



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

Western Federal Lands Highway Division
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December 3, 2015

In Reply Refer to: HFL-17

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

Greetings:

2016 Request for Proposals
Montana Federal Lands Access Program

The Western Federal Lands Highway Division (WFLHD) of the Federal Highway Administration is soliciting for capital improvement, enhancement, surface preservation, transit, planning, and research proposals to receive funds through the Montana Federal Lands Program in fiscal years 2019 and 2020. 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 with the appropriate FLMA is encouraged to ensure adequate time is provided for thorough review and input.

Proposals must be signed by the following agency officials:

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

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 George Fekaris (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, 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.

Surface Preservation- These proposals include surface preservation of roads, trails, and adjacent vehicular parking areas. They include chip sealing, crack sealing, and aggregate courses. Surface preservation proposals will only be considered for FY 2019.

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.

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 Montana Federal Lands Access Program is currently estimated to receive about \$22 million annually. Proposals requesting at least \$100,000 or more will be considered for the 2016 Request for Proposals.

Are matching funds required?

The program requires matching funds of 13.42% of the total proposal costs. 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. Other phases of the project (construction, construction administration, etc.) may use cash and/or "in-kind matches" such as donated property, materials, and services. 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

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, proposal 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 1, 2016**. 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 should not exceed 30 pages.

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

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

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, Preservation, 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 Montana Department of Transportation, Montana Association of Counties, U.S. Forest Service, National Park Service, U.S. Fish and Wildlife Service, Bureau of Land Management, U.S Army Corp of Engineers 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, Montana Department of Transportation, and the Montana Association of Counties, 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 final decision on the project proposals should be made by early fall of 2016.

Who will be the lead agency for project delivery?

The lead agency for all facets of project delivery will be the WFLHD. Project delivery consists of federal environmental compliance, design, construction contract advertisement, and construction contract administration. The project proponents may request another agency take the lead for project delivery but must provide rationale for the request. The rationale should include why another agency should take the lead, previous experience in delivering Federal-Aid (Title 23) funded projects, any certifications to deliver Federal-Aid funded projects, and ability to satisfy Federal Highway Administration project delivery requirements. The WFLHD will still be responsible for stewardship and oversight of the project to assure compliance with federal requirements. The final decision for project delivery resides with the PDC.

What if I have questions?

In conjunction with this request for proposals, WFLHD will conduct an informational webinar on Jan 12, 2016. 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 George Fekaris or the FLAP coordinator for your agency.

Agency	Contact	Phone	Email Address
Federal Highway Administration	George Fekaris	(360) 619-7766	george.fekaris@dot.gov
Montana Department of Transportation	Wayne Noem	(406) 444-6105	wnoem@mt.gov
Montana Association of Counties	Harold Blattie	(406) 449-4360	hblattie@mtcounties.org
US Forest Service	Pam Hergett	(406) 273-7088	phergett@fs.fed.us
National Park Service	Sena Wiley	(303) 969-2615	sena_wiley@nps.gov
Bureau of Land Management	Scott DeBock	(406) 896-5207	sdebock@blm.gov
US Fish & Wildlife Service	Nathan Caldwell	(703) 358-2205	nathan_caldwell@fws.gov
US Army Corp of Engineers	Alana Mesenbrink	(406) 293-7751 Ext 252	alana.f.mesenbrink@usace.army.mil
Department of Defense	Jason Cowin	(618) 220-5229	jason.w.cowin.civ@mail.mil

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

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

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

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

Sincerely yours,



George N. Fekaris
Transportation Planner

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

**2016 Proposal Evaluation Criteria
Montana Federal Lands Access Program**

Maximum Points

<p>1. Safety</p> <p>Improvement of the Transportation Network for the safety of its users.</p> <ul style="list-style-type: none"> ▪ Improves identified crash sites 0-15 ▪ Improves identified hazardous conditions other than crash sites 0-10 ▪ Improves safety for a wide range of users 0-10 	25
<p>2. Preservation</p> <p>Improvement of the Transportation Network for economy of operation and maintenance.</p> <ul style="list-style-type: none"> ▪ Improves National Bridge Inventory System (NBIS) deficient bridge rating 0-10 ▪ Improves surface condition 0-10 ▪ Included in a surface management system 0-5 ▪ Reduces maintenance or operating costs 0-5 	20
<p>3. Recreation and Economic</p> <p>Development, utilization, protection, and administration of the Federal Lands and its resources.</p> <ul style="list-style-type: none"> ▪ Federal high-use recreation site or Federal economic generator: (Scale by categories for each FLMA.) <ul style="list-style-type: none"> High Use or High Economic Impact 10-15 Medium Use Medium Impact 5-10 Low Use Low Impact 0-5 ▪ Federal Land area accessed: <ul style="list-style-type: none"> Over 100,000 acres 5 25,000-100,000 acres 2-4 Under 25,000 0-2 ▪ Supports community economic goals/needs or designated Scenic Byway 0-5 	20
<p>4. Mobility</p> <p>Mobility of users and continuity of the transportation network serving the Federal Lands and its dependent communities.</p> <ul style="list-style-type: none"> ▪ Need identified in transportation plan, FLMA Plan, State plan, or County Comprehensive plan, or route is connected to a designated route on the FLMA inventory for FLTP 0-10 ▪ Fills missing link in network, removes travel restriction, bottleneck, size/load limit 0-10 ▪ Sole access to area or major traffic generator (destination, resource extraction) 0-5 ▪ Reduces travel time and congestion, increases comfort and convenience or improves mode choices 0-5 	15
<p>5. Sustainability and Environmental Quality</p> <p>Protection and enhancement of the environment associated with the Federal Lands and its resources.</p> <ul style="list-style-type: none"> ▪ Supports or advances environmental goals 0-5 ▪ Enhances wildlife connectivity or aquatic organism passage 0-5 ▪ Enhances water quality, riparian function, wetlands function 0-5 ▪ Uses design, materials or techniques that will <u>exceed</u> the minimum environmental requirements or mitigates an existing environmental problem in the area 0-5 ▪ Contributes to improved environmental quality (i.e. GHG reductions) and reduces VMT. 0-5 ▪ Unique mitigation for impacts. 0-5 ▪ Contributes to the use of sustainable energy sources for transportation. 0-5 	10
<p>6. Readiness and Support</p> <p>Project readiness, local support, financial support, capacity, and project delivery.</p> <ul style="list-style-type: none"> ▪ Project support, agency priorities and previous federal investment. 0-10 ▪ Applicant's share of project costs, type of funds, availability of funds and certainty of funds. 0-10 ▪ Project readiness, project delivery schedule (environmental compliance, design ROW). 0-10 	10
<i>Total available Points</i>	
100	

Webinar Announcement

2016 Request for Proposals Montana Federal Lands Access Program

In conjunction with the 2016 request for proposals for the Federal Lands Access Program (FLAP) in Montana, 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 Montana 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

Jan 12, 2016 at 10 AM MST.

Duration

1.5 hours.

Registration

Registration is not necessary – anyone can join.

Location

<https://connectdot.connectsolutions.com/mtflap2016/>

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

2016 Request for Proposals Montana 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/mt/>
- 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 should be completed jointly by Federal Land Manager and the State/County/Local/Tribal government.
- The proposal must be signed by the appropriate federal agency official AND the appropriate local agency official. Proposals that DO NOT have the appropriate signatures will NOT be eligible for consideration.

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

- 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 does not exceed 30 pages.
- E-mail your completed application package to:

WFL.CallForProjects@dot.gov
- Proposals must be received by **April 1, 2016** to be considered. Submit the proposal early, if possible, to avoid unexpected issues.

2016 Montana Federal Lands Access Program

Proposal ID #: MT-FY16-
(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"/> Transit <input type="checkbox"/> Enhancement <input type="checkbox"/> Planning <input type="checkbox"/> Surface Preservation <input type="checkbox"/> Research		
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"/> Chip Seal <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 (13.42%)		From		
Other Funding Contributions to Project		From		

Acres of Federal Land Accessed by the Project

Functional Classification of the Roadway (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	<u>Current</u>				20 Year Projections		Basis for Projections? (e.g. Transportation Plan, population growth rate...)
	Actual Counts		Estimated		Start of Project	End of Project	
	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)
+ -					

Problem Statement: 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.

Detailed Description of Proposed Capital Improvement, Enhancement, or Surface Preservation: 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.

Detailed Description of Proposed Transit Service: 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.

Detailed Description of Proposed Planning: 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.

The lead agency for project delivery will be WFLHD: The project proponents may request another agency take the lead for project delivery. If recommending a different agency be lead, indicate below which agency and provide rationale for recommendation. The rationale should include why another agency should take the lead, previous experience in delivering Federal-Aid (Title 23) funded projects, any certifications to deliver Federal-Aid funded projects, and ability to satisfy Federal Highway Administration project delivery requirements. The final decision for project delivery resides with the PDC.

MDT

Federal Land Management Agency

Certified Local Agency

Non-Certified Local Agency

****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 Improvement, Enhancement, and Surface Preservation 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		Lump Sum	
	Traffic Control		Lump Sum	
	Utility Relocation		Lump Sum	

Use table on the next page for additional items.

			Sub-Total	
	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	
Total Estimated Construction Cost				
Estimated Preliminary Engineering Costs (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				
Estimated Right of Way Costs				
Total Estimated Preliminary Engineering Costs				
Estimated Construction Engineering Costs (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				
Estimated Construction Engineering Costs				
Total Project Costs				

Cost Estimate for Capital Improvement, Enhancement, and Surface Preservation 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 13.42% 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 maps showing accident locations.
- b) How would the proposed project improve unsafe conditions such as crash sites, inadequate sight distance, roadside hazards, poor vertical/horizontal alignment, hazardous intersections, inadequate lane and shoulders widths, etc?
- c) How does the proposed project address potentially unsafe locations such as 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?
- f) Is the project identified in a strategic safety plan?

2. PRESERVATION

Improvement of the transportation infrastructure for economy of operation and maintenance.

- a) 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?
- b) How would the project impact maintenance or operating costs? How will this project reduce these costs?
- c) If the proposal includes bridge work, how will the project extend the service life of the bridge? Would the proposal correct a "deficient" bridge?

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?
- 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.

This scoring is for projects which enhance environmental goals.

- a) Describe how the proposed project contributes to the environmental goals and objectives of the Federal Land Management Plan or other applicable land management plan.
- b) How would the project enhance wildlife connectivity, wildlife habitat, and/or aquatic organism passage?
- c) How would the project enhance water quality, riparian and/or wetland function?
- d) Does the project use design, materials, or techniques that will exceed the minimum environmental requirements?
- e) Does the project contribute to improved environmental quality from GHG reduction?
- f) Would the project require unique mitigation for impacts?
- g) Would the project contribute to the use of sustainable energy sources for transportation?

2016 Montana Federal Lands Access Program

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

Project Name	
Federal Land Agency (ies)	
Federal Land Unit Manager Name	
Title	
*** Handwritten Signature is required	
Date	
Email Address	
Telephone	
Point of Contact	
Title	
Email Address	
Telephone	

State, County, Local, or Tribal Government	
Agency Official's Name	
Title	
*** Handwritten Signature is required	
Date	
Email Address	
Telephone	
Point of Contact	
Title	
Email Address	
Telephone	

****Signatures are required from BOTH the Federal Land Management Agency being accessed and the State, County, Local, or Tribal Government. Print this page and sign legibly. After signing, scan to PDF, and attach.*