

**IMPLEMENTATION/FUNDING PLAN**  
**PEDESTRIAN CROSSING OF THE**  
**HENRY'S FORK OF THE SNAKE RIVER**



**St. Anthony, ID**  
**July 2019**

**Prepared by: Western Federal Lands**  
**Highway Division (Vancouver, WA)**

## **Summary**

The purpose of this memo is to present potential funding sources and implementation plan for the Henry's Fork Bridge Feasibility Study project – ID STANTH T 2017(1). The funding sources in this document are generally funded by calls for projects and projects selected do not necessarily need to be listed on the Idaho Transportation Investment Program.

## **Proposed Options**

The project team developed three pedestrian bridge options which are described in more detail in the Bridge Feasibility Report. The options are summarized below:

- Option 1: “Railroad Bridge Option” – Cross the Henry's Fork near the existing railroad bridge. Two suboptions were developed for this location:
  - Option 1A: Construct a new pedestrian bridge immediately downstream of the existing railroad bridge. The new bridge would consist of a two-span, 352-foot long steel truss with concrete pier foundation in the river. The pier foundation would be placed in-line with the existing railroad bridge pier. Estimated cost: \$1,655,000.
  - Option 1B: Acquire the existing railroad bridge from Eastern Idaho Railroad and convert it for pedestrian and bicycle use. Estimated cost (not including ROW): \$340,000.
- Option 2: Island Hopping Option” – Construct a series of three bridges, with connecting trail segments, that cross the braided portion of the Henry's Fork. The bridges would consist of a 352-foot, 150-foot, and 175-foot steel truss bridges which would connect the islands across the braided river. Approximately 800-feet of boardwalk would be constructed on the islands to connect the bridges. Estimated cost: \$3,810,000.
  - Add-on option: Option 2, Bridge #3 could be added to other options as a way to improve access to the islands in the braided section of the Henry's Fork. This crossing location is the only upland island (non-wetland) noted in previous wetland identifications. Estimate of Option 2, Bridge #3 only: \$1,135,000.
- Option 3: “Diversion Crossing Option” – Construct a 667-foot long four span steel truss bridge upstream of the diversion weir and boat launch. Estimated Cost: \$3,465,000.

## **Potential Funding Sources**

This section describes potential funding sources for the options. If a funding source does not apply to all of the options, it is indicated in the text below.

### **1. Federal Lands Access Program**

#### *Description:*

The Federal Lands Access Program (FLAP) was established in 23 U.S.C. 204 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 the Commonwealth of Puerto Rico.

The Access Program is funded by contract authority from the Highway Trust Fund and subject to obligation limitation. Funds will be allocated among the States using a statutory formula based on road mileage, number of bridges, land area, and visitation.

Projects are selected by a Programming Decision Committee (PDC) established in each State. The PDCs request project applications through a call for projects. The frequency of the calls is established by the PDCs.

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

*Considerations:*

- The next call for projects in Idaho likely opens January 2021.
- Idaho FLAP Funding Allocation by Fiscal Year: \$14,748,474.00. Local Match is 7.34%
- The current \$100,000 bridge feasibility study project is funded by FLAP with a local match.
- A proposed construction project will need to compete against all other FLAP applications in the state of Idaho. The application process is competitive and the applicant will need to prepare a high-quality application that explains why a particular project should be funded.
- The project applications are rated based on criteria as described in the application packet (see Attachment A for more information):
  - Safety - Improvement of the Transportation Network for the safety of its users.
  - Preservation - Improvement of the transportation infrastructure for economy of operation and maintenance.
  - Recreation and Economic – Development/utilization of Federal Land and resources.
  - Mobility - Continuity of the transportation network serving the Federal Land and its dependent communities.
  - Sustainability and Environmental Quality - Protection and enhancement of the rural environment associated with the Federal Land and its resources.
- Address these criteria fully and relevantly to score highly.
- Clearly define the problems or needs that require being addressed, and propose a project that fully addresses those needs.
- Support for the project from BLM is imperative, and having a project that BLM prioritizes highly is very helpful.
- Accurate and/or justifiable usage counts will support the application.
- The financial ask should be commensurate with the usage and conditions requiring relief (need). For example, a project with high federal lands related usage can request and obtain funding for a larger amount (multi-million dollar projects), but projects with lower usage numbers are more likely to be funded if they request smaller amounts.

*Recommendations:*

- Coordinate with BLM to determine if the proposed project is a BLM priority.
- Apply for FLAP funding in the Idaho 2021 Call for Projects.
- Obtain usage counts in the high-use season.
- Since Options 1A and 1B are lower cost they would likely compete better in the FLAP application process.

## 2. Federal Lands Transportation Program

### *Description:*

The Federal Lands Transportation Program (FLTP) was established in 23 U.S.C. 203 to improve the transportation infrastructure owned and maintained by the following Federal Lands Management Agencies: National Park Service (NPS), US Fish and Wildlife Service (FWS), USDA Forest Service (Forest Service), Bureau of Land Management (BLM), US Army Corps of Engineers (USACE), Bureau of Reclamation and independent Federal agencies with land and natural resource management responsibilities.

The program focuses on improving Federal lands transportation facilities (FLTFs) that are located on, adjacent to, or provide access to Federal lands. The FLTFs must be owned and maintained by the Federal government and must be included in the national FLTF inventory.

The FLMAs have considerable responsibility and latitude for managing their program within the FLTP. The FHWA, however, is ultimately responsible for ensuring the program is administered according to the statutory and implementing regulations for title 23, United States Code. This includes conformity to highway planning, design, construction, maintenance, and safety standards.

The use of FLTP funds does not affect the overall responsibility for construction, maintenance, and operations of the facilities. That responsibility continues to lie with the owner of the facility.

<https://flh.fhwa.dot.gov/programs/fltp/>

### *Considerations:*

- The FLTP funding levels for the fiscal years (FYs) authorized in the FAST Act are reflected in the table below. On average, the program increased by about 18 percent compared to the MAP21 level in FY 2015. By statute, the NPS, FWS and USFS receive annual allocations identified in the legislation while the Secretary decides the allocation amounts for the BLM, BOR, USACE, and eligible independent Federal agencies based on their applications. Note that the BLM funding levels are national, so FLTP funds are limited and competition for the funds is high.

	<b>FY2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>Total</b>
<b>NPS</b>	\$268M	\$276M	\$284M	\$292M	\$300M	\$1.420B
<b>FWS</b>	\$30M	\$30M	\$30M	\$30M	\$30M	\$150M
<b>USFS</b>	\$15M	\$16M	\$17M	\$18M	\$19M	\$85M
<b>BLM, BOR, USACE, and eligible Federal Independent Agencies</b>	\$22M	\$23M	\$24M	\$25M	\$26M	\$120M
<b>Total</b>	\$335M	\$345M	\$355M	\$365M	\$375M	\$1.775B



- The Federal share for FLTP projects is 100%. In addition, 23 U.S.C. 120(k) allows FLTP funds to be used to pay the non-Federal share of the cost of any project that is funded under title 23 or chapter 53 of title 49, U.S.C., and that provides access to or within Federal or tribal land. <https://flh.fhwa.dot.gov/programs/fltp/documents/FLTP%20Guidance%20-%20CLEARED.pdf>
- Options that access BLM land would be eligible to use FLTP funds as the local match.
- BLM would need to prioritize this project high enough to agree to fund it with its FLTP funds.

*Recommendations:*

- Work closely with BLM to determine if this project is a high enough BLM priority for them to propose using FLTP funding for the entire project or the local match.
- If BLM is interested in the project, determine which option would best meet the goals of FLTP and/or FLAP to qualify for funding.

### **3. Transportation Alternatives/Surface Transportation Block Grant**

***Note: Funding for Transportation Alternatives was authorized in the FAST Act through fiscal year 2020. The Idaho Transportation Department (ITD) completed a call for projects in late 2017/early 2018 for fiscal years 2019, 2020 and 2021 and does not have a call for projects currently scheduled. ITD may have another call for projects in late 2019/early 2020.***

*Description:*

The FAST Act eliminates the MAP-21 Transportation Alternatives Program (TAP) and replaces it with a set-aside of Surface Transportation Block Grant (STBG) program funding for transportation alternatives (TA). These set-aside funds include all projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

TA is funded under the FAST Act § 1109; 23 U.S.C. 133(h) as a contract authority from the Highway Account of the Highway Trust Fund, subject to the overall Federal-aid obligation limitation. The FAST Act directs the Secretary to set aside, for TA, an amount from each State's STBG apportionment, such that—

- The State receives a share of the national total TA funding that is determined by multiplying the amount of the national total TA funding by the ratio that the amount of FY 2009 transportation enhancements (TE) funding to the State bears to the total amount of TE funds apportioned to all States in FY 2009; and
- The national total for TA is \$835 million per year for FYs 2016 and 2017 and \$850 million in FYs 2018-2020.

As under TAP, the FAST Act requires all TA projects to be funded through a competitive process. Eligible applicants include all entities that were eligible to apply for TAP funds. The FAST Act also allows nonprofit entities responsible for the administration of local transportation safety programs to apply.

<https://www.fhwa.dot.gov/fastact/factsheets/transportationalternativesfs.cfm>

The TA program is administered by the State of Idaho Transportation Department Headquarters in compliance with the FAST Act. The funding is distributed into three programs: Recreational Trails Program (RTP), Transportation Management Area (TMA), and State Allocated (Urban, rural, and anywhere). Idaho has a competitive selection process.

Local governments, tribal governments, regional transportation authorities, transit agencies, natural resource or public land agencies, schools, any local or regional government entity with responsibility or oversight of transportation, are eligible to apply.

For more information see the ITD Transportation Alternatives website:

<https://itd.idaho.gov/alt-programs/>

*Considerations:*

- The last Idaho call for projects closed in December 2017.
- ITD has not put out a 2019 call for projects, so the timelines and information below is for the 2017 call for projects.
  - The website states that the applicant must contact District/LHTAC Coordinator by November 10, 2017, so early contact with the District/LHTAC Coordinator will be necessary in the next application cycle
  - Current District/LHTAC contact for District 6 (Lemhi, Custer, Butte, Jefferson, Clark, Fremont, Madison, Teton, and Bonneville counties):
    - **Mark Layton** , 206 N. Yellowstone Highway, PO Box 97, Rigby, 83442. P (208) 745-5626. [mark.layton@itd.idaho.gov](mailto:mark.layton@itd.idaho.gov)
- Project award maximum is \$500,000
- Typical local match is 7.34%. The state does not accept in-kind match. The match must be included in the application and detailed in the state/local agreement.
- The only option below the project award maximum is Option 1B, but other options could receive partial funding.
- According to the ITD website, at a minimum application requirements include:
  - Commitment to completing the design and committing to be construction-ready on time.
  - Ability to provide a local cash-only match of 7.34%. In kind matching is not eligible for this program.
  - Projects that have secured necessary right-of-way.
  - Projects that have Environmental requirements that do not exceed Categorical Exclusion.
- Application tips from the ITD website: To demonstrate need, an applicant must identify the goals or opportunities the project will address. To demonstrate benefits, an applicant should identify how their project addresses mobility, safety, and/or economic opportunity. To demonstrate feasibility, the applicant should provide evidence that the project has stakeholder support, project sustainability, financial commitment, and technical feasibility.
- Link to an example completed Transportation Alternatives application with “tips for success” provided by ITD:  
[https://itd.idaho.gov/wp-content/TAP-zips/Example\\_Project\\_Tips\\_For\\_Success.pdf](https://itd.idaho.gov/wp-content/TAP-zips/Example_Project_Tips_For_Success.pdf)

Link to the 2016 ITD Transportation Alternatives manual:

<https://itd.idaho.gov/wp-content/TAP-zips/TAP-Manual-2016-04-13.pdf>

Link to FHWA Federal Aid *A Guide To Federal-Aid Programs And Projects*:

<https://www.fhwa.dot.gov/federalaid/projects.cfm>

- The Rails-to-Trails Conservancy is a nonprofit organization “dedicated to creating a nationwide network of trails from former rail lines and connecting corridors to build healthier places for healthier people.”
  - Specific to Option 1B
  - More information below

*Recommendations:*

- Contact the Rails-to-Trails Conservancy regarding Option 1B. They may be able to assist with all phases of the project, including information on acquiring ROW from the railroad and producing the TA Application.
- Check back periodically to see if ITD will be putting out a 2019 call for projects. If there is a call, produce a high-quality application, incorporating the ITD-provided “tips for success.”
- Work with BLM to determine if this project is a priority for FLTP funding. If it is a priority, that fact would likely strengthen a TA application, and/or the funds may be used as a local match.

#### **4. Recreational Trails Program:**

*Description:*

The Recreational Trails Program of 1998 establishes a program for allocating funds to the states for recreational trails and trail related projects. Projects must be from trail plans\* included or referenced in a Statewide Comprehensive Outdoor Recreation Plan (SCORP) required by the Land and Water Conservation Fund Act (Section 1302 (a)(b)). The typical grant funding level for the program is approximately \$1.5 million annually.

Permissible uses of the funds are: maintenance and restoration of existing recreational trails; development and rehabilitation of trailside and trailhead facilities and trail linkages for recreational trails; purchase and lease of recreational trail construction and maintenance equipment; and construction of new recreational trails (with restrictions for new trails on Federal lands). Indirect costs, administrative activities, and grants solely for planning are not eligible. The maximum amount allowed for education is directed to the statewide safety and education program.

Program and call for projects is managed by Idaho Department of Parks and Recreation (IDPR).

\*According to a conversation with IDPR, no specific inventory of trail plans are included in the SCORP, but trails just need to be recreational and open to the public.

For more information:

<https://parksandrecreation.idaho.gov/grants-and-funding>

FY2020 Grant Manual and Application:

<https://parksandrecreation.idaho.gov/sites/default/files/uploads/documents/Grants/Grant%20Program%20Guidance%202020.pdf>

Statewide Comprehensive Outdoor Recreation Plan:

<https://parksandrecreation.idaho.gov/scorp2018>

*Considerations:*

- Trail projects that are recreational and open to the public are eligible for funding.
- Recreational Trails funding may be used as the match or be matched by other federal funds (FLAP, FLTP, Transportation Alternatives set-aside, Surface Transportation Block Grant general funds).
- The Schedule for 2018 (FY2020) application process was (provided as an example of what the 2019 schedule could be):
  - Summer 2018 – Applicants contact IDPR for field review.
  - September 2018 – Announce grant workshops/availability of funds.
  - October 2018 – Conduct grant workshops throughout the state.
  - December 2018 – IDPR preliminary review of draft applications.
  - January 25, 2019 – All applications must be received by IDPR by 5:00 p.m. Mountain Standard Time. Applications received after the deadline are automatically ineligible to compete for funding. The new electronic system will close and you will be unable to submit applications after this deadline
  - February 2019 – IDPR staff review applications for eligibility and distribute to respective advisory committee members.
  - March 2019 – Advisory committee evaluates and rates applications.
  - May 2019 – IDPR Park Board approves grants for award.
  - June 2019 – Applicants contacted.
  - After July 15, 2019 – State funding available (may be later for Recreational Trails Program).
- FY2018 awards show approximately 29 projects with the range of awards from \$2,750 to \$147,000 with most awards between \$10,000 and \$65,000.

*Recommendations:*

- Contact IDPR to indicate interest and attend grant training workshop. From the IDPR website (<https://parksandrecreation.idaho.gov/grants-and-funding>):
  - Please contact IDPR grant staff if you need consultation. We are happy to assist you through the grant application process. The application window opens in October and ends the last Friday in January. Contact us for exact dates. If you are interested in attending a grant workshop, please email [grants@idpr.idaho.gov](mailto:grants@idpr.idaho.gov)
- Schedule field review for summer 2020.
- Apply for funding with an application that follows the guidance from the grant training workshop and the IDPR Recreational Grant Program Guidance.



## 5. Other Funds Managed by IDPR

- IDPR also manages: Recreational Vehicle (RV) Fund, Waterways Improvement Fund (WIF), Off-Road Motor Vehicle Fund (ORMV), Road & Bridge Fund, Specialty Plate Funds, and Land and Water Conservation Fund (LWCF).
  - The proposed bridge may not be eligible for all funds, but ancillary projects in the Henry's Fork Greenway may be.
  - RV Fund (approximately \$4.5 million annually):
    - The purpose of the RV fund is the acquisition, lease, development, improvement, operations and maintenance of facilities and services designed to promote the health, safety and enjoyment of recreational vehicle users.
    - Could be used at a parking lot if RV use is desired.
    - Unless purchasing equipment, no minimum match is required. Motorized equipment requires a 50% match on items valued at \$1,000 - \$50,000 per unit.
  - WIF (approximately \$1.2 million annually):
    - Shall be used for the protection and promotion of safety, waterways improvement, creation and improvement of parking areas for boating purposes, making and improving boat ramps and moorings, marking of waterways, search and rescue and all things incident to such purposes including the purchase of real and personal property.
    - Could be used for boat launch areas in the Greenway.
    - Unless purchasing equipment, no minimum match is required. Motorized equipment valued at less than \$50,000 requires a 25% match. Motorized equipment valued at \$50,000 or more require a 20% match.
  - ORMV Fund (approximately \$500,000 annually):
    - The purposes for which moneys in the account may be used is to acquire, purchase, improve, repair, maintain, furnish, and equip off-road motor vehicle facilities and sites or areas used by offroad vehicles on public or private land, and to assist with the enforcement of laws and regulations governing the use of offroad vehicles in the State of Idaho.
    - Would only apply if motorized vehicles are allowed on the bridge.
    - Unless purchasing equipment, no minimum match is required. Motorized equipment requires a 50% match on items valued at \$1,000 - \$50,000 per unit.
  - Road & Bridge Fund (approximately \$250,000 annually):
    - Shall be used solely to develop, construct, maintain and repair roads, bridges and parking areas within and leading to parks and recreation areas of the state.
    - Could be used for partial funding of proposed bridge.
    - No minimum match is required.
  - Specialty Plate Fund – Cutthroat Plate (no annual amount indicated):
    - A portion of the registration fee for each specialty plate is deposited in a fund to be used for the construction and maintenance of non-motorized boating access facilities for anglers.
    - May be able to apply to the proposed bridge or other angling access facilities.
    - Match details not indicated.
  - LWCF (no annual amount indicated):
    - IDPR grants are available for up to 50% of the cost to acquire and/or develop land, which is to be used for public outdoor recreation uses. Acquisition of

less than fee interest, such as easements and development rights, will be considered in the same manner as simple fee acquisition subject to the following conditions:

- (1) The interest cannot be revocable;
  - (2) The value can be supported through standard appraisal techniques;
  - (3) Recreation can be demonstrated as the primary purpose of the acquisition.
- Acquisition of leases is not eligible.
  - Projects must address outdoor recreation needs as outlined in the current Statewide Comprehensive Outdoor Recreation and Tourism Plan (SCORTP) to be eligible.
  - Project sponsors must provide, as matching share, the balance of a project's cost (at least 50%). Project sponsors share can be local funds, state funds, force account or donation of privately owned lands.
  - State grants may be used as the sponsor's matching share. However, the grant must be approved prior to being listed as a source of financing the project in the application. The sponsor may obligate city funds to the grant in the application and then change this obligation once a grant is approved during the project.
  - This is a reimbursement program. Sponsors will be required to initially finance 100% of the project.
    - On projects of less than \$100,000 (\$50,000 matching share) the project sponsor must assume the full cost of the project of which 50% will be reimbursed.
    - For projects with a total cost of more than \$100,000 (\$50,000 matching share) partial reimbursements may be negotiated prior to the signing of the project agreement.
- Idaho Transportation Department

## **Potential Sources of Assistance**

### **1. LHTAC**

*Description from the LHTAC Website:*

#### **Our Vision**

Providing the best and most efficient assistance to every Local Highway Jurisdiction in Idaho.

#### **Our Mission**

Advocate. Support. Train.

To accomplish our vision and mission, the Local Highway Technical Assistance Council will develop uniform standards and procedures for highway maintenance, construction, operation and administration; make recommendations to the Idaho Transportation Board for the distribution and prioritization of federal funds for local highway projects; and assist the Legislature by providing research and data relating to transportation matters affecting Local Highway Jurisdictions within the state.

The Local Highway Technical Assistance Council will also represent its member jurisdictions in conferences, meetings, and hearings relating to highway and street subjects affecting Local Highway Jurisdictions; maintain and disseminate information from other states as to similar activities that would affect the Local Highway Jurisdictions in Idaho.

In addition, the Local Highway Technical Assistance Council has the ability to cooperate with and receive and expend aid and donations from the federal or state governments, and from other sources for the administration and operation of the Council, and when authorized by the participating local jurisdiction, to act for that local jurisdiction, through a joint exercise of powers agreement with any other local jurisdiction and any agency of the state of Idaho, or any agency of the federal government.

The above measures are based on the Local Highway Technical Assistance Council's 10 Areas of Authority.

The Local Highway Technical Assistance Council was established under Chapter 24, Title 40, Idaho Code in 1994.

### **LHTAC Training and Technical Assistance (T2) Center**

The LHTAC T2 Center is part of a national program known as the Local Technical Assistance Program (LTAP). We provide training and technical assistance to meet the needs of highway jurisdictions in Idaho.

The Local Highway Jurisdictions (LHJ) in Idaho maintain over 34,000 miles of the transportation system in Idaho. The LHTAC T2 Center has been addressing the technical support and training needs of LHJs since 1986. Our goal is to foster a safe, efficient, and environmentally sound surface transportation system by improving skills and increasing knowledge of the transportation workforce and decision makers. Our program promotes best practices in an efficient and effective manner through strong partnerships and communications.

- Training Courses
- Technical Assistance
- Road Scholar Program
- Safety Fest
- Video Library

<http://lhtac.org/>

## **2. Rails to Trails**

*Description from their website:* Rails-to-Trails Conservancy is a nonprofit organization dedicated to creating a nationwide network of trails from former rail lines and connecting corridors to build healthier places for healthier people.

Rails-to-Trails Conservancy (RTC) serves as the national voice for more than 160,000 members and supporters, 31,000 miles of rail-trails and multi-use trails, and more than 8,000 miles of potential trails waiting to be built, with a goal of creating more walkable, bikeable communities in America.

Our national office is located in Washington, D.C., with regional offices in California, Florida, Ohio and Pennsylvania.

Since 1986, we have worked from coast to coast, supporting the development of thousands of miles of rail-trails for millions to explore and enjoy. We've helped craft rural trails that spool out over a hundred miles of open prairie, snake through mountain passes, span canyons and hug riverbanks, offering views of the countryside often unknown to the highway traveler.

We've been a part of the connections between towns and suburbs, linking communities along vibrant corridors in much the same way as the railroads did in their heyday.

RTC's mission, and its value, is magnified in urban areas, where one mile of trail can completely redefine the livability of a community. Where trails are more than just recreational amenities, creating opportunities for active transportation and physical activity—improving our health and wellbeing—as they safely connect us to jobs, schools, businesses, parks and cultural institutions in our own neighborhoods and beyond.

And, through our promotion of rails-with-trails—trails alongside active rail lines—we are now unlocking the true potential of transportation systems that reflect how people really get around in the 21st century.

Links:

<https://www.railstotrails.org/>

<https://trade.railstotrails.org/index>

<https://www.railstotrails.org/our-work/united-states/idaho/#state>

[https://trade.railstotrails.org/state\\_profile?state\\_id=15](https://trade.railstotrails.org/state_profile?state_id=15)

### **Overall Recommendations**

- **BLM buy-in and prioritization.** Work closely with BLM to determine if the project is a BLM priority. If the project is a BLM priority, that would strengthen the application and open up the project to FLTP funding.
- **Cast a wide net.** Apply to multiple funding sources to increase the likelihood of getting funding and leveraging funds to obtain other funds.
- **Produce high-quality applications.** Follow the guidelines and the tips for applicants and address the application criteria completely. There is an option to contract with a grant writer if the City does not have the capacity to complete the applications, similar to what the City did on the FLAP application for the bridge feasibility planning project.
- **Contact RTTC.** The goal of RTTC is to create trails on or alongside rail lines. RTTC has expertise in working with railroads and on projects very similar to Option 1A and 1B.
- **Contact LHTAC.** LHTAC may be able to provide assistance with submitting applications and obtaining funding for the proposed bridge project. They will have local knowledge of the process and the best way to proceed.
- **Continue conversation with EIRR.** The City has contacted EIRR to express their interest in acquisition of the railroad bridge. Continue the conversation with EIRR.

APPENDIX A

2019 IDAHO FLAP

APPLICATION PACKET



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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

January 10, 2019

In Reply Refer to: HFL-17

Federal Land Management Agencies  
Idaho Transportation Department  
Regional, County & Local Governments  
Tribal Governments

Greetings:

2019 Request for Proposals  
Idaho Federal Lands Access Program

The Western Federal Lands Highway Division (WFLHD) of the Federal Highway Administration is soliciting for capital improvement, enhancement, transit, planning, and research proposals to receive funds through the Idaho Federal Lands Program in fiscal years 2022, 2023, and 2024. Proposal awards will be contingent upon availability of funds.

***What is the purpose of the Federal Lands Access Program?***

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

***Where can proposals be located?***

Proposals must be located on Federal Lands Access Transportation Facilities. Federal Lands Access Transportation Facilities means a public highway, road, bridge, trail or transit 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, county, town, township, tribal, municipal, or local government. Maintenance means the preservation of the entire roadway surface, shoulders, roadside ditches, drainage structures, bridges, and traffic control devices necessary for safe and efficient operations. Vested maintenance responsibility means that the majority of the cost for these activities is borne by the state, county, town, township, tribal, municipal, or local government.

***Who may apply?***

All proposals must be submitted jointly by the Federal Land Management Agency(ies) whose lands are accessed and the entity with title or vested maintenance responsibility (State, county, town, township, tribal, municipal or local government) for the Federal Lands Access Transportation Facility. Early coordination between the appropriate FLMA and state/county/local/tribal government is encouraged to ensure adequate time for thorough review and input before the submittal due date.

Proposals must be signed by the appropriate following agency officials:

<b><u>Federal Agency</u></b>	<b><u>Signing Official</u></b>
National Park Service	Park Superintendent
US Forest Service	Forest Supervisor
US Fish & Wildlife Service	Refuge/Hatchery Supervisor
Bureau of Land Management	Field Manager
Bureau of Reclamation	Area Manager
US Army Corp of Engineers	Operations Project Manager
Department of Defense	Installation Commander
<b><u>Local Agency</u></b>	<b><u>Signing Official</u></b>
Idaho Transportation Department	District Engineer
County	Commissioner
Highway District	Commissioner
City, Town	Mayor
Tribe	Tribal Chair
Transit District	District Manager/Director

Proposals that do not have the signatures that are listed above will not be eligible for consideration. If the Federal Land Management Agency was not listed above and/or you have any questions regarding the appropriateness of the signing official, please contact Kristin Austin (see contact info below).

***What types of proposals will be considered?***

Proposals will be accepted for the following:

Capital Improvements- These proposals include rehabilitation, restoration, construction, and reconstruction of roads and bridges. This includes improvements such as safety improvements, widening, realignments, surfacing that adds structural capacity including gravel surfacing, culverts, signing, guardrail, walls and associated roadway appurtenances.

Enhancements- These proposals are road and trail related improvements such as interpretative signing, kiosks, viewpoints, adjacent vehicular parking areas, roadside rest areas (including sanitary and water facilities), provisions for pedestrians and bicycles, acquisition of scenic easement and scenic or historic sites, trailheads, trails, and improvements that improve public safety and reduce vehicle-wildlife mortality while maintaining habitat connectivity.

Transit- These proposals include construction of transit facilities and limited duration operation/maintenance of transit services and facilities (including vehicles).

Planning- These proposals include engineering studies, corridor management planning, bicycle/pedestrian planning and alternative transportation planning that will provide valuable information for future FLAP proposals.

Research- These proposals include evaluating solutions that enhance access, safety or sustainability. They address issues such as wildlife-vehicle collision avoidance measures, context sensitive roadside safety features, and congestion management strategies. Research must be broad-based and applicable to multiple Federal Lands Management Agencies.

Safety Only- These proposals only include one or more of the following: traffic control signalization; maintaining minimum levels of retroreflectivity of highway sign or pavement marking; traffic circles/roundabouts; safety rest areas; pavement marking; shoulder and centerline rumble strips and stripes; commuter carpooling and vanpooling; rail-highway crossing closure; installation of traffic signs, traffic lights, guardrails, impact attenuators, concrete barrier end treatments, breakaway utility poles; priority control systems for emergency vehicles or transit vehicles at signalized intersection.

While the Idaho Programming Decision Committee supports preventative maintenance activities, these activities do not align with the new direction for the use of FLAP program funds. Applicants are discouraged from submitting preventative maintenance only type projects in this call.

Proposals should also be consistent with a statewide, regional, county, local, or tribal transportation plan and a Federal Land Management Plan. Proposals that are specifically identified in a transportation plan will receive additional consideration.

***What size proposal will be considered?***

The Idaho Federal Lands Access Program is currently estimated to receive about \$15 million annually. Proposals requesting between \$100,000 and \$10,000,000 will be considered for the 2019 Request for Proposals. A proposal may request more than \$10,000,000 if the project cannot be subdivided into smaller phases.

The best available data should be used in developing the initial cost estimate. Typically, if project construction costs exceed the originally approved program amount by more than 10%, the proposal proponents will be responsible to provide the additional funds. For assistance with unit costs, below is a link to the Idaho Transportation website for their average unit price reports:

<http://itd.idaho.gov/business/>

***Are matching funds required?***

The program requires matching funds of 7.34% of the total proposal costs for Capital Improvement, Enhancement, Transit, Planning, and Research proposals. Safety Only proposals may request up to 100% FLAP funding. Applicants may also provide additional funds to contribute to the project. Because of limited FLAP funding, proposals will receive additional consideration when funding is leveraged from other sources.

Typically, the preliminary engineering phase (planning, engineering, NEPA, etc...) of a project will require a cash match. Right-of-way, construction, and other phases of the project may use cash and/or “in-kind matches” such as donated property, materials, and services subject to WFLHD approval. Funds authorized under the Tribal Transportation Program and the Federal Lands Transportation Program as well as other Federal funds not authorized under Title 23 or 49

may also be used to satisfy the match. Match must be mutually acceptable to both WFLHD and the proposal applicants. Additional information regarding match may be found at the following website:

[http://www.fhwa.dot.gov/legregs/directives/policy/fedaid\\_guidance\\_nfmr.htm](http://www.fhwa.dot.gov/legregs/directives/policy/fedaid_guidance_nfmr.htm)

<http://lhtac.org/programs/lrhip>

### ***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. Maps should include project locations, project limits or termini, high use federal recreation sites, federal economic generators, and most importantly, **show the Federal Lands accessed by the proposal**. Letters of support from other entities may also be included.

Email the completed proposal form with all required signatures, maps, photos and any letters of support to:

WFL.CallForProjects@dot.gov

The proposal must be received by **April 5, 2019**. The entire proposal packet (the proposal form, signature pages, maps, photos, and any letters of support) should not exceed 10 megabytes in file size and must not exceed 30 pages.

Copies of this letter, evaluation criteria, proposal instruction checklist, proposal form, joint endorsement form, and webinar announcement can be downloaded from the following website.

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

### ***How will the proposals be evaluated?***

A Technical Advisory Group (TAG) will review the proposals according to the following evaluation criteria (see attached for additional details): Safety, Asset Improvement, Recreation/Economic, Mobility, Sustainability/Environmental Quality, and Readiness/Support. Preference shall be given to proposals that provide access to high-use federal recreation sites or federal economic generators, as identified by the Federal Land Management Agency.

The TAG will be facilitated by the WFLHD and include representatives from the from the Idaho Transportation Department, Local Highway Technical Assistance Council, U.S. Forest Service, National Park Service, U.S. Fish and Wildlife Service, Bureau of Land Management, U.S Army Corp of Engineers, Bureau of Reclamation, and the Military Surface Deployment and Distribution Command (DOD).

The TAG may request additional information during the evaluation process. Proponents should be ready to provide documentation that substantiates, clarifies or appends any information provided in the proposals.



***How will a final decision be made on the proposals?***

The Program Decision Committee (PDC) made up of representatives from WFLHD, Idaho Transportation Department, Local Highway Technical Assistance Council, will make a final decision on the proposals. The PDC will make these decisions based on the evaluation criteria and recommendations of the TAG. The PDC will also coordinate with the Federal Land Management Agencies prior to making a final decision.

The TAG should complete initial proposal evaluations by June 2019. Field visits are tentatively scheduled for June-July of 2019. Final recommendations of the TAG and PDC final decisions on the proposals are currently scheduled for October 2019.

***Who will be the lead agency for project delivery?***

The lead agency for project delivery will usually be the WFLHD. Project delivery consists of federal environmental compliance, design, construction contract advertisement, and construction contract administration. However, the lead agency and participating agencies roles will be considered during proposal evaluation. Decisions regarding lead and participating agency roles will be based on the type of project, project complexity, and how the work is proposed to be delivered. The TAG may approach the project applicants during proposal evaluation to discuss project delivery. The WFLHD will still be responsible for stewardship and oversight of the project to assure compliance with federal requirements.

***What if I have questions?***

In conjunction with this request for proposals, WFLHD will conduct an informational webinar on January 16, 2019. This webinar will provide information to potential applicants on the FLAP, eligibility, evaluation criteria, how to submit proposals, and helpful hints for filling out proposal forms. See the attached webinar announcement for details.

In the meantime, if you have questions you can contact Kristin Austin or the FLAP coordinator for your agency.

<b>Agency</b>	<b>Contact</b>	<b>Phone</b>	<b>Email Address</b>
Federal Highway Administration	Kristin Austin	(360) 619-7625	Kristin.austin@dot.gov
Idaho Transportation Department	Randy Gill	(208) 334-8591	randy.gill@itd.idaho.gov
Local Highway Technical Assistance Council	Dan Coonce	(208) 344-0565	dcoonce@lhtac.org
US Forest Service, Region 1	Brenda Christensen	(406) 329-3351	bchristensen@fs.fed.us
US Forest Service, Region 4	Justin Humble	(801) 625-5412	jhumble@fs.fed.us
National Park Service	Justin De Santis	(415) 623-2278	Justin_DeSantis@nps.gov
Bureau of Land Management	Cynthia Kowalczyk	(208) 373-3952	ckowalczyk@blm.gov
US Fish & Wildlife Service	Eric Bergey	(503) 736-4713	eric_bergey@fws.gov
US Army Corp of Engineers	Matthew Walker	(208) 343-0671	Matthew.T.Walker@usace.army.mil
Bureau of Reclamation	Eve Skillman	(208) 378-5357	eskillman@usbr.gov
Department of Defense	Douglas E. Briggs	(618) 220-5229	douglas.e.briggs.civ@mail.mil

Additional information, guidance, and FAQs regarding the Federal Lands Access Program may also be found at the following website:

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

Sincerely yours,

Kristin Austin  
Idaho FLAP Program Manager

Enclosures:  
Proposal Evaluation Criteria  
Proposal Instruction Checklist  
Webinar Announcement  
Proposal Form  
Joint Endorsement Form

## 2019 Proposal Evaluation Criteria Idaho Federal Lands Access Program

	<i>Max Pts</i>	<i>Scores</i>
<b>1. Safety</b> <b>Improvement of the Transportation Network for the safety of its users.</b>	<b>25</b>	
a) Improves identified fatality and serious injury sites	0-20	
b) Improves other identified crash types (less than serious injury)	0-12	
c) Improves identified hazardous conditions other than crash sites	0-10	
d) Improves safety for a wide range of users	0-10	
e) Utilizes data-driven safety analysis tools to predict the safety impacts of highway projects (if applicable)	0-5	
<b>2. Asset Improvement</b> <b>Improvement of the Transportation Network.</b>	<b>20</b>	
a) Improves condition factor of one or more elements of bridge or culvert within National Bridge Inventory System (NBIS)	0-10	
b) Improves structural capacity and surface condition, which extends the useful life of the asset	0-10	
c) Included in a paved or unpaved surface management system	0-5	
<b>3. Recreation and Economic</b> <b>Development, utilization, protection, and administration of the Federal Lands and its resources. (Show on map)</b>	<b>20</b>	
a) Federal high-use recreation site or Federal economic generator: (Scale by categories for each FLMA)	High Use Medium Use Low Use or High Economic Impact Medium Impact Low Impact	5-10 3-5 0-3
b) Federal Land area accessed:	Over 100,000 acres 25,000 - 100,000 acres Under 25,000	5-10 3-5 0-3
c) Supports community economic goals/needs		0-5
<b>4. Mobility</b> <b>Mobility of users and continuity of the transportation network serving the Federal Lands and its dependent communities.</b>	<b>15</b>	
a) Need identified in transportation plan, Federal Land Management Agency (FLMA) Plan, State plan, or County Comprehensive plan, or route is connected to a designated route on the FLMA inventory for the Federal Lands Transportation Program (FLTP)	0-10	
b) Fills missing link in network, removes travel restriction, bottleneck, size/load limit, supports federal land related freight	0-10	
c) Sole access to area or major traffic generator (destination, resource extraction)	0-5	
d) Reduces travel time and congestion, increases comfort and convenience or improves mode choices	0-5	
<b>5. Sustainability and Environmental Quality</b> <b>Protection and enhancement of the environment associated with the Federal Lands and its resources.</b>	<b>10</b>	
a) Supports or advances environmental goals of the FLMA and/or Local Agency	0-2	
b) Enhances wildlife connectivity or aquatic organism passage	0-2	
c) Enhances water quality, riparian function, wetlands function	0-2	
d) Uses design, materials or techniques that will exceed the <u>minimum</u> environmental requirements or mitigates an existing environmental problem in the area	0-2	
e) Contributes to improved environmental quality (i.e. GHG reductions) and reduces VMT	0-2	
<b>6. Readiness and Support</b> <b>Project readiness, local support, financial support, capacity, and project delivery.</b>	<b>10</b>	
a) Project Support, agency priorities and previous federal investment	0-10	
b) Applicant's share of project costs, type of funds, availability of funds and certainty of funds	0-10	
c) Project readiness, project delivery schedule (environmental compliance, design ROW)	0-10	
<b>Total Available Points</b>	<b>100</b>	

## 2019 Request for Proposals Idaho Federal Lands Access Program Proposal Instruction Checklist

- ☐ Download the Request for Proposal packet and the proposal form from the following website:  
<http://flh.fhwa.dot.gov/programs/flap/id/>
- ☐ Initiate coordination between the federal land agency and the State/County/Local/Tribal government. The proposal should be completed jointly by Federal Land Manager and the State/County/Local/Tribal government.
- ☐ Complete the proposal form with the best available data. Provide thorough, realistic and concise responses to questions. “Not Applicable” is an acceptable response if appropriate. Include any assumptions.
- ☐ Develop a map that includes project locations, proposal termini, high use federal recreation sites, federal economic generators, and **most importantly**, show the Federal Lands that the proposal accesses, is adjacent to or is on.
- ☐ The proposal must be signed by the appropriate federal agency official AND the appropriate local agency official listed below. Proposals that DO NOT have the appropriate signatures will NOT be eligible for consideration.

<u><b>Federal Agency</b></u>	<u><b>Signing Official</b></u>
National Park Service	Park Superintendent
US Forest Service	Forest Supervisor
US Fish & Wildlife Service	Refuge/Hatchery Supervisor
Bureau of Land Management	Field Manager
Bureau of Reclamation	Area Manager
US Army Corp of Engineers	Operations Project Manager
Department of Defense	Installation Commander
<u><b>Local Agency</b></u>	<u><b>Signing Official</b></u>
Idaho Transportation Department	District Engineer
County	Commissioner
Highway District	Commissioner
City, Town	Mayor
Tribe	Tribal Chair
Transit District	District Manager/Director

- ☐ The entire proposal packet (the proposal form, signature pages, maps, photos, and any letters of support) should not exceed 10 megabytes in file size and the total page length must not exceed 30 pages.
- ☐ E-mail your completed application package to:  
WFL.CallForProjects@dot.gov
- ☐ Proposals must be received by **April 5, 2019** to be considered. Submit the proposal early, if possible, to avoid unexpected issues.

# Webinar Announcement

## 2019 Request for Proposals

### Idaho Federal Lands Access Program

In conjunction with the 2019 request for proposals for the Federal Lands Access Program (FLAP) in Idaho, the Western Federal Lands Highway Division of the Federal Highway Administration will be conducting an informational webinar.

This webinar will provide information to potential applicants to the Idaho FLAP. Topics that will be covered include: Overview of the FLAP program, eligibility, schedule/due dates for the request for proposals, the application process, evaluation criteria, and helpful hints for filling out applications. Plenty of time will be allocated for questions.

**Date**

January 16, 2019 at 10 AM MST.

**Duration**

1.5 hours.

**Registration**

Registration is not necessary – anyone can join.

**Location**

<https://connectdot.connectsolutions.com/idflap2019/>

**Log In Information**

Select the option for “Enter as a Guest”

Type your name in the box provided

Click the button “Enter Room”

**Audio Details**

Conference Number: 888-273-3658

Participant Code: 6414784



# 2019 Idaho Federal Lands Access Program

Proposal ID #: **ID-FY19-**  
(For WFL Use Only)

(To be completed jointly by Federal Land Manager and State/County/Local/Tribal Government)

Project Name				
Route Name/Number				
Federal Land(s) Accessed (Show on Map)				
Agency (ies) with Title to Road, Bridge, Trail or Transit System				
Agency (ies) with Title to Enhancement Facility				
Agency (ies) with Maintenance Responsibility for Road, Bridge, Trail or Transit System				
Agency (ies) with Maintenance Responsibility for Enhancement Facility				
Type of Proposal		<input type="checkbox"/> Capital Improvements <input type="checkbox"/> Planning <input type="checkbox"/> Enhancement <input type="checkbox"/> Research <input type="checkbox"/> Transit <input type="checkbox"/> Safety Only		
Key Items of Work (check all that apply)		<input type="checkbox"/> Paving <input type="checkbox"/> Earthwork <input type="checkbox"/> Major Concrete Structures <input type="checkbox"/> Bridges <input type="checkbox"/> Major Culverts <input type="checkbox"/> Road Base or Surface Course <input type="checkbox"/> Roadside Safety Structures <input type="checkbox"/> Planning Study <input type="checkbox"/> Bicycle/Pedestrian Facilities <input type="checkbox"/> Safety Enhancements <input type="checkbox"/> Transit Facilities or Operations <input type="checkbox"/> Ancillary Parking Areas, Pullouts/Interpretive Sites <input type="checkbox"/> Major Drainage Improvements <input type="checkbox"/> Other (specify) _____		
Proposed Work Summary				
Primary Visitor Destinations (Show on Map)				
High Use Federal Recreation Sites and/or Federal Economic Generators (Show on Map)				
Project Termini (Location)		Mile Posts	Latitude (Decimal Degrees)	Longitude (Decimal Degrees)
	Begin			
	End			
	Nearest Town		Fed Congressional District	
Estimated Total Project Costs				
Funds Requested from Federal Lands Access Program				
Project Length (miles)			County	
Required Local Match (7.34%)			From	
Other Funding Contributions to Project			From	

Acres of Federal Land Accessed by the Project								
<b>Functional Classification of the Roadway</b> (Show official designations of route)		<input type="checkbox"/> National Highway System <input type="checkbox"/> Major Collector <input type="checkbox"/> Local Road <input type="checkbox"/> Arterial <input type="checkbox"/> Minor Collector						
Traffic Volumes	<b>Current</b> Actual Counts   Estimated				<b>20 Year Projections</b>		<b>Basis for Projections?</b> (e.g. Transportation Plan, population growth rate...)	
	Start of Project	End of Project	Start of Project	End of Project	Start of Project	End of Project		
Average Daily Traffic (ADT) on Highway								
Seasonal Average Daily Traffic (peak season) (SADT) on Highway								
% Trucks								
% Federal Land Related								
Comments								
		NBI Structure Number	Dimensions (Overall Length x Width)	Bridge Type			No. of Spans	NBIS Sufficiently Rating (1-100)
+	-							
<b>Problem Statement:</b> What purpose does this transportation facility 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 use, safety problems, capacity issues, bridge deficiencies, pavement or surface conditions, etc.								
<b>Detailed Description of Proposed Capital Improvement or Enhancement:</b> Describe how the proposed project will address the problem. Describe the overall design concept, scope of work, any unusual design elements, design or operational standards, and any work affecting structures (bridges and major culverts). Include widths, surfacing type, surfacing depth, earthwork needs, roadside safety features, ancillary parking areas, signing improvements, bridge work, guardrail improvements, etc. Include optimum year work should be done and year work needs to be done no later than.								
<b>Detailed Description of Proposed Transit Service:</b> Provide operational details of the proposed service. What are specific destinations the route will serve? Is the service year-round or seasonal? What are the operating dates/service hours/day of week? Describe transit route details, including miles, number of stops, and variability in service operations. Describe any marketing, way finding, or other information that will be disseminated to promote service.								
<b>Detailed Description of Proposed Planning:</b> Describe the details of this planning and the final product that will be developed. Would this planning effort support projects that could be submitted under future Federal Lands Access Program requests for proposals?								

**Detailed Description of Proposed Research:** Describe the type of research and the final product for this effort. Describe the need for the research and how this research enhances safety, access or sustainability.

**Right-of-Way Acquisition:** Describe which agency (agencies) has title for the project and how that title is documented. Describe which agency (agencies) has maintenance responsibilities for the project. Does new ROW need to be acquired? If so, how much, how many owners, and what is the anticipated time (months) to acquire all needed ROW? How does the applicant plan to acquire the ROW? Will coordination with any railroads be needed? What is your agency's experience acquiring ROW for federally-funded or assisted projects?

**Utilities:** Identify utilities in the roadway corridor or project site. Would relocation be needed? What agreements exist and who pays for relocation costs?

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

<input type="checkbox"/> System Transportation Plan	
<input type="checkbox"/> Federal Land Management Plan	
<input type="checkbox"/> Regional Transportation Plan	
<input type="checkbox"/> County Transportation System Plan	
<input type="checkbox"/> Tribal Transportation Plan	
Would the proposal require modification or amendments to any of these plans?	

**Which of the following environmental and social issues are within the project area?**

	Yes	No	Unknown	Comments
Wetlands	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Threatened & endangered Species	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Other Fish & Wildlife Habitat	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Wildlife Movement Corridors	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Wild & Scenic River	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Non-Attainment Air Quality Areas	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Cultural/Archeological/Historic Sites	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Public Parks	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Wildlife Refuge	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Hazardous Materials	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Stream Encroachments	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

**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 may receive from organizations, the public and within your own agency:** State the basis for this supposition and include coordination efforts and public involvement efforts completed to date. Will this proposal be your agency's priority and will staff resources be dedicated to assure completion?

**The lead agency for project delivery:** The lead agency for project delivery will usually be the WFLHD. Project delivery consists of federal environmental compliance, design, construction contract advertisement, and construction contract administration. However the lead agency and participating agencies roles will be considered during proposal evaluation. Decisions regarding lead and participating agency roles will be based on the type of project, project complexity, and how the work is proposed to be delivered. The TAG may approach the project applicants during proposal evaluation to discuss project delivery. The WFLHD will still be responsible for stewardship and oversight of the project to assure compliance with federal requirements.

**\*\*Transit Supplemental Questions:** *For Transit Proposals only*, please answer the following: If transit service is currently being provided to this Federal Land Management Agency unit or service has been provided in the past, please provide details about service parameters, ridership, cost per passenger, and any other pertinent information. What revenue will be collected to support the service? Describe fare pricing, discounts, pass programs, etc. Provide number, type, and age of current fleet. What is the daily number of riders estimated currently and/or at project completion? Describe how the proposed transit service will be financially sustainable with current and future sources of funding.

**\*\*Research Supplemental Questions:** *For Research Proposals only*, please answer the following: Please provide details on how this research is broad-based and not narrowly focused on a localized problem. Provide specific examples showing how this research product can be used across multiple agencies.

## Cost Estimate for Capital Improvements and Enhancement Projects

Fill-in estimates for appropriate items. Add items as needed. **Use Current Unit Prices.**

Quantity	Item	Unit Price	Unit	Total
	Clearing and Grubbing		Acres	
	Roadway Excavation		Cubic Yards	
	Imported Borrow		Cubic Yards	
	Sub-Excavation		Cubic Yards	
	Water / Dust Abatement		Gallons	
	Recycled Asphalt (milling, pulverizing, ripping)		Square Yards	
	Asphalt concrete pavement		Tons	
	Aggregate Base (may include stabilization)		Cubic Yards	
	Aggregate Sub-Base		Cubic Yards	
	Major Culverts		Each	
	Minor Culverts		Each	
	Retaining Walls		Square Feet	
	Rip Rap & Slope Protection		Cubic Yards	
	Revegetation		Acres	
	Signing		Square Feet	
	Pavement Marking		Linear Feet	
	Roadside Safety (barriers, guardrail)		Linear Feet	
	Bridges		Square Feet	
	Traffic Control		Lump Sum	
	Utility Relocation		Lump Sum	

**Use table on the next page for additional items.**

			<b>Sub-Total</b>	
	Mobilization (As percentage of Sub-Total) Typically 10%, input estimated percentage in decimal form. For example: 0.10		Lump Sum	
	Contingencies(As percentage of Sub-Total)Typically 30%, input estimated percentage in decimal form. For example: 0.30		Lump Sum	
			<b>Total Estimated Construction Cost</b>	
			<b>Estimated Preliminary Engineering Costs</b> (As a percentage of the Total Estimated Construction Cost) Typically 5 to 25 percent, depending upon project scope and complexity. Input estimated percentage in decimal form. For example: 0.15	
	<b>Estimated Right of Way</b>		Acres	
			<b>Total Estimated Preliminary Engineering Costs</b>	
			<b>Estimated Construction Engineering Costs</b> (As a percentage of the Total Estimated Construction Cost) Typically 5 to 20 percent, depending upon project scope and complexity. Input estimated percentage in decimal form. For example: 0.10	
			<b>Estimated Construction Engineering Costs</b>	
			<b>Total Project Costs</b>	



### Cost Estimate for Capital Improvements and Enhancement Projects (Cont.)

Add items as needed. Use Current Unit Prices.

		Quantity	Item	Unit Price	Unit	Total
+	-					
						Sub-Total

Comments:

### Cost Estimate for Transit Projects

Add items as needed. Use Current Unit Prices.

		Quantity	Item	Unit Price	Unit	Total
+	-					
						Total Project Costs

Comments:

### Cost Estimate for Planning and Research Projects

Add items as needed. Use Current Unit Prices.

		Quantity	Item	Unit Price	Unit	Total
+	-					
						Total Project Costs

Comments:

**Required Local Contribution to Project:** Describe the type and source of funds to provide the required 7.34% local match. Describe any soft match, in-kind match, or eligible Federal funds that will be used to satisfy the match requirement.

**Other Contributions to the Project:** Describe any additional contributions secured or being sought to implement the project proposal. Does this opportunity possibly leverage other funds?

## How does the project relate to the following evaluation criteria?

### 1. SAFETY

#### **Improvement of the Transportation Network for the safety of its users.**

- a) How many and what type of crashes have occurred on the project site in the last five years? Describe the basis for your information and include reported accidents and anecdotal information. Provide crash data in tables and/or maps showing accident locations.
- b) How would the proposed project improve unsafe conditions at identified crash sites?
- c) How does the proposed project address potentially unsafe locations with conditions such as inadequate sight distance, roadside hazards, poor vertical/horizontal alignment, hazardous intersections, inadequate lane and shoulders widths, etc? How does the proposed project address areas where recreation use may create traffic conflicts with local or through traffic?
- d) How does the project address safety for a wide range of users (freight, destination motorists, touring motorists, bicyclists, pedestrians, public transportation)?
- e) What are the results/recommendations of any road safety audits conducted for the project? If applicable, have data-driven safety analysis tools been used and what were the outcomes? Is the project identified in a strategic safety plan?

### 2. ASSET IMPROVEMENT

#### **Improvement of the transportation Network.**

- a) If the project includes a bridge or culvert, how will the project extend the useful service life? Would the proposal improve the condition factor of one or more elements of bridge or culvert within National Bridge Inventory System (NBIS)?
- b) How will the project improve the structural capacity of the roadway and extend the useful life of the asset?
- c) Is the roadway included in a paved or unpaved surface management system? What is the current condition to the existing surfacing? If the surfacing is pavement, what is the Pavement Condition Index (PCI)? If the surface is gravel, what is the PASER rating? How would the project improve the surface condition?

### 3. RECREATION AND ECONOMIC

#### **Development and utilization of the Federal Land and its resources.**

- a) Describe any high use Federal recreation sites or Federal economic generators (as determined by the Federal Land Manager) that are accessed by this project. How many visitors access/use the site annually? How does the project enhance access to these sites? How does the proposal improve the visitor experience?
- b) Which Federal Lands are accessed by this project? How much Federal Land (acres) is accessed by the project? If multiple Federal Lands are accessed, itemize acreage by agency.

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

**Note:** Direct effects of implementing the project, i.e. construction employment will not be scored.

- c) Identify the community or communities economically dependent on the network, and the elements that comprise the economy (e.g. timber, tourism, etc.) How is the economy tied to the transportation network? How will the proposed project improve the transportation network and support the community's economic goals/needs or other economic plan?
- d) If the proposed project is located on a designated federal, state, or county scenic byway, identify the scenic byway and explain the anticipated benefit related to the byway. Would the project meet the needs identified in the Byway's management plan?

#### 4. MOBILITY

##### **Continuity of the transportation network serving the Federal Land and its dependent communities.**

- a) Is the road the sole access to the area? Will the proposed project mitigate the potential of the route closing?
- b) How would the proposed project improve the continuity of the transportation network? Which gaps or missing links would the proposed project address? What travel restrictions, bottlenecks, or size/load limits impede travel? What work has been completed on adjacent sections to create route continuity? How would the proposal support federal land related freight?
- c) Does the proposed project connect to a designated route on the Federal Land Management Agency's FLTP inventory? Are there any future improvements planned on the designated route?
- d) Identify all planning documents related to this project. Is the project specifically identified in any of these plans? What is the local or regional priority (high, medium, low) of the project considering the Federal Land, State or County network? How does this proposal fit with the Federal Land Management Plan? How does the proposal fit with the county comprehensive plan? How does the proposal fit with any Transportation System Plans or Corridor Plans? What are the consequences to the transportation system of not addressing these needs?

##### **Mobility of the users of the transportation network and the goods and services provided.**

- e) How would the proposed improvements reduce travel time and congestion, increase comfort and convenience for the federal land user?
- f) How would the proposed project improve the choices for alternative modes of travel (pedestrian, bike, bus, or rail)? Would the proposed project make any ADA improvements?
- g) What are the major traffic generators within the Federal Land for this route?

#### 5. SUSTAINABILITY AND ENVIRONMENTAL QUALITY

##### **Protection and enhancement of the rural environment associated with the Federal Land and its resources.**

**Note:** It is assumed all projects will be constructed in accordance with all environmental regulations.

If applicable, describe how the project:

- a) Contributes to the environmental goals and objectives of the Federal Land Management Agency and/or other applicable land management plans.
- b) Enhances wildlife connectivity, wildlife habitat and/or aquatic organism passage.
- c) Enhances water quality, riparian and/or wetland function.
- d) Uses design, materials or techniques that would exceed the minimum environmental requirements and/or mitigates an existing environmental problem.
- e) Promotes sustainable practices (e.g. reduces greenhouse gas or vehicle miles traveled).

#### 6. READINESS AND SUPPORT

##### **Project readiness, local support, financial support, capacity and project delivery.**

- a) List project support, describe how funding this proposal fits with agency priorities and describe the previous federal investment, if known.
- b) Describe the applicant's share of project costs, type of funds, availability of funds and certainty of funds.
- c) Describe the project readiness, and the preferred project delivery schedule (with the knowledge that construction funding for project will be programmed in an out-year).

**2019 Idaho Federal Lands Access Program**  
**JOINT ENDORSEMENT - This project is supported and endorsed by**  
 (add agency endorsements as needed)

<b>Project Name</b>	
<b>Federal Land Agency (ies)</b>	
<b>Federal Land Unit Manager's Name</b>	
<b>Title</b>	
<b>Electronic Signature</b>	
<b>Date</b>	
<b>Email Address</b>	
<b>Telephone</b>	
<b>Point of Contact</b>	
<b>Title</b>	
<b>Email Address</b>	
<b>Telephone</b>	
<b>State, County, Local, or Tribal Government</b>	
<b>Agency Official's Name</b>	
<b>Title</b>	
<b>Electronic Signature</b>	
<b>Date</b>	
<b>Email Address</b>	
<b>Telephone</b>	
<b>Point of Contact</b>	
<b>Title</b>	
<b>Email Address</b>	
<b>Telephone</b>	

\*\*\*Signatures (electronic signatures are acceptable) are required for BOTH the Federal Land Management Agency being accessed and the State, County, Local or Tribal Government.