiosks, viewpoints, restrooms, provisions for pedestrians and bicycles, scenic easements, trailheads, and improvements that reduce vehicle-wildlife conflicts. Planning projects include corridor plans, transportation plans, and studies related to transportation.

The following activities will be considered in this call:

- 1) Rehabilitation, restoration, construction and reconstruction of transportation facilities.
- 2) Adjacent vehicular parking areas.
- 3) Provisions for pedestrian and bicycles.
- 4) Environmental mitigation in or adjacent to Federal land to improve public safety and reduce vehicle-wildlife mortality while maintaining habitat connectivity.
- 5) Construction and reconstruction of roadside rest areas, including sanitary and water facilities.
- 6) Other appropriate public road facilities, as determined by the Secretary.
- 7) Operation and maintenance of transit facilities.

Proposed projects should also be identified in a statewide, regional, county, local, or tribal transportation plan and a Federal Land Management Plan.

What size of project will be considered?

The Alaska Federal Lands Access Program is currently estimated to receive about \$7.0 million annually. The final amount will be determined within the next few months based on data provided by the Federal Land Management Agencies.

Projects in all funding amounts will be considered and evaluated. The Alaska Program Decision Committee will likely limit the construction amount of funding to \$2.0 million. However, due to limited program funding amounts, projects will receive additional consideration when the project size is under \$7.0 million and there is funding leveraged from other sources.

In addition, the program requires a match of 9.03 percent of the total project costs. The match will follow the current guidance requirements established by Alaska Department of Transportation for Federal-Aid projects.

How will the projects be evaluated?

A Project Selection Team will evaluate the proposed projects according to following areas: Safety, Preservation, Recreation, Economic, Mobility, and Environmental (see enclosed Evaluation Criteria). In addition, preference shall be given to projects that provide access to, are adjacent to, or are located within high-use Federal recreation sites or Federal economic generators, as identified by the Federal Land Management Agency.

The Project Selection Team will include representatives from the Federal Highway Administration, Alaska Department of Transportation, Alaska Municipal League along with coordination with the U.S. Forest Service, National Park Service, U.S. Fish and Wildlife Service, Bureau of Land Management, and the U.S Army Corp of Engineers.

How will a final decision be made on the proposals?

After the project proposals are evaluated, the Program Decision Committee (Federal Highway Administration, Alaska Department of Transportation, and Alaska Municipal League) will make a final decision on the project proposals. The Committee will make these decisions while also considering such things as project support, project readiness, agency priorities, applicant's share of project costs, availability of funds, project development delivery schedules, previous federal investment specifically related to the project, environmental and right-of-way time constraints. The Committee also will coordinate with the federal land management agencies prior to making a final decision. The final decision on the project proposals should be made by summer 2016.

How do I submit a proposal?

The best available data should be used in completing the project proposal forms. Maps and photos should be included to support the proposal. Letters of support from other entities that will not be signing the official application may also be included. Email the completed proposal form with all required maps, signatures, and photos to WFL.CallForProjects@dot.gov. The proposal must be received by **May 16, 2016**. The total file size for the proposal form (including maps and photos) should not exceed 10 megabytes.

Who should I contact if I have questions?

There is information available at:

<http://www.fhwa.dot.gov/map21/guidance/guideflap.cfm>

and

<http://www.fhwa.dot.gov/map21/qandas/qaflap.cfm>

Should you have any questions, please contact Corrie Veenstra at (360) 619-7820 or the Federal Lands Access Program coordinator for your agency:

Agency	Contact	Phone	Email Address
Federal Highway Administration	Corrie Veenstra	(360) 619-7820	corrie.veenstra@dot.gov
Alaska Department of Transportation	Marcheta Moulton	(907) 465-8769	marcheta.moulton@alaska.gov
Alaska Municipal League	Kathie Wasserman	(907) 586-1325	kathie@akml.org

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US Forest Service	Amy Thomas	(503) 808-2473	aethomas@fs.fed.us
National Park Service	Paul Schrooten	(907) 644-3388	paul_schrooten@nps.gov
Bureau of Land Management	Randy Goodwin	(907) 474-2369	rgoodwin@blm.gov
US Fish & Wildlife Service	Charles Grant	(907) 786-3506	charles_grant@fws.gov
US Army Corps of Engineers	Tim Feavel	(907) 488-2748	tim.a.feavel@usace.army.mil

Sincerely,

Corrie Veenstra
Program Manager

Enclosures:

2016 Alaska Federal Lands Access Program Project Proposal Form
2016 Alaska Federal Lands Access Program Project Evaluation Criteria
Federal Lands Access Program Project Status list

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Amy Thomas, USFS, Region 6, 10 and 1, Portland, OR
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Charles Grant, USFWS, Alaska Region, Anchorage, AK
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