

# Federal Lands Access Program (FLAP)

National Park Service  
U.S. Department of the Interior



## FLAP Funding Examples



Source: NPS

### Bryce Canyon Bicycle and Pedestrian Trail

In 2015, Bryce Canyon City in Utah applied for FLAP funding with the support of the NPS and the Dixie National Forest. This funding provided trail facilities for bicyclists and pedestrians from the Bryce Canyon City shuttle station to Bryce Canyon National Park. This trail offers a multi-use transportation facility that connect to some of the most popular viewpoints in the park. The FLAP funding covered \$750,000 of a total project cost of \$841,000.

## Key Resources and Contacts

- [National Park Service Transportation Branch and regional transportation coordinators](#)
- [Federal Highway Administration - Federal Lands Access Program Overview Page](#)
- [State Department of Transportation Contacts](#)

Published: February 2017

*The Federal Lands Access Program (FLAP) provides funds for projects to improve Federal Lands Access Transportation Facilities that provide access to, are adjacent to, or are located within federal lands. This can include public roads, bridges, paved trails, or transit systems that are owned and/or maintained by the state, county, town, township, tribal, municipal, or local government. This does not include federally-owned facilities.*

## How can parks access FLAP funding?

The NPS is not eligible to receive FLAP funds directly. Instead, NPS units can support partner agencies in pursuing these funds for mutually beneficial projects, for facilities that the partner will own and/or maintain. FLAP project costs consist of around 80 percent federal funding with a local match of around 20 percent, which varies by state. The NPS' core transportation program funds (Federal Land Transportation Program, or FLTP) may be used towards this match in coordination with NPS regional transportation coordinators.

## What activities are eligible?

Existing or planned transportation facilities that are or will be owned and/or maintained by a state or local agency.

Funds may be used for the costs of transportation planning, research, engineering, preventive maintenance, rehabilitation, restoration, construction, and reconstruction of transportation facilities located on or adjacent to, or that provide access to, federal lands. Applicable activities include parking areas; acquisition of scenic easements or historic sites; bicycle and pedestrian provisions; environmental mitigation; public safety; roadside rest areas; and other facilities determined by the Secretary of Transportation. Other eligible activities include the operation and maintenance of transit facilities, and any transportation project that is within, adjacent to, or provides access to federal land.

In some cases, an NPS-owned facility (new or existing) may be eligible for FLAP funds if the partner formally agrees to maintain the facility. Projects must align with Department of Interior priorities and ultimately be endorsed by NPS units.

## What makes an activity competitive for funding?

While funding priorities may vary from year to year, projects will generally be more competitive for funding if they:

- Are consistent with unit management plans and long range transportation plans at the state, regional, and NPS levels
- Can be realistically completed based on the proposed scope, schedule, and budget
- Improve safety
- Provide access to a federal high-use recreation site or is a federal economic generator
- Have the ability to meet local match requirements

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Source: Downtown Estes Loop

### Downtown Estes Loop

In 2016, the NPS collaborated with the Town of Estes Park in Colorado to secure \$13 million in FLAP funding for the realignment of a roadway that aims to reduce congestion, improve safety, and provide better access to Rocky Mountain National Park. This project builds on previous transportation planning studies and public outreach activities for improving transportation downtown.

### Funding Amount

Funding amounts differ for each state. These funding levels can be found on FHWA's [FLAP Overview page](#).

## NEXT STEPS

### Build relationships with state DOTs and local governments

Because NPS units are not eligible to receive FLAP funds, it is essential that park staff collaborate with state and local partners on developing an application. Necessary data for the proposal includes:

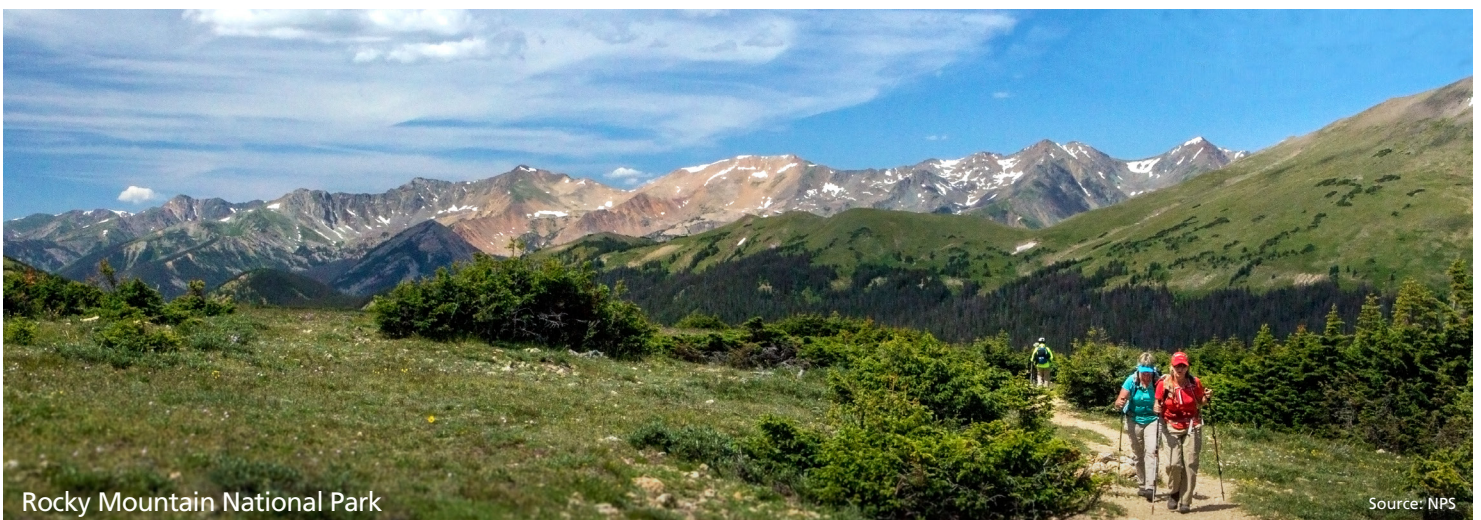
- Project description and cost estimates
- Safety considerations and data
- Transportation accessibility and mobility
- Maintenance and operating costs
- Economic development, visitation, and tourism
- Sustainability and environmental quality

### Become involved in the local planning process

Maintain ongoing collaboration efforts with state DOTs, MPOs, and local governments to be involved in the local planning processes and remain aware of current project proposals and potential funding opportunities from FLAP and other funding programs.

### Discuss FLAP with the NPS regional transportation coordinator

Each NPS region has a regional transportation coordinator (RTC), who prioritizes transportation projects in the region. They are responsible for coordination between NPS headquarters and their region's parks on transportation-related topics. RTCs can also provide insight into the FLAP prioritization process.



Rocky Mountain National Park

Source: NPS