



Memorandum

TO: All Members of the CMCOG Technical Committee

FROM: Reginald Simmons, Deputy Executive Director/Transportation Director

DATE: May 16, 2023

SUBJECT: Next Meeting – May 23, 2023

Please be advised that the business of the CMCOG Technical Committee will be conducted on **May 23rd at 9:30 a.m.** Enclosed, please find an agenda and support materials for your review.

Please note that this meeting will be held virtually using a Zoom platform. The zoom link can be found on the attached agenda.

The CMCOG would like to thank you for your continued service and participation. The Technical Committee serves as an integral part of our transportation planning process and is often the first step for reviewing and approval of transportation projects which affect our region. Your continued dedication has been admirable and appreciated.

If you have any questions or need any additional information, please do not hesitate to contact me at 803-744-5133 or by email at rsimmons@centralmidlands.org. I look forward to meeting with you on **May 23rd**, please don't forget to mark your calendars!

Enclosures

AGENDA

TECHNICAL COMMITTEE

MEETING: TUESDAY, MAY 23, 2023

9:30 A.M. TO 10:30 A.M.

<https://us06web.zoom.us/j/84355031290?pwd=MkYydTVyRE5nNC9OdXI5RDl0M2p3UT09>

Meeting ID: 843 5503 1290 ♦ Passcode: 287177 ♦ Dial-In Number (646) 558 8656

OVERALL AGENDA

1. Welcome, Introductions, and Call to Order..... R. Simmons

2. Census 2020J. Walden

The SCDOT Planning Office has been working with all of the MPOs to discuss changes to the urbanized areas and any resulting changes to the study boundaries. SCDOT has provided a schedule to all COGs and MPOs which outlined SCDOT's accelerated schedule for receiving updates resulting from the 2020 Census. This accelerated schedule will allow the next Regional Mobility Program (RMP) allocation increase to be based on the 2020 Census population rather than the 2010 population numbers. SCDOT will discuss the 2020 Census and present their accelerated schedule.

3. Regional Bike and Pedestrian Master PlanGuillermo Espinosa

The CMCOG in partnership with SCDOT will develop a Bike and Pedestrian Master Plan for the entire CMCOG and COATS MPO Planning Areas. The overall transportation goal is to develop a complete mobility system of transportation modes by building and upgrading the quality of transportation infrastructure through an equitable, functional, accessible, and sustainable balance of an interconnectivity of transportation modes thus improving the quality of life and movement for all residents. (Enclosure 1)

ACTION

→ 4. Three Rivers Bike Share Expansion Feasibility StudyR. Simmons

Sponsored by the Central Midlands Council of Governments (CMCOG), the Three Rivers Bike Share Expansion Feasibility Study presents a financial analysis for the expansion of the Blue Bike SC program within the City of Columbia and new expansion for service in the combined area of the City of Cayce, the City of West Columbia, and the Town of Springdale (West Metro). It considers the cost of expanding service into the West Metro and making Blue Bike SC a regional system, but also considers ways that the program can enhance ridership, increase its presence in these communities, be more cost-effective, increase revenues, and leverage the skills of its various partners. Staff will present this project for adoption. (Enclosure 2)

5. Old/New Business..... R. Simmons

- a. I-26 @ US 21 (Exit 119) Groundbreaking (Enclosure 3)
- b. South Main Street Groundbreaking (Enclosure 4)
- c. Eastern Federal Lands Access Program Call for Projects (Enclosure 5)
- d. Review of Active Transportation Planning Projects

6. Public Comments Open

7. Adjourn..... R. Simmons

Pilot Regional Bicycle-Pedestrian Master Plan

Introduction

The South Carolina Department of Transportation (SCDOT) is seeking to establish a process to promote, prioritize, coordinate, and determine the need and feasibility of walking, biking, and transit accommodations for all users of the state-owned highway system in South Carolina. Conducive to implementing the agency's Complete Streets policy (SCDOT Departmental Directive #28), in support of the agency's Regional Mobility Program (RMP), and in accordance with the Federal Highway Administration (FHWA) Code of Federal Regulations 23, this process will establish program management and network performance parameters applicable to the variety of geographic scales and administrative jurisdictions across the state. The SCDOT is supporting this goal by developing pilot Regional Bicycle-Pedestrian Master Plans in collaboration with Metropolitan Planning Organizations (MPO) and Councils of Government (COG).

For this pilot the SCDOT is interested in establishing a corridor development planning framework that facilitates cross-jurisdictional network connectivity and serves as a guide for the funding, construction, maintenance, and operations of bicycle-pedestrian accommodations. This will be facilitated through a comprehensive, data-driven analysis process in support of the multimodal goals of the Regional Mobility Program and validated in coordination with local stakeholders representative of the needs of non-motorized road users. An analysis of the current bicycle-pedestrian network, and the transportation network connectivity needs of Vulnerable Road Users (VRU) is envisioned as a foundational step in determining the right-sizing of accommodations within a cost-constrained project funding program. A gap analysis sensitive to roadway attributes will support a preliminary engineering feasibility and cost analysis for those portions of the network which can support a continuous route of bicycle-pedestrian accommodations. As applicable to the context, the analysis should highlight opportunities for inter-regional or inter-state connectivity.

The Regional Bicycle-Pedestrian Master Plans developed through this process will provide a basis for determining the engineering feasibility of priority corridors and guide local entities in programming and implementing bicycle-pedestrian accommodations in coordination with SCDOT. Clearly communicating this process and its contextual outcomes is envisioned as a critical component of this pilot. The program management and network performance metrics developed through this process shall support the communication of benefits and outcomes of implementing the agency's Complete Streets policy. Each participating jurisdiction shall be presented with a summary of the plan outcomes relevant to their needs and ways they can engage within its planning and programmatic framework by leveraging discretionary and competitive funding sources.

Beyond providing an inventory of existing facilities and general project recommendations, a successful pilot shall provide critical information for the prioritization and implementation of bicycle-pedestrian accommodations within SCDOT's programmatic framework. The pilot shall estimate the engineering and financial feasibility of priority corridors in contrast to portions of the network with a comparatively lower cost-benefit of implementing bicycle-pedestrian accommodations. A priority corridor implementation plan

should allow eligible entities to develop bicycle-pedestrian accommodation projects in coordination with SCDOT's funding sources and in anticipation of known project phasing. Consistency of plan and program parameters will be critical in designing a statewide planning program for implementing bicycle-pedestrian accommodations in coordination with eligible entities and applicable funding sources.



Memorandum

TO: All Members of the CMCOG **Technical Committee**

FROM: Reginald Simmons, Deputy Executive Director/Transportation Director

DATE: May 16, 2023

SUBJECT: **Three Rivers Bike Share Expansion Feasibility Study**

REQUESTED ACTION

The Central Midlands Council of Governments' staff requests a recommendation of approval to adopt the Three Rivers Bike Share Study (a.k.a Bike Share Expansion Feasibility Study). The full report is available on our website.

PROGRAM DESCRIPTION

Launched in the fall of 2018, in its four years of operations (to October 2022) the Blue Bike SC bike share system has contributed to the City of Columbia's transportation system by serving over 12,000 members and recording over 117,500 miles traveled, improving health benefits with users burning 11 million calories, and saving 48 tons in carbon emissions from entering the atmosphere. The system has proven its viability even through the duration of the pandemic.

Since the launch of the Blue Bike SC system, trends in the bike share industry have seen an expansion of dockless and hybrid shared micromobility systems that allow users to park a device at, or closer to, their destination. There is also a shift to electrify shared micromobility systems with e-bikes and e-scooters. Many cities are also reconsidering the balance of their public-private partnership models with some programs being converted to permit-based models where private operators pay for the use of the right-of-way and take on cost responsibilities in exchange for program revenues.

Blue Bike SC is a docked bike share system with a mix of regular and e-bikes. The system was purchased with funds from BlueCross BlueShield of South Carolina and an FTA grant obtained by The COMET, which is the Central Midlands Regional Transit Authority (CMRTA) for Richland County, the City of Columbia and Lexington County, SC. BlueCross BlueShield also provides funds to operate the program. The City of Columbia currently manages the contract with Bewegen, who is the vendor that operates, maintains, and promotes the Blue Bike SC system. This contract ends in June 2023. With the approaching contract deadline looming, the Central Midlands Council of Governments (CMCOG) in coordination with the City of Columbia, The COMET, City of Cayce, City of West Columbia, Town of Springdale, and the South Carolina Department of Transportation (SCDOT), collaborated on this feasibility study. The Three Rivers Bike Share Expansion Feasibility Study expounds on the City of Columbia's bike share plans and opportunities to expand the current Blue Bike SC system within its city limits; and explores opportunities to expand the Blue Bike SC or implement a new bike share system in the Cayce, West Columbia, and the Town of Springdale.

ATTACHMENT

Bike Share Study Executive Summary

1 | Executive Summary

Blue Bike SC is a long-running and successful bikeshare program. It has broad community support and has increased access to bicycling and enhanced visitor experience and mobility options since starting in 2018. However, the dock-based system has a small footprint because of the upfront capital required for stations and the funding available for program operations, which results in relatively low ridership.

Sponsored by the Central Midlands Council of Governments (CMCOG), this Three Rivers Bike Share Expansion Feasibility Study presents a financial analysis for the expansion of the Blue Bike SC program within the City of Columbia and new expansion for service in the combined area of the City of Cayce, the City of West Columbia, and the Town of Springdale (West Metro). It considers the cost of expanding service into the West Metro and making Blue Bike SC a regional system, but also considers ways that the program can enhance ridership, increase its presence in these communities, be more cost-effective, increase revenues, and leverage the skills of its various partners.

Existing System

The existing program is overseen by the City of Columbia with Blue Cross Blue Shield of South Carolina (BCBS) sponsoring the system with initial capital for the purchase of stations and bikes and ongoing funding for program operations. The COMET provided additional capital through an FTA grant to add docks to stations that were virtual at launch. Operation, maintenance, and promotion of the program is conducted by Bewegen, who is also the equipment provider, under a 5-year contract that ends June 2023.

Local Context

Bike share systems are most successful where there is higher density of people, jobs, attractions, and destinations all in the same area, with comfortable and intuitive connections to transit. Analysis and comparison of demographics such as population density, age, where workers live, where residents live to their proximity to the Blue Bike SC system, The COMET transit system, and the existing bike and pedestrian network, was conducted to demonstrate the current and future potential support of the bike share system in City of Columbia and the West Metro areas.

Affordable and convenient transportation, like transit and connections to bike share, is key for thriving communities and is also essential for historically underserved populations. This study includes analysis to understand where the region's historically underserved and transportation disadvantaged communities are located based on percent of people who identify as Black, Indigenous, People of Color (BIPOC) and median household income

In addition to analysis of demographics for potential and equitable use, analysis was conducted on gaps and barriers in the existing network to connectivity between transit and bike share station locations and other key destination opportunities. To help track and demonstrate the progress and success of the implementation of the potential bike share expansion, an equity analysis was performed to determine what percentage of the existing service areas are within Equity Emphasis Census Tracts to create performance measures. The analysis looked at four demographic factors like income, vehicle access, race, and English language proficiency for Lexington and Richland Counties..

Public Outreach and Stakeholder Engagement

A variety of outreach strategies were used throughout this process to engage the community resulting in close to 450 contacts. This was not the typical feasibility study, where the goal is to seek the public's input on specific locations on where to place the propose expanded network stations. Therefore, the preliminary engagement was less involved as would normally be observed for a feasibility study. The information collected was to inform barriers to bicycling and walking and perceptions about current and future needs. It was also to inform potential for future ridership.



Public engagement activities included an interactive online map and survey and attendance at local pop-up events held at locations such as the Soda City Market, college and university campuses, parks, and at existing bike share stations. These events and activities were advertised using a QR code that linked to the project website and was printed on 250 business cards, 50 window clings, and numerous flyers. Stakeholder outreach included a focus group meeting and Project Advisory Committee (PAC) meetings as well as interviews conducted with representatives from the Cities of Columbia and West Columbia, CMCOG, BCBS of SC, The COMET, and Bewegen. A summary of public and stakeholder engagement can be found in Chapter 6, Stakeholder Engagement.



Implementation

Expansion

Scenarios for bike share system expansion were developed to understand the potential scale of bike share in the region with plans developed based on analysis of potential trip origins and destinations and input received from the public outreach and the stakeholder engagement process. This study does not identify specific bike share station locations but considers expansion areas or corridors within the City of Columbia and within the combined area of Cayce, West Columbia, and Springdale (West Metro).

The following principles were developed from feedback from the PAC and guided the development of the expansion plans:

- **Separate expansion plans:** having separate expansion plans for Columbia and the West Metro communities allows each community to move at their own pace.
- **One fleet:** While system assets will be owned by the entities that purchased them, bicycles will move between participating municipalities on both sides of the river.
- **Contiguous expansion areas:** new stations should be built within bicycling distance of other stations.
- **System-wide target of 1.8 docks-per-bike:** setting a consistent dock-to-bike ratio across the entire system.
- **Transition to a 100% pedelec bike fleet:** given the higher ridership and revenues of pedelec bicycles with only a marginal increase in capital cost.
- **Relocate underutilized docks and stations:** for stations that are not well used or where there are more docks than needed.

City of Columbia Expansion

The following is a list of options developed as an approach for the expansion of the Blue Bike SC system within the City of Columbia. The equipment needed to serve this expansion will vary depending on the amount of equipment that can be repurposed. The preferred expansion scenario will also impact expected ridership, which is discussed in more detail in Chapter 7, Expansion Scenarios.

- Four potential expansion areas were identified that are contiguous with the existing system footprint that will accommodate up to six new stations with 60 new docks. The expansion areas are:
 - Devine Street – from Harden Street to Millwood Avenue
 - University of South Carolina – south of Blossom Street
 - Benedict College – additional new station
 - Cottontown – area next to Bull Street or Segra Park Station
- Some of the five most underperforming stations (out of a total of eighteen) should be considered for a reduction in the number of docks or for wholesale relocation. This could make stations and docks available for deployment elsewhere.
- Of the existing top five performing stations, three could be considered for an increase in the number of docks due to above-average utilization.

West Metro Expansion

- Two potential expansion areas were identified in the cities of West Columbia and Cayce. These expansion areas could accommodate up to five new stations and 50 new docks. The expansion areas are:
 - Riverwalk – from Moffatt Street to Lyles Street trailheads
 - Meeting Street – from Riverwalk to Triangle City
- As right-of-way is owned by SCDOT and not the local municipality, station location placement and related space considerations will be crucial in any expansion in the West Metro area.
- By prioritizing expansion in areas of West Columbia and Cayce in close proximity and relatively well connected to Columbia, this study is laying the groundwork for the phasing of the expansion of the West Metro system to help connect adjacent communities, like the Town of Springdale.

Funding

This study presents a financial analysis for the expansion of the Blue Bike SC program. It considers the cost of expanding service into new areas, but also considers ways that the program can enhance ridership, increase its presence in the community, be more cost-effective, increase revenues, and leverage the skills of its various partners. Some of the key points include:

- Continuing to build out the bikeway infrastructure is essential.
- E-bikes are ridden almost 3 times more than regular bicycles and continued electrification of the fleet is key to increased ridership.
- Docked-based infrastructure is capital-intensive and limits the footprint of the program and the flexibility for riders to easily access their destination. The project partners should pilot using bike corrals as virtual stations.
- Grant funding may help to offset the capital funds used for expansions.
- Reserving assets space and actively increasing sponsorships will help to increase revenue.

- There are creative ways through user fee structures, and other examples, to increase ridership and achieve other program goals.
- Program contracts can be arranged to incentivize private and public partnerships to work to increase ridership effectively and innovatively.

Early Action

To seamlessly move toward implementation and maintain momentum, early action projects were developed for each of the participating communities. The goal of these recommendations is to have low to no cost projects that could serve as catalysts for more bicycle investments and lead to an increase in enthusiasm for the bike share system and its expansion. Two projects are identified for each community - one an event or bike share expansion project and one physical infrastructure project. The projects are listed in the Table 1.Early Action Projects.

Table 1: Early Action Projects

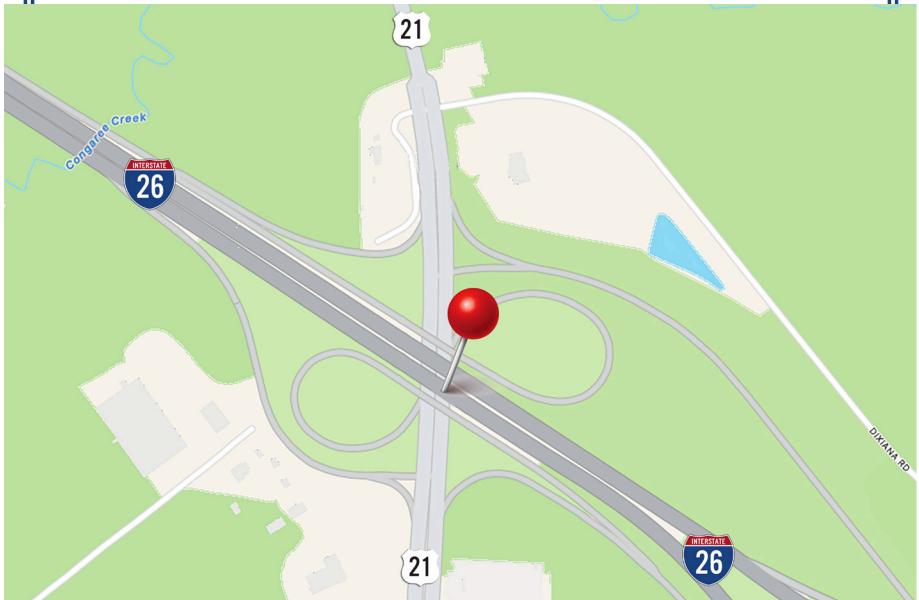
City	Project Type	Location	Project
City of Cayce	Infrastructure	Naples Avenue at State Street	High Visibility Crosswalks
	Event	Local public celebration or event	Host an e-bike demonstration
City of Columbia	Infrastructure	Harden Street	Improving Bus Stop and Bike Share Station
	Event	Area south of Blossom Street or along Devine Street	Host pilot virtual stations
City of West Columbia	Infrastructure	Oliver Street at Alexander Road	High Visibility Crosswalks
	Event	Local public celebration or event	Host an e-bike demonstration
Town of Springdale	Infrastructure	Boston Avenue at Walterboro Street	High Visibility Crosswalk, Sidewalks, and Curb Extensions
	Event	RH Fulmer Middle School	Host a bicycle safety event



at



Groundbreaking Ceremony



*You are cordially invited to attend
a Groundbreaking Ceremony
for the I-26 at US 21
Interchange Improvement Project*

*Friday, May 5, 2023
11:30 a.m.*







Groundbreaking ceremony at South Main Street

The area of Main Street between the State House and Blossom Street is getting a makeover.

Feb 23, 2023 6:30 PM EST by [Jessica Mejia](https://www.abccolumbia.com/author/jessicamejia/)

COLUMBIA, S.C. (WOLO)— The area of Main Street between the State House and Blossom Street is getting a makeover.

Governor McMaster, SCDOT Secretary Christy Hall and University of South Carolina's President Michael Amiridis were all at the groundbreaking ceremony today to discuss the upcoming improvements.

According to plans, the revitalization process will include bicycle lanes, landscaping updates, and buried power lines.

SCDOT Secretary Christy Hall says this project has been a dream of many people for a very long time.

Categories: [Local News](https://www.abccolumbia.com/category/news/local-news/), [News](https://www.abccolumbia.com/category/news/)

Tags: [groundbreaking ceremony](https://www.abccolumbia.com/tag/groundbreaking-ceremony/), [housing project](https://www.abccolumbia.com/tag/housing-project/)

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U.S. Department
of Transportation

**Federal Highway
Administration**

**Eastern Federal Lands Highway Division
22001 Loudoun County Parkway
Building E2, Suite 200
Ashburn, VA 20147
Phone 703-404-6201
Fax 703-404-6217
In Reply Refer to: HFPP-15**

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

May 1, 2023

**Eastern Federal Lands Access Program Call for Projects Alert-
South Carolina**

Greetings:

The Eastern Federal Lands Highway Division (EFLHD) of the Federal Highway Administration (FHWA) will be accepting Federal Lands Access Program (FLAP) applications in order to develop a multi-year program of projects for Federal Fiscal Years (FY) 2023 through FY 2026. All final project approvals will be contingent upon the availability of funds in the year for which they are being requested.

The Call for Projects application period opens June 1, 2023 and runs through September 29, 2023. Please explore our FLAP website located at <https://highways.dot.gov/federal-lands/programs-access> and follow the links to the state webpage to download the application, review the state's associated scoring criteria, FAQ's and tips for preparing a good application. Applications should be submitted via email to EFL.planning@dot.gov by the end of the day (11:59 PM) on September 29, 2023 to be considered. If required, applications via mail, Fedex, UPS etc. or fax will also be accepted.

An *estimated* total of \$8.2M will be available for programming in your State.

What is the purpose of the Federal Lands Access Program?

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

Are matching funds required?

The federal share for the Access Program in this call-for-projects has been changed to 100 percent based on amended program requirements established by the Bipartisan Infrastructure Law. The application template will not be changed. If a match is submitted in the application, the Programming Decisions Committee (PDC) may program this amount with available Access Program funds. If there is a shortage of Access Program funds in the state, the PDC may discuss options with the applicant to leverage the match funds towards the project to advance the applied-for scope.

Please note that this is a Title 23 Federal Aid Highway Reimbursable Program and **not** a lump-sum grant program.

Where can projects be located?

Proposed projects or studies must be associated with a public highway, road, bridge, trail or transit system that is located on, is adjacent to, or provides access to Federal lands for which the transportation facility's title or maintenance responsibility is vested with a State, county, city, township, tribal, municipal, or other local government entity.

What types of applications will be considered?

Applications will be accepted for the following:

Capital Improvements- These proposals include rehabilitation, restoration, construction, and reconstruction of roads, bridges, multiuse trails, and other long-term transportation system asset improvements. 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. FLAP funds are not intended for routine maintenance projects (e.g., potholes, mowing, snow removal, same type guardrail replacement, etc.).

Transit- These proposals include construction of transit facilities (e.g. ferry docks, helipads, boat ramps) and limited duration operation/maintenance of transit services and facilities (including vehicles) and the purchase of transit vehicles.

Planning- These proposals include engineering feasibility studies, corridor management planning, bicycle/pedestrian planning and alternative transportation system 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.

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

Who may apply?

Eligible applicants include State, county, tribal or city government agencies that own or have maintenance responsibility of the transportation facility or must supply a letter from the facility owner/maintainer indicating the application is being submitted on their behalf. Project applications must be sponsored and/or supported by the appropriate Federal Land Management Agency (FLMA) unit whose access would be enhanced by the proposed action. This acknowledgement of sponsorship and support must be demonstrated by an application signature and/or letter of support attached to the application from an appropriate representative of the benefitting FLMA unit. 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. All projects must be submitted using the EFLHD Access Program Application form (located on the website).

How would the projects be delivered?

On the application form you will select from EFLHD, State DOT or Local Public Agency as the preferred delivery organization. EFLHD also welcomes the opportunity to provide “cradle to grave” project delivery

services as the lead agency on behalf of the applicant. This approach allows State or local resources to be utilized on their other priorities. State DOTs are eligible to deliver their own projects and projects on behalf of local agencies by request. Local agencies requesting to deliver their own project must be certified by the State DOT or demonstrate prior experience with the use of federal transportation funds (Title 23) to deliver projects in compliance with Federal Highway Administration regulations. Additional information regarding local agency project delivery roles and responsibilities may be found at the following website:

<http://www.fhwa.dot.gov/federal-aidessentials/stateresources.cfm>

The range of potential EFLHD delivered services includes: Planning/Feasibility Studies, Preliminary and Final Engineering Design, Federal Environmental Compliance, Construction Contract Advertisement, Construction Contract Administration, Construction Engineering & Inspection, and Federal Stewardship and Oversight. However, the lead agency designation and participating agencies' roles and responsibilities will be considered during both the initial application evaluation and the Memorandum of Agreement (MOA) development Phases. 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. EFLHD will be responsible for Stewardship and Oversight of all programmed projects to assure compliance with federal requirements.

If the applicant would like to request the option of EFLHD delivery, please contact Lewis Grimm, EFLHD Planning Team Leader at: Lewis.Grimm@dot.gov or at 703-404-6289.

NOTE: Requests for EFLHD delivery must be submitted no less than 30 days prior to the closing date of the Call for Projects period to allow time for the EFLHD independent government cost estimate for the provision of these requested services to be developed. Applications (minus the estimated project budget values) will still need to be submitted to EFLHD by the applicant prior to the closing date of the Call for Projects.

What if I have questions?

You are welcome to contact any of the FLAP Programming Decisions Committee (PDC) members for your state with your questions using the contact information contained on the website. Additionally, questions about project eligibility or the EFLHD application process can be directed to Lewis Grimm or Richelle Ellis, FHWA/EFLHD (contact information shown below). Also please find on the website an EFLHD FAQ document, Scoring Criteria and EFLHD FLAP Tip Sheet with suggested factors to be considered for submitting a good application. We also invite you to view a brief presentation titled "*EFL FLAP Informational Presentation*" located on the FLAP website that may be helpful.

Thank you for your interest in the FLAP program. We look forward to working with you in developing a multiyear program of projects for the period of FY2023 - FY2026.

Lewis G. Grimm, P.E. Planning Team Leader EFLHD/FHWA Tel: (703) 404-6289 Fax: (703) 404-6217 Cell: (703) 629-1450 Lewis.grimm@dot.gov	Richelle J. Ellis Access Program Planning Coordinator EFLHD/FHWA Tel: (703) 404-6333 Fax: (703) 404-6217 Richelle.Ellis@dot.gov
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Eastern Federal Lands Access Program



U.S. Department of Transportation
Federal Highway Administration
Eastern Federal Lands Highway Division



Federal Lands Access Program (FLAP) Frequently Asked Questions:

What is the purpose of the program?

The goal of the Federal Lands Access Program is to improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands. The program is managed through the Federal Highway Administration - Federal Lands Highway Divisions. Please note that this is a Title 23 Federal Aid Highway Reimbursable Program and **not** a lump-sum grant program. <https://highways.dot.gov/federal-lands/programs-access>

Who is eligible to apply for FLAP project funding?

Eligible applicants include only state, county, tribal, or city government agencies that own or maintain the transportation facility. The term “Transportation Facility” 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.

The FLAP program applicant must be the facility owner, have maintenance responsibility or must supply a letter from the facility owner/maintainer indicating that the application is being submitted on their behalf. Early coordination between the appropriate Federal Land Management Agency (FLMA) whose access would be improved by the proposed action and the applicant state/county/local/tribal government is strongly encouraged to ensure adequate time for input and signature of agreement / concurrence of the proposed action by all involved parties before the submittal due date.

What types of projects will be considered?

The Federal Lands Access Program supplements State and local resources for public roads, multiuse trails, transit systems, and other transportation facilities, with an emphasis on the improvement of access to federally owned high-use recreation sites and Federal economic generators. Federal Lands Access Program funds are intended for:

Capital Improvements- These proposals include rehabilitation, restoration, construction, and reconstruction of roads, bridges, multiuse trails, and other long-term transportation system asset improvements. This includes improvements such as safety improvements, pavement 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. FLAP funds are not intended for routine maintenance projects (e.g., potholes, mowing, snow removal, same type guardrail replacement, etc.).

Transit- These proposals include construction of transit facilities (e.g. ferry docks, helipads, boat ramps, and bus stops) and limited duration operation/maintenance funding of transit services and facilities (including vehicles) and the purchase of transit vehicles.

Planning- These proposals include engineering feasibility studies, corridor management planning, bicycle/pedestrian planning and alternative transportation system 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.

Eastern Federal Lands Access Program

Are matching funds required?

As a result of recent legislative action, the program does **not** require any matching funds. Project award values represent 100% federal funding. Applicants may also provide additional funds beyond the requested amount of FLAP funds to contribute to the project. Because of the limited amount of FLAP funding available in each state in any given federal fiscal year, proposals will receive additional consideration when funding is leveraged from other sources.

Typically, most states prefer cash funding for any such supplemental project funding. However, the project's preliminary engineering phase (planning, engineering design, NEPA and permitting, etc.), and the right-of-way acquisition and construction phases of the project may use a cash and/or "in-kind services" such as toll credits, the assessed value of donated property, labor, materials, and CEI services. The use of any such "in-kind services" are subject to Eastern Federal Lands Highway Division (EFLHD) and State DOT review and 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 for supplemental project funding. The use of such funds must be mutually acceptable to both EFLHD and the proposal applicants.

How would the project be delivered?

On the application form you will select from EFLHD, State DOT or Local Public Agency or "other" as the preferred delivery organization. EFLHD welcomes the opportunity to provide "cradle to grave" project delivery services under this program. This approach allows State or local resources to be utilized on their other priorities. If you would like to request EFLHD to deliver your project, please coordinate with EFLHD at a minimum of 30 days prior to the closing of the Call for Projects to request development of an independent project cost estimate by EFLHD staff. Contact Lewis Grimm, EFLHD Planning Team Leader, 703-404-6289 or at Lewis.Grimm@dot.gov.

State DOTs are eligible to deliver their own projects or a project on behalf of a Local Agency. Local agencies requesting to deliver their own project must be certified by the State DOT or demonstrate prior experience with the use of federal transportation funds (Title 23) to deliver projects in compliance with Federal Highway Administration regulations. Additional information regarding local agency project delivery roles and responsibilities may be found at the following website: <http://www.fhwa.dot.gov/federal-aidessentials/stateresources.cfm>

What happens if my project is selected?

After the Programming Decisions Committee (PDC) has reviewed, rated, and ranked the applications received in response to the Call for Projects, successful applicants will receive a selection notification letter from EFLHD stating that their project has been "Recommended for Programming". The applicant will be provided a Project Worksheet to complete and submit. The EFLHD Programs Office will send a detailed letter stipulating the scope of the project, the specific roles and responsibilities of all signatory parties, the anticipated project schedule and the funding arrangements. Please note that the outreach and execution of the programming process will be prioritized by the Federal Fiscal Year for which the project is programmed for the receipt of FLAP funds.

Eastern Federal Lands Access Program (FLAP)



U.S. Department of Transportation
Federal Highway Administration
Eastern Federal Lands Highway Division



Tips for Preparing a Good FLAP Application:

- Review Programming Decision Committee (PDC) documentation materials provided on the website for your state (i.e. Call for Projects scoring allocation categories). Still have questions? Contact one of the PDC members.
<https://highways.dot.gov/federal-lands/programs-access>
- Coordinate with the benefitting Federal Land Management Agencies (FLMA) unit(s) for concurrence and to obtain a staff application signature or letter of support for the proposed project; Use these partners to assist with obtaining FLMA information (i.e. visitation, Land Management goals, safety data, local economic benefit, etc.).
- The facility owner **must** be the applicant (have ownership or a long-term maintenance agreement); include your agency name and title; the benefitting FLMA unit **cannot** be the applicant.
- Answer the application questions to the best of your ability; be succinct and concise; Use the best data available, include any assumptions and other appropriate reference citations to additional supporting information.
- Be practical, “right size” the scope, schedule and budget – include options for scaling/phasing the project if applicable (i.e., a 3-mile resurfacing project broken into 3 separate 1-mile long segments with associated costs). You could receive partial funding!
- **Include photos and quality maps** that show project location, termini and linkage to the Federal Land accessed.
- Be clear about the amount and timing of any proposed supplemental funding to be devoted to the project beyond the amount of FLAP funding being requested. No Title 23 or Title 49 funds, other than Federal Lands Transportation Program funds or Tribal Transportation Program funds, can be used as supplemental funding. Include resolution for approval of funds (as needed by a local Governing Body such as a city council or county commissioners).
- Be sure your state allows for in-kind contributions toward any planned supplemental funding. In-kind supplemental funding requires justification and approval by both the State DOT and EFLHD/FHWA. In-kind supplemental funding must be utilized or occur only **after** a FLAP project agreement is executed. (i.e., Right of Way transfer, applicant agency provided Engineering/Environmental services, etc.).
- Delivery agency: When selecting the delivery agency (EFLHD/FHWA, State DOT, Local Agency or Other), be sure that the agency has agreed with the scope of work and provided their budget for project delivery *prior to submission of the application*. Local Agencies requesting to deliver their own project must be certified by the State DOT to deliver projects in compliance with Federal Highway Administration regulations or demonstrate prior experience with Title 23 Transportation funds. <http://www.fhwa.dot.gov/federal-aidessentials/stateresources.cfm>

If you would like to request FHWA-Eastern Federal Lands (EFL) to deliver your project, please coordinate with EFL *prior to submission* to request development of an independent government cost estimate. Contact Lewis Grimm, EFL Planning Team Leader, 703- 404-6289 or at Lewis.Grimm@dot.gov

