

Federal Lands Access Program

Applicants Webinar – 2026 Colorado Call for Projects

CENTRAL FEDERAL LANDS HIGHWAY DIVISION
Planning, Programming & Environment

Julia Dietsch, Colorado FLAP Manager
Andrew Valdez, Planning Team Lead



U.S. Department
of Transportation
**Federal Highway
Administration**

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This meeting is being recorded and will be posted on a public website.

This presentation is intended for prospective applicants.

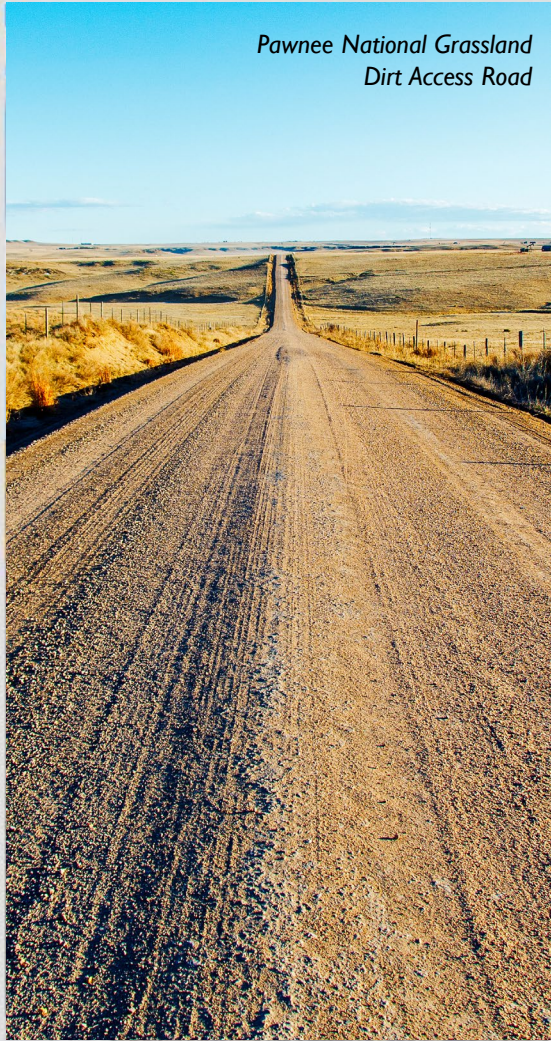
Application materials are available on the FLAP webpage:

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

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*Pawnee National Grassland
Dirt Access Road*



Presentation Outline

Key Points



- **Who is Federal Lands Highways?**
- **FLAP Program Overview**
- **Application Packet**
- **Timeline, Closing Items, and Q&A**



U.S. Department of Transportation
Federal Highway Administration

Federal Lands Highway (FLH)

Mission

Improve transportation to and within Federal and Tribal Lands by:

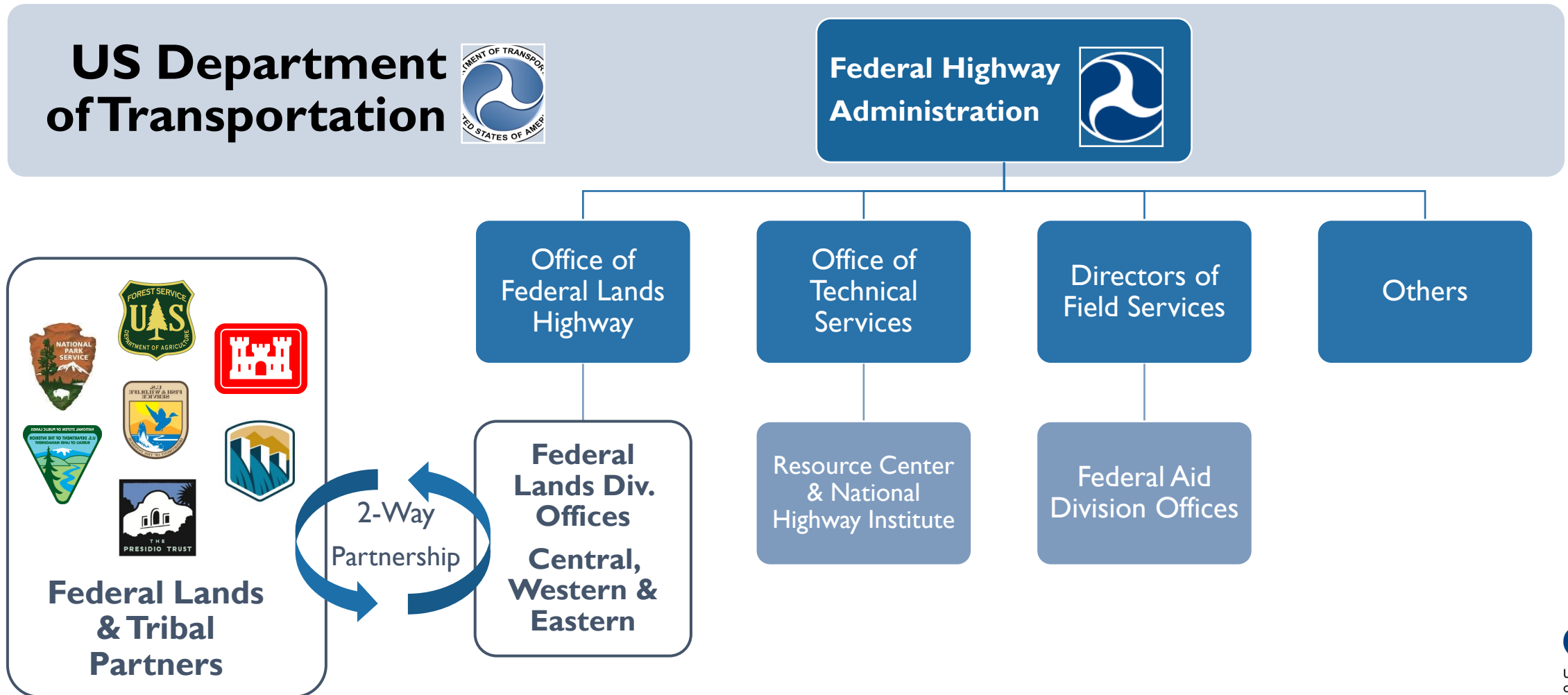
1. Building effective, efficient, and reliable networks of federal public roads and bridges; to protect and enhance the Nation's natural resources; and to provide needed transportation access for Native Americans.
2. Providing financial resources and transportation engineering assistance for public roads that service the transportation needs of Federal and Indian lands.



Colorado National Monument
Road & Tunnel Through Sedimentary Rock

Federal Lands Highway

Organization



Federal Lands Highway

Division Offices



FLH Core Capital Programs

Rocky Mountain Arsenal
National Wildlife Refuge
Accessible Boardwalk



The Program for Federal Partners

FLTP

Federal Lands Transportation Program

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

The Program for Non-Federal Partners for Federal

FLAP

Federal Lands Access Program

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

The Program for Tribal Partners for Tribal Lands

TTP

Tribal Transportation Program

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

The Emergency Program for Federal Partners

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.



Central Federal Lands (CFL)

- 14 central and SW States, Hawaii and & Pacific Territories.
- FLH is at the forefront of delivering distinctive, context sensitive, innovative, and sound engineering projects.
- 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.
- “Cradle to Grave” transportation engineering services of highways and bridges providing access to/through federal lands.



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 Operations

- **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



CFL Business Metrics

- $\geq 75\%$ of funding on the ground
- Obligation $\geq 95\%$ of program funds
- Deliver a majority of work in-house to maintain technical expertise
- Partner satisfaction surveys $\geq 85\%$





FLAP Program

Background

- Created in MAP-21 and continues in the Infrastructure Investment Jobs Act (IIJA).
- **\$286M to \$309M** annually authorized (2022-2026) in IIJA
 - IIJA expires 2026

Goals

- Improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands.
- Emphasis on high-use Federal recreation sites and Federal economic generators.

FLAP Eligibility Requirements

What kinds of projects are FLAP eligible?

Per legislation, any public highway, road, bridge, trail or transit system located on or adjacent to Federal lands.

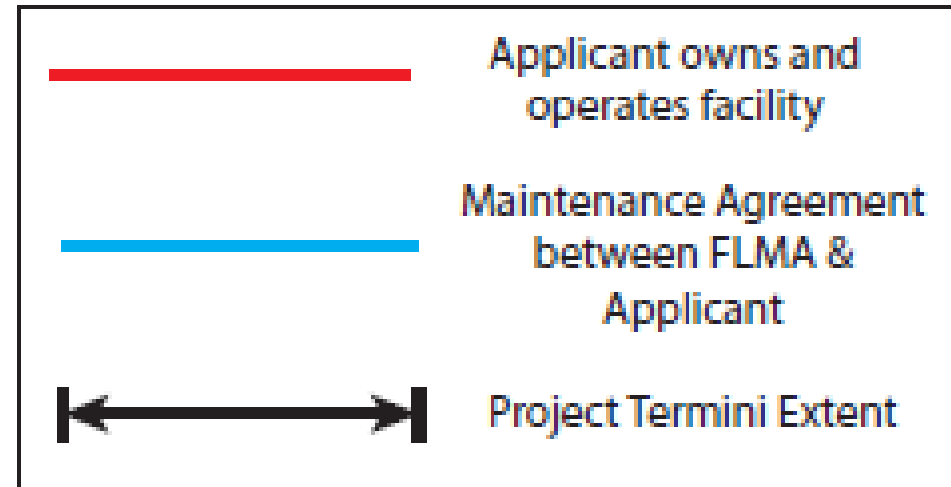
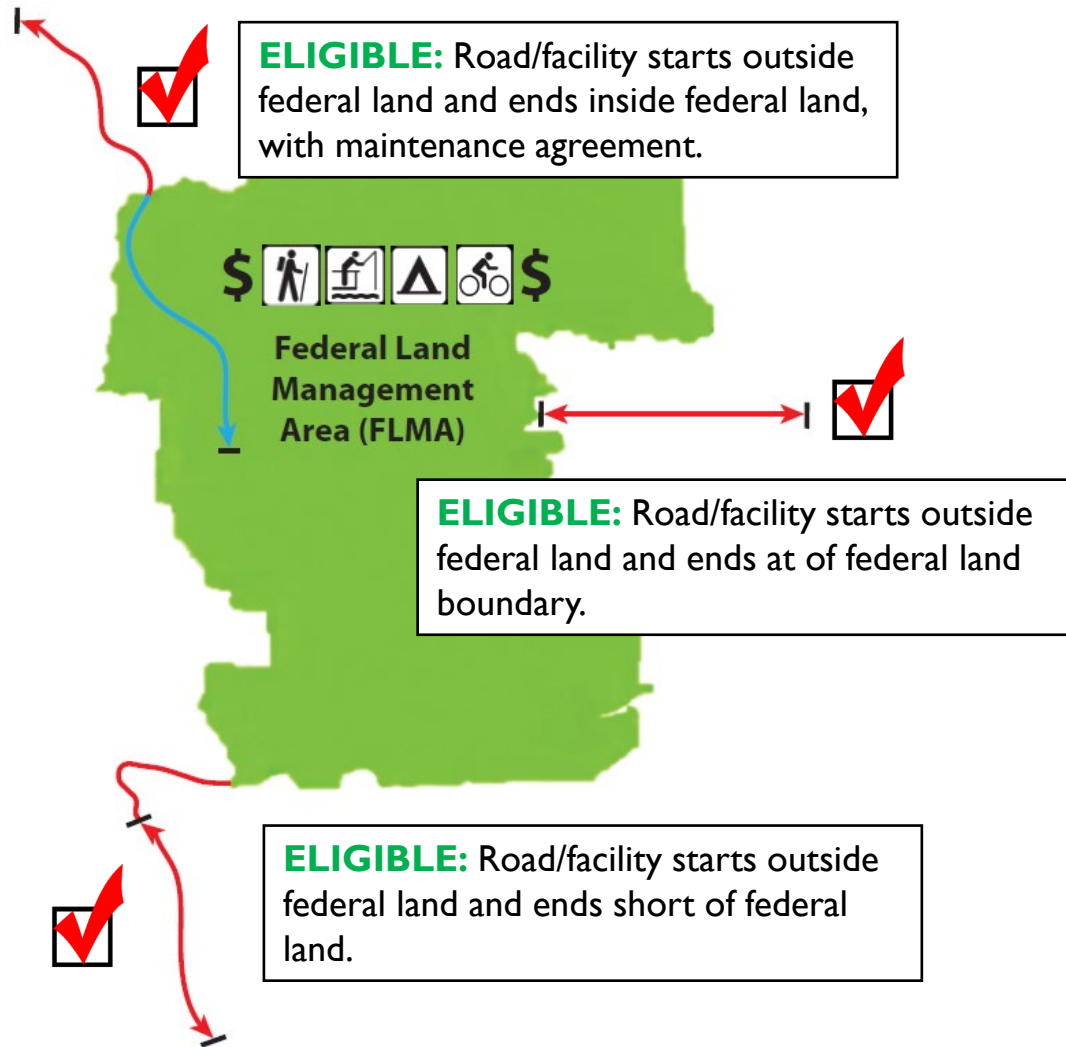
- **Any transportation project eligible for assistance under Title 23**
 - Rehabilitation / Restoration / Construction / Reconstruction
 - Engineering and Environmental Compliance
 - Operation & maintenance of transit facilities
 - Planning & Research
- Title and/or maintenance responsibility is vested with State, County, Local Government, or Tribes

Changes to FLAP in IIJA

- Local match no longer required!
- New eligibility!
 - Context sensitive solutions
 - Interpretation, signage & wayfinding
 - Visual mitigation & landscaping



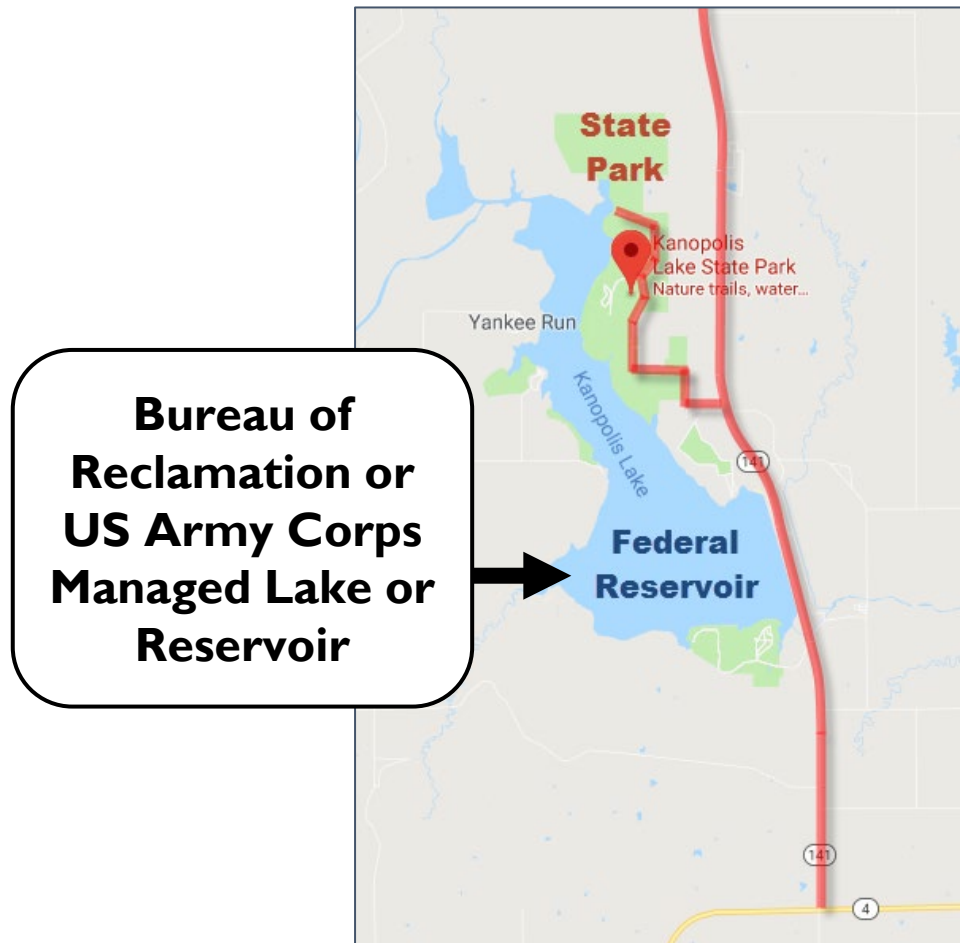
FLAP Eligibility Scenarios



Notes:

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

FLAP Eligibility Scenarios



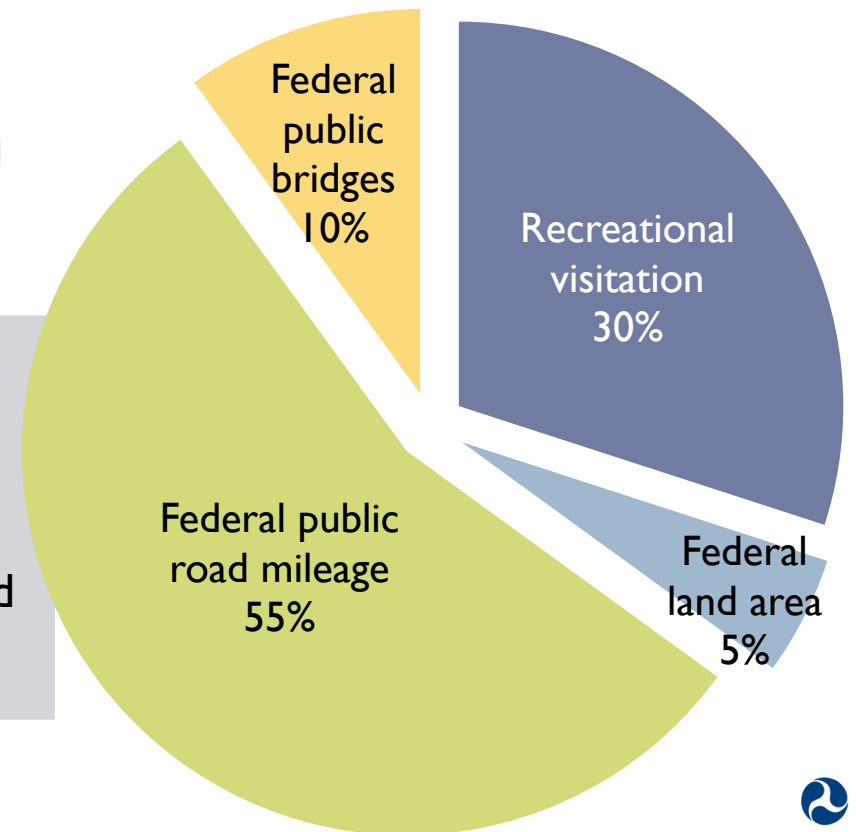
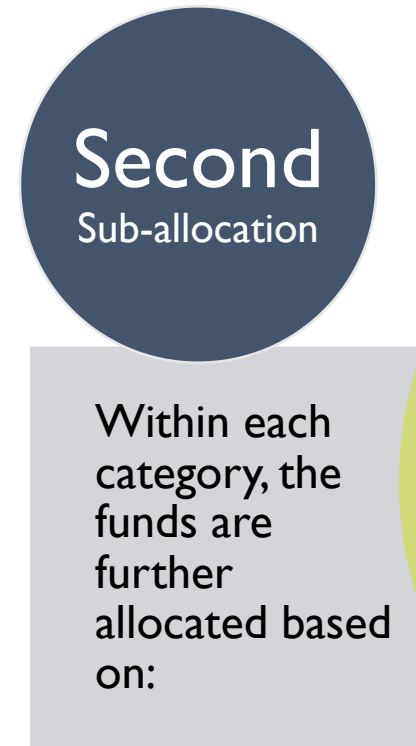
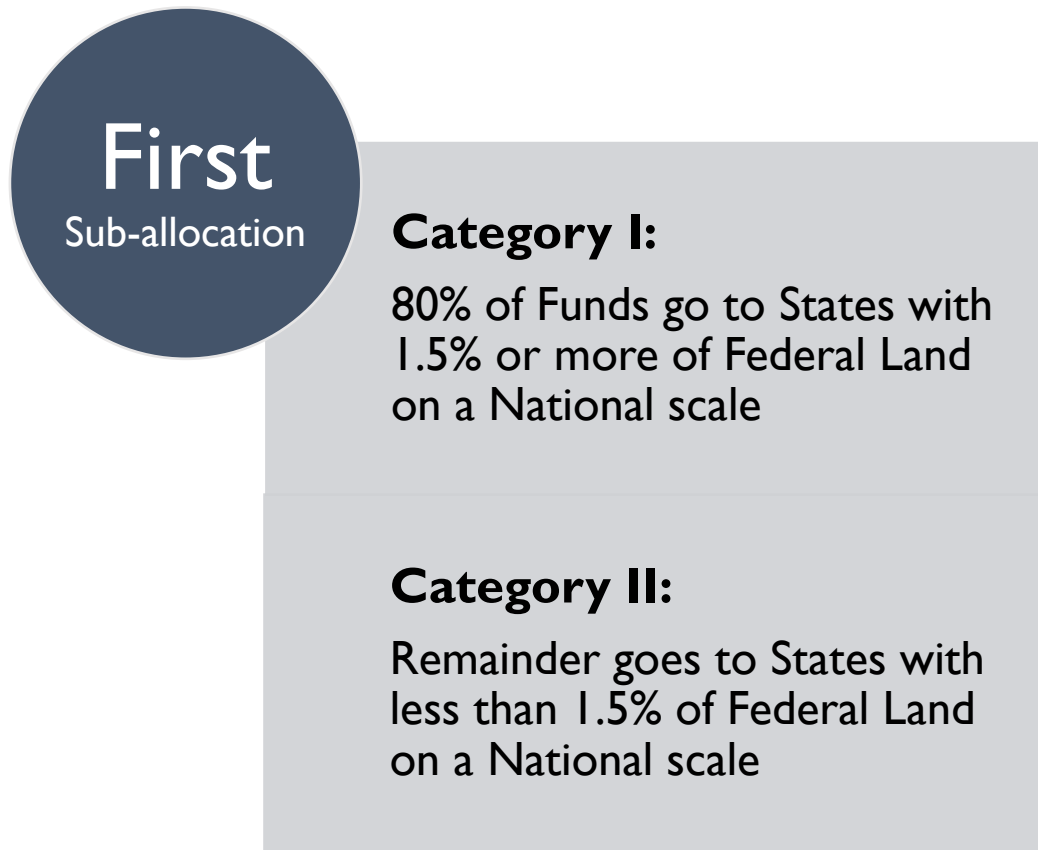
Common Scenario:

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



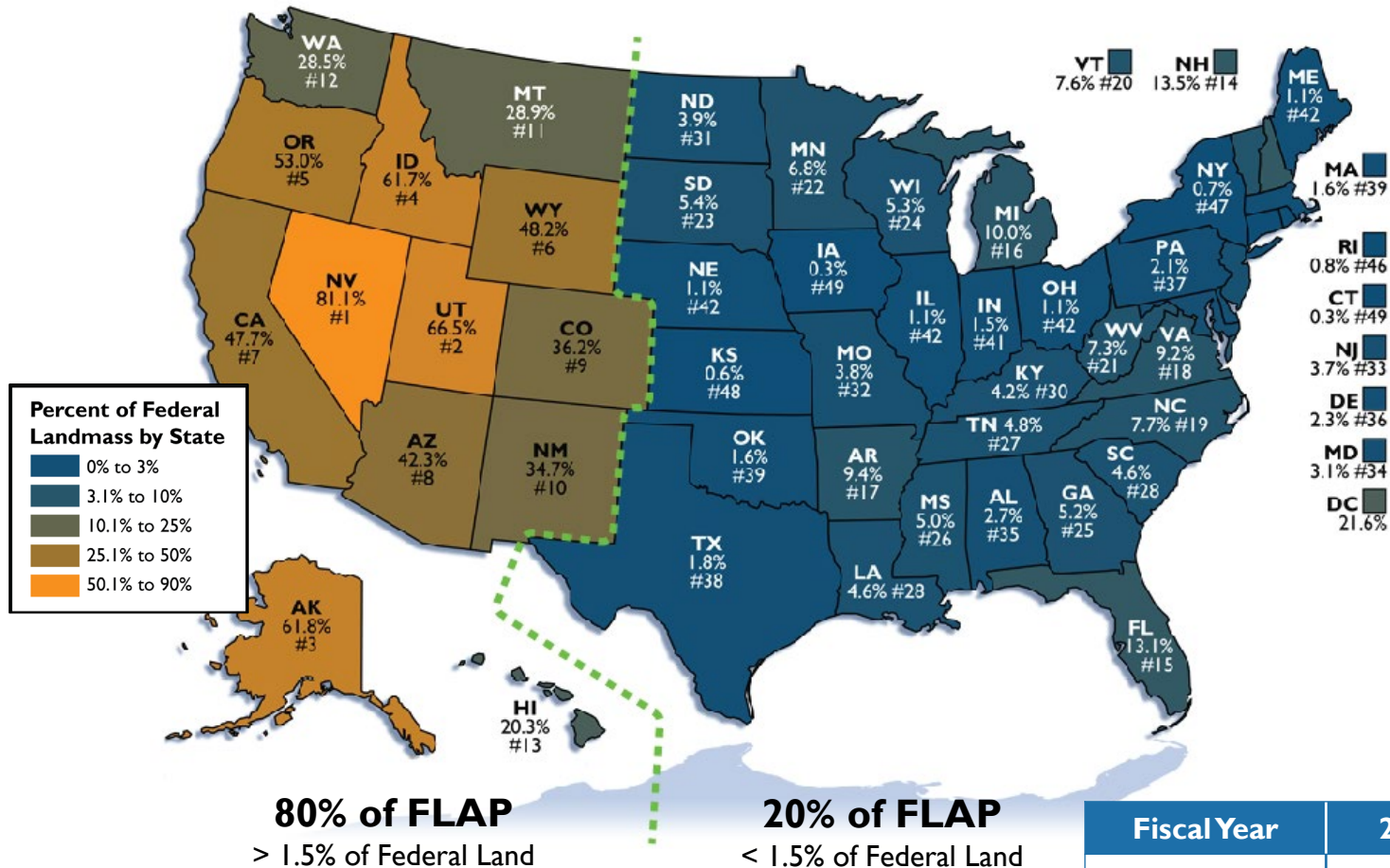
FLAP Funding

Allocated by Legislative Formula



FLAP Funding

Federal Land by State & 2026 Allocation



Central Federal Lands States

- California \$30.7M
- **Colorado \$16.5M**
- Utah \$12.8M
- Nevada \$11.9M
- Arizona \$11.2M
- Wyoming \$10.3M
- New Mexico \$8.2M
- Texas \$3.5M
- Oklahoma \$1.2M
- South Dakota \$1.2M
- North Dakota \$1M
- Kansas \$766K
- Nebraska \$329K
- Hawaii \$308K

Fiscal Year	2022	2023	2024	2025	2026	BIL Total
Authorization	\$286 M	\$292 M	\$297 M	\$304 M	\$309 M	\$1.44 B

FLAP Leveraged Funds

 Match requirement was removed in BIL, however leveraged funds can help extend the impact of a state's FLAP allocation

Eligible Fund Types


- Local, State, or Tribal Sources (**Federal Aid**)
- Title 23: Federal Lands Transportation Program (**FLTP**)
(NPS, USFS, FWS, BOR, BLM, USACE, Presidio Trust)
- Tribal Transportation Program Funds
- Other Title 23 Funds: Surface Transportation Block Program, Highway Bridge Improvement Funds, High Risk Rural Roads (HRRR), BUILD, INFRA, etc.
- Other Federal Funds that are not Title 23 or 49, if their statutes and policies allow

Notes:

- FHWA cannot receive non-profit and private funding directly
- Funding source needs to be identified, but can be transferred in installments over duration of project if needed



FLAP Leveraged Funds

 **Federal Lands Transportation Program (FLTP – federally owned & maintained) projects can be combined with FLAP projects to bundle projects of mutual interest (FLMA & locals)**

Conditions:

- PDC and FLMA agree
- Projects are contiguous/adjacent
- Managed as a single construction contract.
 - Preference to be single PS&E designed by single agency
- PDC may require local agency to contribute funding. This is meant to:
 1. Ensure local involvement or
 2. Extend the FLAP program in the state



FLAP Leveraged Funds

- ⚠ Federal Lands Transportation Program (FLTP – federally owned & maintained) projects can be combined with FLAP projects to bundle projects of mutual interest (FLMA & locals)

Example:

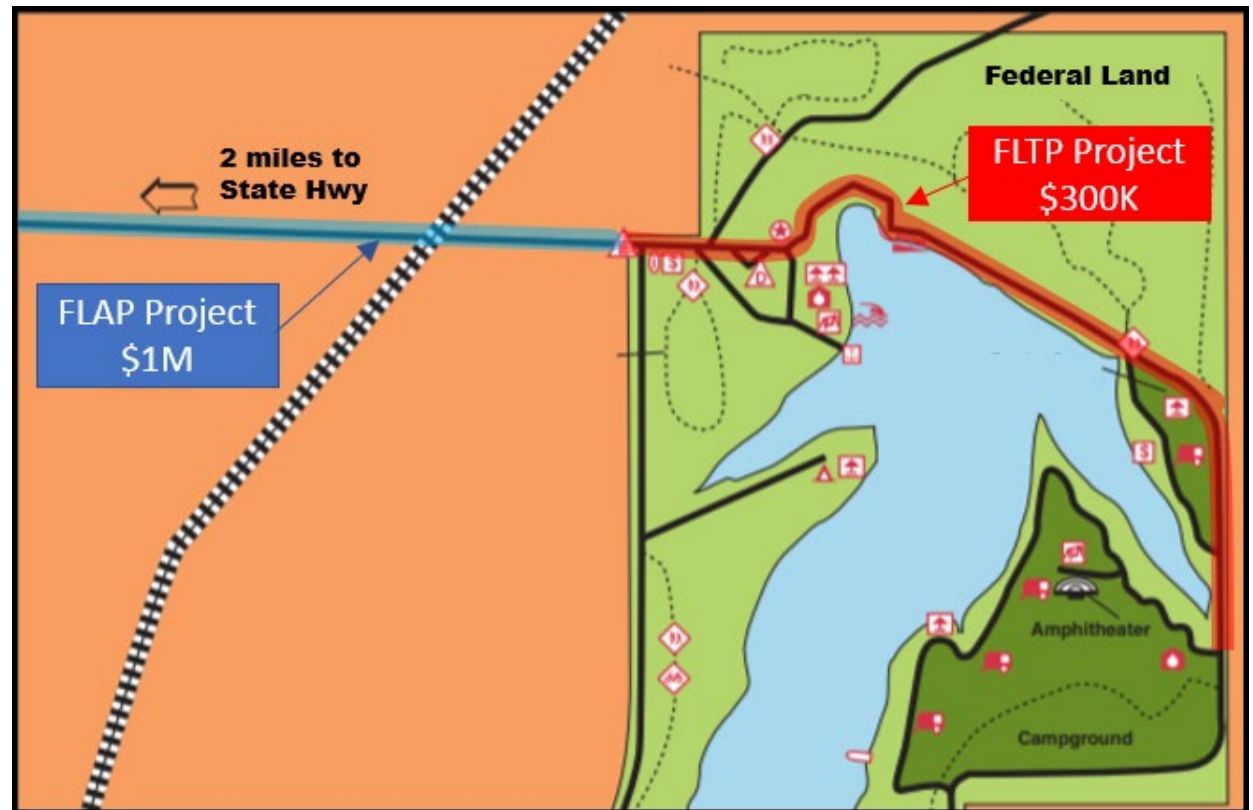
- FLAP Project (improve County Road) = \$1M
- FLTP Project (Scenic Drive to Parking = \$300K

Total Project = \$1.3M

- FLAP: \$1M
- FLTP: \$300K
 - FLTP funds CAN be combined with FLAP funds, they qualify as leveraged funds

Applying Local Agency

- No or low cost burden
- CFL can assume design & delivery of project
- Local agency can claim a 23% overmatch in the application



FLAP Project Delivery

Does CFL have to deliver/lead selected projects?

No, but our mission is to deliver the Program. We may choose a different delivery agency when:

- The Project has already been designed
- The Project scope doesn't fit into CFL's "niche". Some past examples have been:
 - High-speed divided highway auxiliary lanes
 - Bridge repairs
 - Transit projects

If FHWA-CFL is Lead Agency	If Other Agency
<ul style="list-style-type: none">• Typical for CFLHD to act as the lead agency from selection to completion• Capable of delivering most FLAP projects• Lead agency for NEPA and Title 23 requirements• Provides technical studies and information for partner agency to complete CEQA	<ul style="list-style-type: none">• Must provide justification, including examples of delivering Title 23 funded projects of similar size and complexity• Follow applicable Local Assistance Procedures Manual• FHWA Division Office and State DOT will have Stewardship & Oversight• FLAP funding typically fixed



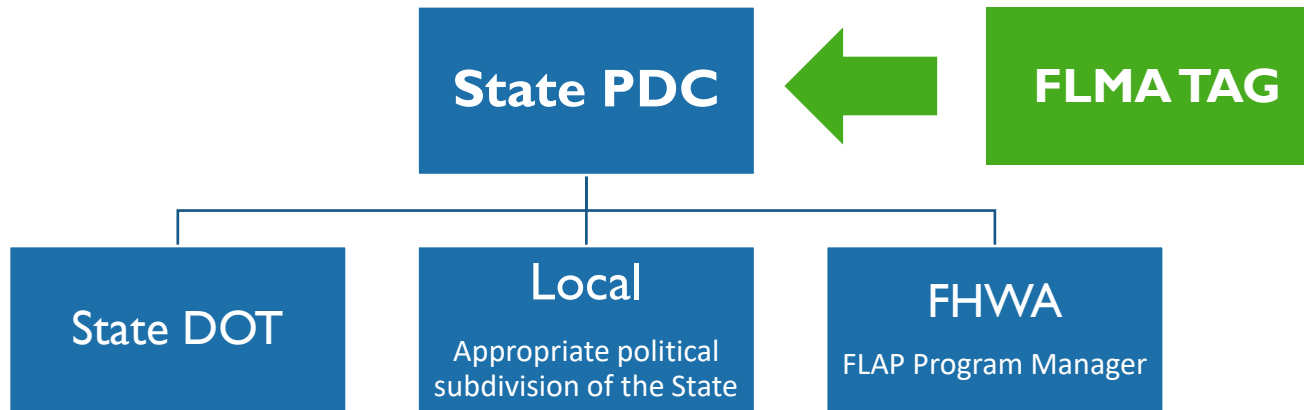
FLAP Programming

⚠ Who makes programming decisions?


Each state has a Programming Decisions Committee (PDC), a volunteer board.

PDC responsibilities include:

- Develop their own processes and evaluation criteria
- Establish the next call for projects
- Review applications
- Shortlist and select projects



FLAP Preferred Projects

 Preference is given to transportation facilities providing access to Federal **high-use recreation** sites and **economic generators**.

- Federal recreation: Any site used by the public to recreate on federal public lands
- 'High-use' is defined for a region/local area and not compared across the state (not every county has a Grand Canyon!)
- Federal economic generator: Any use of/on federal lands that increases aggregate investment or economic activity for local community and/or region (ski area, energy production, etc.)



Strong Applications

Shortlisted & Selected Projects Typically Include:

- | | |
|--|--|
| <ul style="list-style-type: none">• Full roadway reconstruction<ul style="list-style-type: none">• Roadway realignment• Shoulder widening• Multimodal (bike lanes, multi-use path) | <ul style="list-style-type: none">• Roadway rehabilitation<ul style="list-style-type: none">• Full depth reclamation• Guardrail replacement• New, full-depth asphalt |
| <ul style="list-style-type: none">• Bridge replacement• Access points (trailheads, etc.) | <ul style="list-style-type: none">• Multi-use trail (additions, expansions, or improvements) |
| <ul style="list-style-type: none">• Reasonable Scope + Realistic Project Estimate + FLMA coordination & support + Proposed Project Meets the FLAP Vision = Successful Application | |



NOTE: PDCs set selection criteria and have the ultimate programming decision.



Partnerships

- Strong partnerships with local agencies and FLMAs



- The best projects bring together State, local, MPOs, and FLMAs to address mutual needs
- Complex projects require local champions, the more stakeholders the better!

Weak Applications

Risk Factors That Can Reduce Competitiveness of a Project:

<ul style="list-style-type: none">• Maintenance-only focus<ul style="list-style-type: none">• i.e. Chipseals, mill and overlay	<ul style="list-style-type: none">• Lack of photos, maps, and exhibits that convey the purpose & need
<ul style="list-style-type: none">• Underlying issues not addressed in application scope<ul style="list-style-type: none">• Poor subgrade left as is• Damaged and/or undersized culverts to remain• Deficient guardrail to be left in place	<ul style="list-style-type: none">• Poorly written applications<ul style="list-style-type: none">• Questions left unanswered• Unrealistic cost estimates<ul style="list-style-type: none">• Unaccounted engineering & NEPA costs• Insufficient unit prices and/or contingency
<ul style="list-style-type: none">• Does not access high-use federal recreation sites	<ul style="list-style-type: none">• Lack of coordination with Federal Land Management Agency (FLMA)
<ul style="list-style-type: none">• ADT majority traffic is commuters & residential<ul style="list-style-type: none">• Suggestion: If the project accesses a high-use recreation site, but there are many residences or businesses, consider proposing local leveraged funds.	



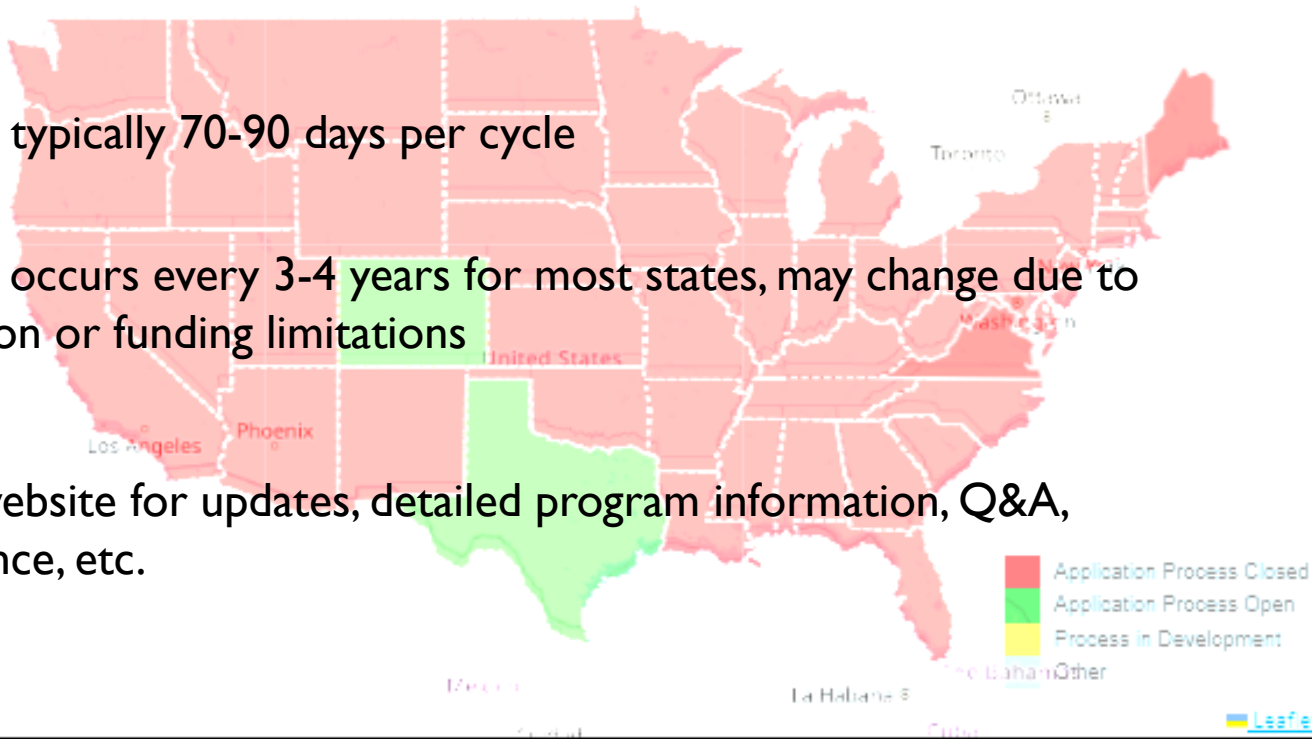
FLAP Web & Call for Projects

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

<http://flh.fhwa.dot.gov/programs/flap/CO>

For Current Call Status, see FLAP webpage above

- Open typically 70-90 days per cycle
- Cycle occurs every 3-4 years for most states, may change due to inflation or funding limitations
- See website for updates, detailed program information, Q&A, guidance, etc.



1. General Info

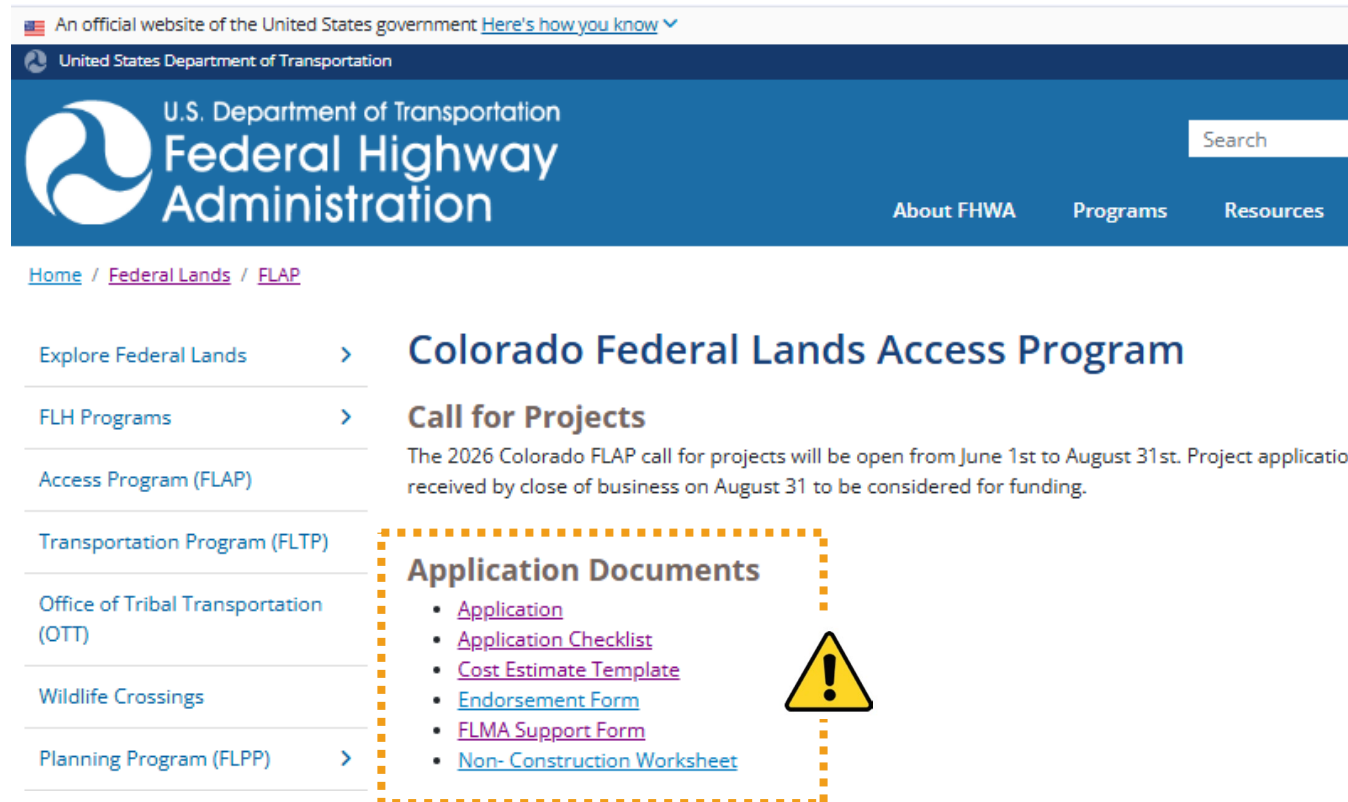
2. Background
3. Proposed Project
4. Funding
5. Evaluation Criteria
6. Endorsement Form
7. Non-Construction
8. FLMA Support Form
9. Checklist



FLAP Web & Call for Projects

Colorado FLAP Page:

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



The screenshot shows the top portion of the Colorado FLAP web page. At the top, there is a navigation bar with the U.S. Department of Transportation logo and the text "U.S. Department of Transportation Federal Highway Administration". Below this is a search bar and navigation links for "About FHWA", "Programs", and "Resources". The main content area features a sidebar on the left with links to "Explore Federal Lands", "FLH Programs", "Access Program (FLAP)", "Transportation Program (FLTP)", "Office of Tribal Transportation (OTT)", "Wildlife Crossings", and "Planning Program (FLPP)". The main content area displays the "Colorado Federal Lands Access Program" and a "Call for Projects" section. The "Call for Projects" section includes a paragraph stating: "The 2026 Colorado FLAP call for projects will be open from June 1st to August 31st. Project application received by close of business on August 31 to be considered for funding." Below this is a section titled "Application Documents" with a list of links: "Application", "Application Checklist", "Cost Estimate Template", "Endorsement Form", "FLMA Support Form", and "Non-Construction Worksheet". A yellow warning icon is placed next to the "Application Documents" section.

1. General Info

2. Background

3. Proposed Project

4. Funding

5. Evaluation Criteria

6. Endorsement Form

7. Non-Construction

8. FLMA Support Form

9. Checklist



Application Overview

1. General Info
- 2. Background**
3. Proposed Project
4. Funding
5. Evaluation Criteria
6. Non-Construction
7. Endorsement Form
8. FLMA Support Form
9. Checklist

Attach bridge inspection report

Enter % of ADT that accesses the Federal Lands



FLAP SAMPLE APPLICATION

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/bridges/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.

	Current	20-Year Projection	Data Source / Methodology
Average Daily Traffic (ADT)	<input type="text"/>	<input type="text"/>	<input type="text"/>
Seasonal Average Daily Traffic	<input type="text"/>	<input type="text"/>	<input type="text"/>
Estimate % of above ADT that accesses the Federal lands	<input type="text"/>	<input type="text"/>	<input type="text"/>

Note: If no data (i.e., counts) are available, please estimate range (< 200, 200 - 500, 500, 500 - 1000, > 1000 vehicles per day)

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.



Application Overview

1. General Info
- 2. Background**
3. Proposed Project
4. Funding
5. Evaluation Criteria
6. Non-Construction
7. Endorsement Form
8. FLMA Support Form
9. Checklist

Can your project be phased?



FLAP SAMPLE APPLICATION

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 - Recycle base, pulverize, widen, and do asphalt over Example Road to a proposed 26 foot width with 12 foot lane. Improvements will be needed at select culverts to maintain the 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. Drainage improvements will also extend the service life of the roadway to a consistent width, as well as increasing the sight distances at 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 larger roadway for 5 miles to the north (segment is owned and maintained by the State DOT). 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).

Does your project align with the FLAP program's goals?

*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 (Exc 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

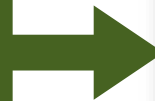
**Note: Applications that include non-construction or elements including transit, planning, and/or research, please fill out the supplemental worksheet for alternative transportation that can be found at: <http://flh.fhwa.dot.gov/programs/flap/az/>



Application Overview

1. General Info
2. Background
- 3. Proposed Project**
4. Funding
5. Evaluation Criteria
6. Non-Construction
7. Endorsement
8. FLMA Support Form
9. Checklist

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



FLAP SAMPLE APPLICATION

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.

<input type="text"/>	<input type="text"/>	Describe all those impacts identified:
<input type="text"/>	<input type="text"/>	
<input type="text"/>	<input type="text"/>	
<input type="text"/>	<input type="text"/>	
<input type="text"/>	<input type="text"/>	

10. Proposed Lead Agency: Identify the lead 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 [Arizona Department of Transportation Local Public Agencies Handbook](#). The final decision for project delivery resides with CFLHD. If delivered by another Agency, FHWA Arizona Division Office and the Arizona DOT will have Stewardship and Oversight responsibility where all costs and overruns will be borne by the applicant.



Application Overview

1. General Info
2. Background
3. Proposed Project
- 4. Funding**
5. Evaluation Criteria
6. Non-Construction
7. Endorsement Form
8. FLMA Support Form
9. Checklist

Leveraged funds can be helpful in PDC deliberations

Coordinate with FLMA beforehand.

FLAP SAMPLE APPLICATION

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 Texas 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. (Please do not add dollar signs or commas to the cost entries.)

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

a. FLAP Funds Requested (Up to 100%):

 = %

b. Other Project Funds: If applicable, list any non-FLAP funding source that will be part of the project.

I. Local, State, or Other Federal Sources (Cash match only):	<input type="text"/>	=	<input type="text"/>	%
II. In-Kind Contribution:				
1. Right of Way	<input type="text"/>	=	<input type="text"/>	%
2. Utilities	<input type="text"/>	=	<input type="text"/>	%
3. Other Contributions (at the discretion of the PDC):	<input type="text"/>	=	<input type="text"/>	%
Total Non-FLAP Funds:				<input type="text"/> = <input type="text"/> %

c. List and provide detail on all non-FLAP funding sources identified above including funding source description, restrictions, and timing availability of funds and associated partnerships. If another organization will be providing funds, please ensure the organization provides a letter of support for the project.

Sample - Example County will not have funds available until January 2024. The funds are from local sales tax.

Application Overview

1. General Info
2. Background
3. Proposed Project
- 4. Funding (Cost Est.)**
5. Evaluation Criteria
6. Non-Construction
7. Endorsement Form
8. FLMA Support Form
9. Checklist

SAMPLE COST ESTIMATE					
Arizona 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 Acquisition	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 Subtotal	
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	

Application Overview

1. General Info
2. Background
3. Proposed Project
4. Funding
- 5. Evaluation Criteria**
6. Non-Construction
7. Endorsement Form
8. FLMA Support Form
9. Checklist

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. Coordination
9. Program vision



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For Planning,
Research, and
Transit projects



FLAP SAMPLE APPLICATION

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. If the boxes below do not provide enough space, please attach additional write-up and supporting documentation (studies, letters of support, etc.) as necessary.

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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Submit more than one if multiple FLMAs.

Ensure FLMA is ready for the project.



FLAP SAMPLE APPLICATION

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):

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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.ftwa.dot.gov/programs/Map/az/>



Application Overview

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FLAP Project Application Checklist

- | | |
|---|---|
| <input type="checkbox"/> 1) Project Proposal Application | <input type="checkbox"/> 5) Project Map (Must identify project termini, federal lands, and federal site(s) the project accesses, is adjacent to or located on) |
| <input type="checkbox"/> 2) Detailed Cost Estimate (Sample FLAP Project Cost Estimate Form on SD FLAP website) | <input type="checkbox"/> 6) Project Photos (Attach at least 4 - 6 Photos; should include typical existing conditions along route, structures, project termini, etc.) |
| <input type="checkbox"/> 3) Signed Applicant Project Endorsement Form | <input type="checkbox"/> 7) Non-Construction Transportation Worksheet (Only use for Planning, Research, Transit) |
| <input type="checkbox"/> 4) Signed FLMA Project Support Form for all Applicable Federal Agencies | <input type="checkbox"/> 8) Optional: Video Link |

YouTube or Video File Download Link

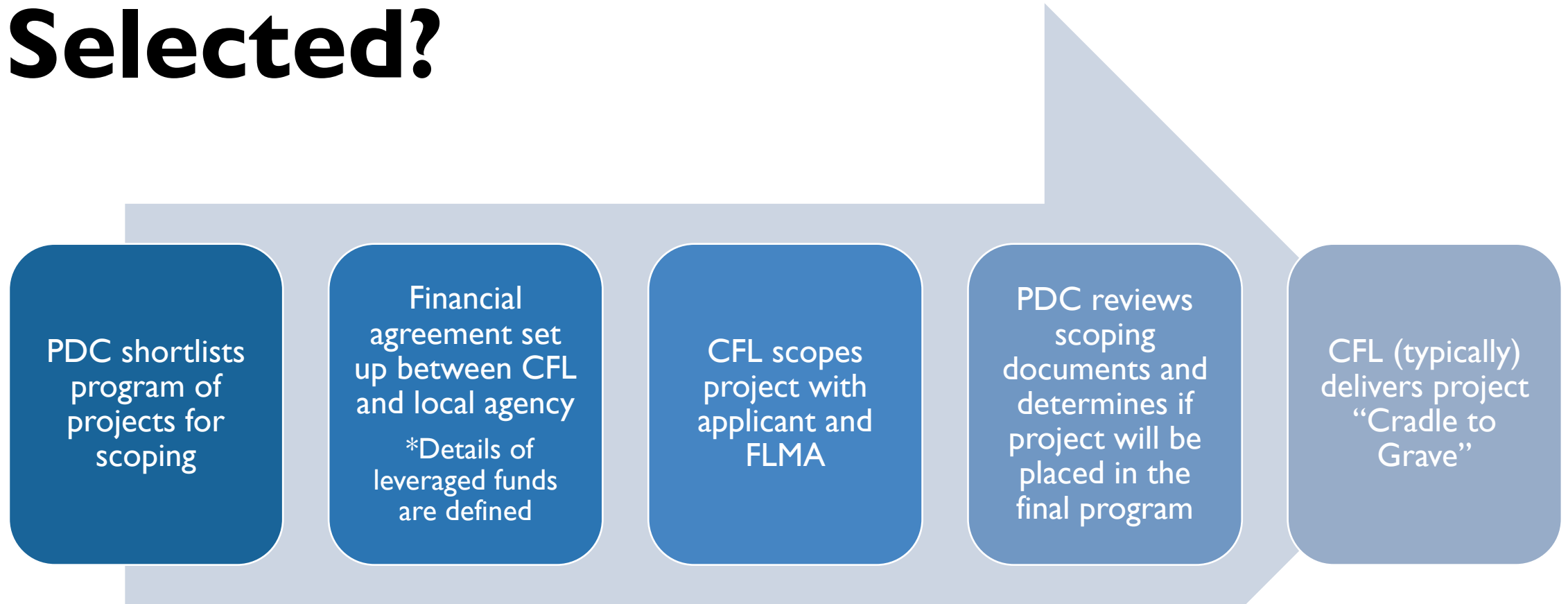


Colorado Timeline

Call for Projects Open	PDC/FLMA/TAG Application Review & Selects Shortlist of Projects	Project Scoping by CFL	PDC Selects Final Program	Implementation & Construction
<p>Approx. 3 Months</p> <p>June 1st to August 31st, 2026</p>	<p>Approx. 4 Months</p> <p>September 2026 to December 2026</p> <p>Shortlist: JAN 2027</p>	<p>Approx. 3-4 Months</p> <p>Spring/Summer 2027</p>	<p>Major Milestone</p> <p>August 2027</p>	<p>Contingent on Final Program of Projects</p> <p>2028-2030</p>



What Happens if my Project is Selected?



Tips for Success

- FLMA coordination is crucial
- Review program guidance for eligibility
- Test forms early – download and save
- Answer as many questions (as completely) as possible
- Less is can be more
- Review evaluation criteria
- Provide best data available
 - ADT / Visitation data if available, if not make estimates/assumptions
 - ROW and utility information
 - Bridge and pavement reports, if available





U.S. Department of Transportation
Federal Highway Administration

Q&A

Julia Dietsch
CO FLAP Program Manager
(720) 963-3415

Julia.Dietsch@dot.gov

Andrew Valdez
Planning Team Lead
(720) 963-3329

Andrew.Valdez@dot.gov