



US Fish and Wildlife Service

FWS Transportation Program

PLAN 2035: The National Long Range Transportation Plan

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TRB 2017



Agenda

1. FWS Mission, Background, and Need for LRTP
2. LRTP Planning Process
3. LRTP Overview
4. LRTP Implementation – Working with Partners



1. FWS Mission, Background, and Need for LRTP

Mission Statement

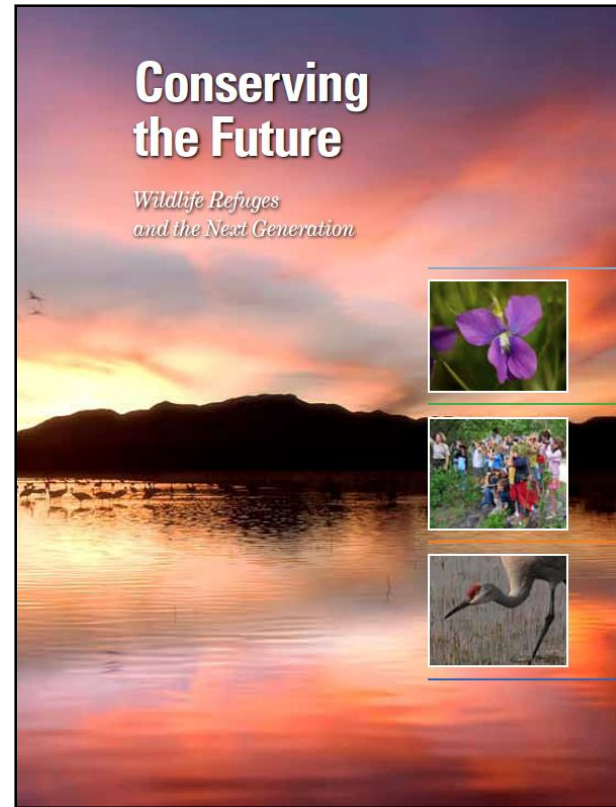
The Mission of the U.S. Fish and Wildlife Service is working with others to conserve, protect and enhance fish, wildlife and plants and their habitats for the continuing benefit of the American people.



1. FWS Mission, Background, and Need for LRTP

Conserving the Future

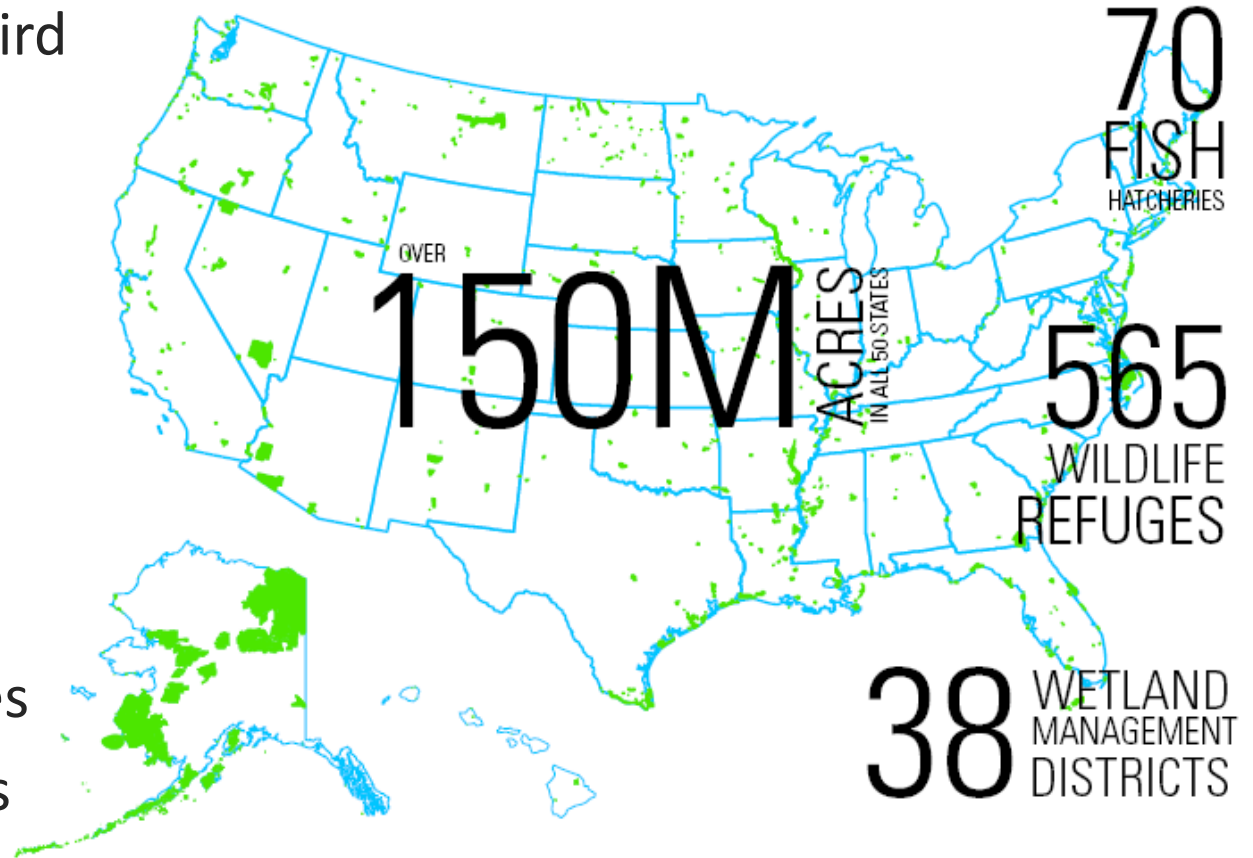
- Landscape-scale conservation and science-based decisions
- “Connected Conservation Constituency”
- Developing our conservation leaders of today and tomorrow



1. FWS Mission, Background, and Need for LRTP

U.S. Fish and Wildlife Service Managed-Lands

- Nearly 90% of all bird and fish species
- 80% of amphibian/reptile species
- Over 50% of all mammal species
- Threatened and endangered species
- 20% of the nation's wilderness



1. FWS Mission, Background, and Need for LRTP

Recreation Opportunities Available on FWS Managed Lands

Big 6 recreational opportunities:

1. Hunting
2. Fishing
3. Wildlife observation
4. Wildlife photography
5. Environmental education
6. Interpretation



1. FWS Mission, Background, and Need for LRTP

Transportation Unique to FWS

- Moderate, and often seasonal, visitation
- Located in variety of geographic settings
- Urban and rural
- Generally low impact
- Resource conservation



Kenai NWR, Skilak Loop Road
Culvert replacement for aquatic passage; many partners (State/locality-delivered)

1. FWS Mission, Background, and Need for LRTP

Transportation System

- Approx. 5,000 miles public use roads; 7,500 miles of admin. roads
- Over 5,000 parking areas
- 402 public use bridges; thousands of culverts
- 14 alternative transportation systems
- Over 2,100 miles of trails and boardwalks



1. FWS Mission, Background, and Need for LRTP

From “Refuge Roads” to “Transportation”

Through visitor use surveys and staff observation, the FWS realized that visitors were demanding multi-modal access, so the program began to include:

- Bike paths
- Boardwalks
- Bridges
- Shuttles
- Boat launches
- Etc.

The Transportation Program became more proactive about improving access, rather than reactive about repairing roads.



1. FWS Mission, Background, and Need for LRTP

Coordinating Regional LRTP's and National LRTP



- Regional LRTP's focus more on unit-level detail.
- National LRTP focuses on overarching, unifying goals and development of procedures that benefit all regions.

Key Elements of the Process

- Consistent with state and metropolitan transportation planning requirements including the 3-C process (continuing, comprehensive, cooperative)
- Understand existing conditions
- Prioritize: right size the road inventory by creating tiers using Asset Priority Index and mission criticality
- Determine goals, objectives, and performance metrics



2. LRTP Planning Process

Understand Existing Conditions

Data

Road Inventory Program

Trail Inventory Program

Alternative Transportation Evaluation

National Bridge Inventory

Refuge Annual Performance Plan

Road Safety Audits

FWS Asset Mgt. Database (SAMMS)

USGS Visitor Use Surveys

Professional Input

Consultants

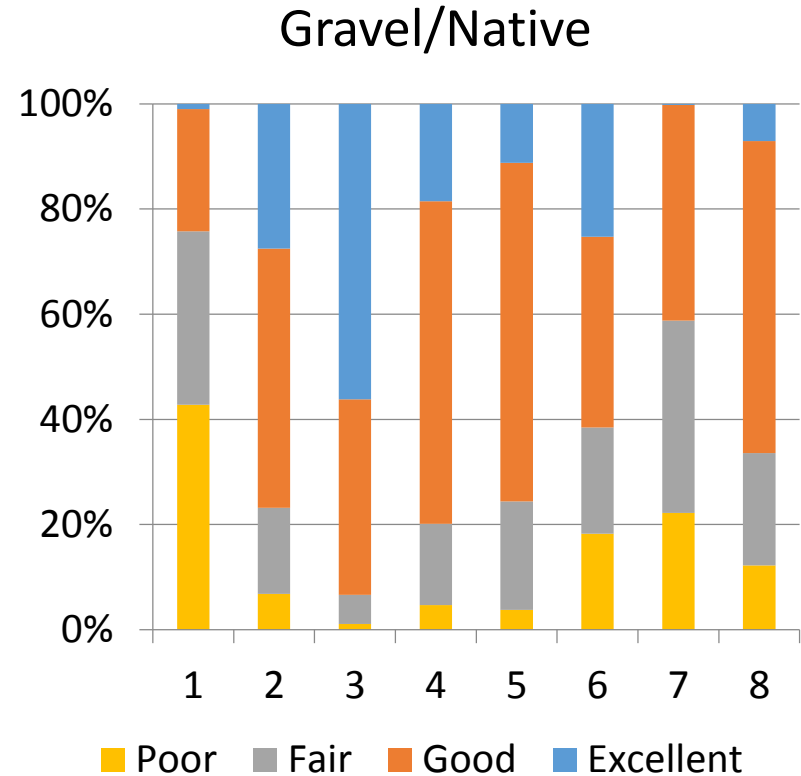
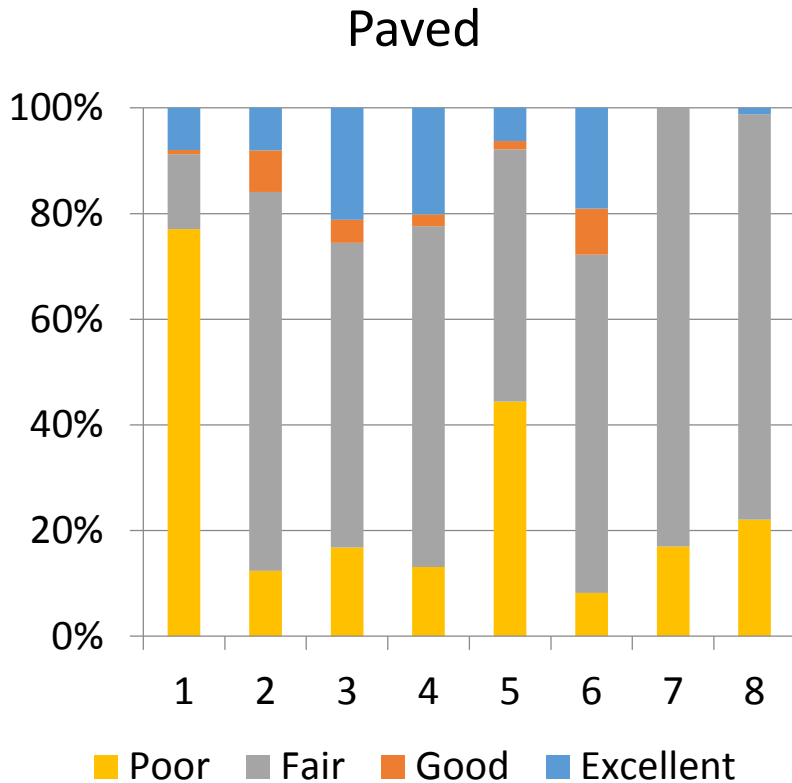
Headquarters and Regional Staff in Various Programs

Federal Land Management Agency Partners

Federal Highway Administration

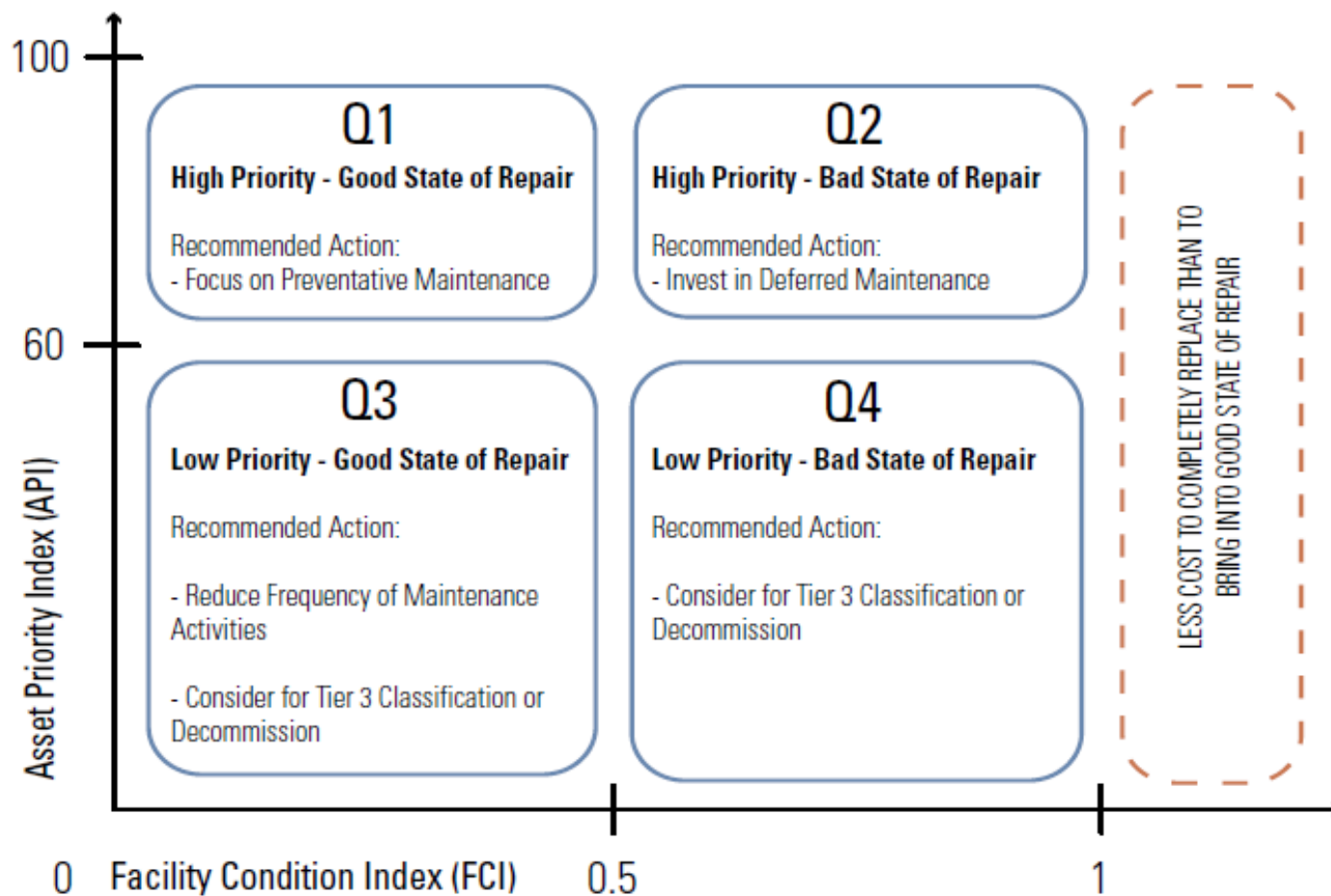
2. LRTP Planning Process

Road Condition



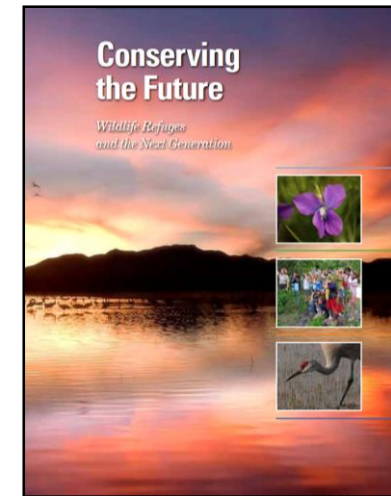
2. LRTP Planning Process

Condition and Priority Matrix



2. LRTP Planning Process

Determine Goals, Objectives, and Performance Metrics



2. LRTP Planning Process

Planning is more than a plan



Bringing People Together



Connecting with Leadership



Research and Presentations

3. LRTP Overview



Goal Areas – Guiding Impactful Projects



Coordinated
Opportunities



Access, Mobility,
& Connectivity



Asset Management



Environmental



Safety



Visitor Experience

Performance Metrics

- FWS National LRTP spells out future year targets for all 6 goals
 - 80% of roads in good or better condition
 - Increase the number of projects that enhance aquatic or terrestrial organism passage – 5 per year nationally
 - Increase number of projects that improve access at main ingress/egress points – 3 projects per year
 - Increase impactful partnerships – 10% nationally
 - Increase multi-modal options
- Regional LRTPs - goals/metrics cascade down from the National LRTP



3. LRTP Overview

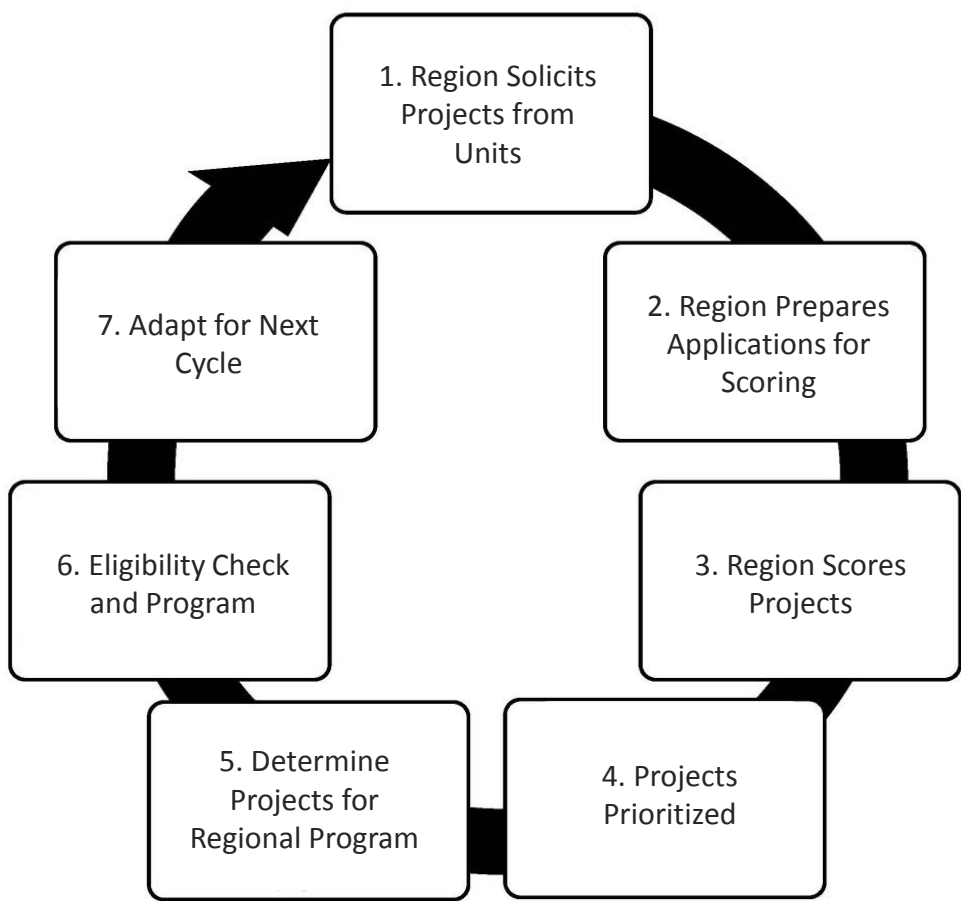
Funding Deficiency

Program Area	\$30M Current Funding	\$60M Enhanced Program	\$95M Fully Implemented Address all Needs
Pavement Roads and Parking Lots	\$17.5M	\$37M	\$57M
Bridges	\$2M	\$4M	\$6M
Large Projects	\$2.5M	\$5M	\$15M
Environmental Enhancements	\$2M	\$4M	\$6M
Trails + Transit	\$2M	\$4M	\$5M
Transportation Planning	\$1M	\$3M	\$3M
FHWA Admin.	\$3M	\$3M	\$3M
20 yr Deferred Maintenance	~ 2-3% per yr Reduction ~ 40-60% Reduction in 20 yrs		~ 5% per yr Reduction ~ 95% Reduction in 20 yrs



Project Selection – Prioritizing Needs

FWS Project Selection Cycle



Data, Assistance and Guidance

Key Data Inputs:

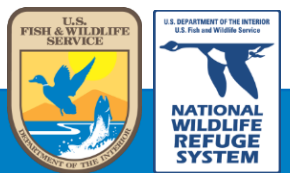
- Roads and Trails Inventory Programs (RIP)
- FWS Asset Management Database (SAMMS)
- National Bridge Inventory (NBI)
- Refuge Annual Performance Planning (RAPP)
- Regional Alternative Transportation Evaluations
- Safety and Crash Data

Ongoing: Coordination with FHWA

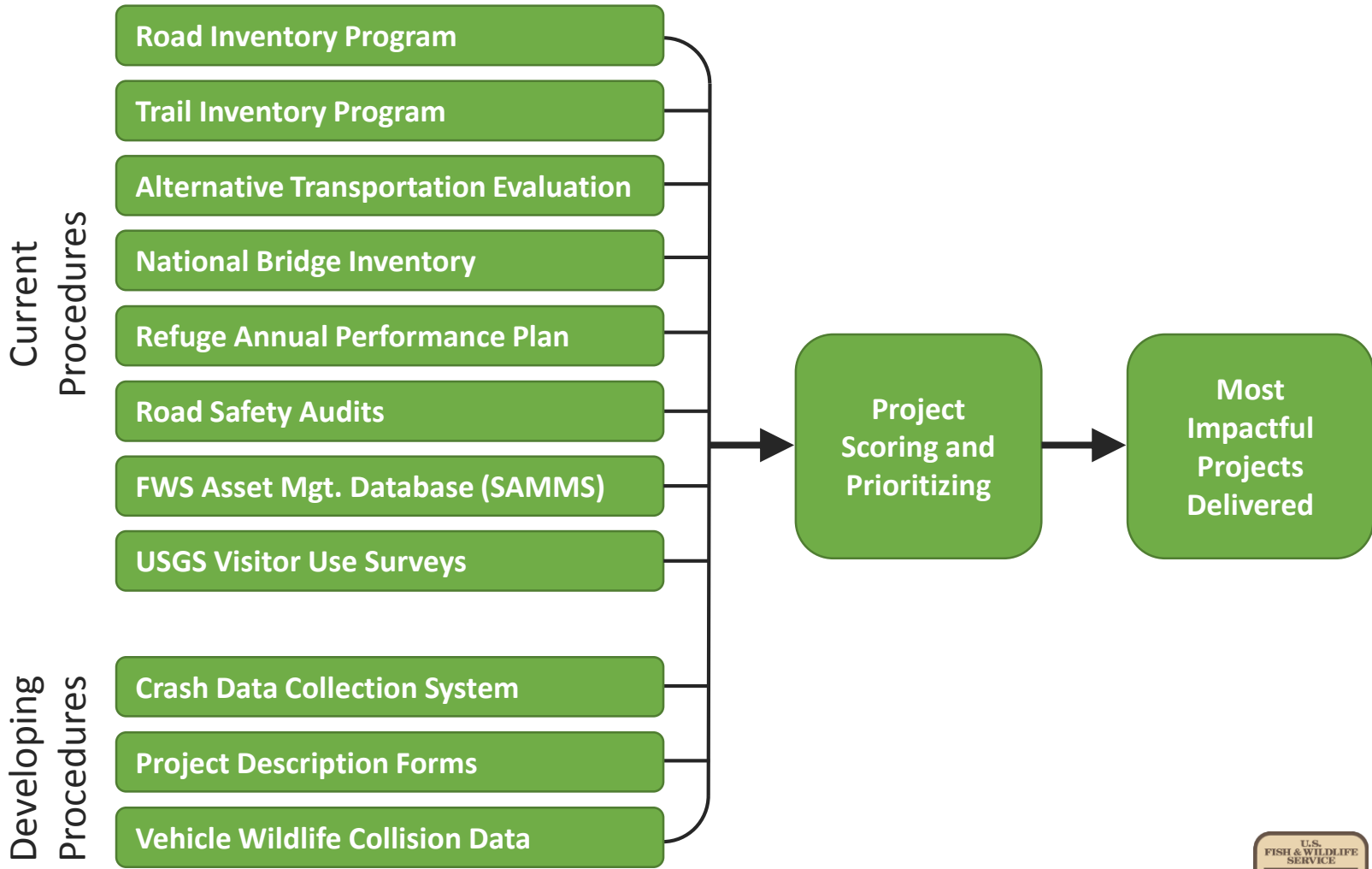
Throughout the project selection process, transportation coordinators and maintenance staff should maintain open dialogue and collaboration with the appropriate Federal Lands Highway office.

FLH can: corroborate/validate 5 year improvement plans, identify efficiencies and economies of scale and can assist with the scoping and budgeting of projects in the initial phases of programming and development.

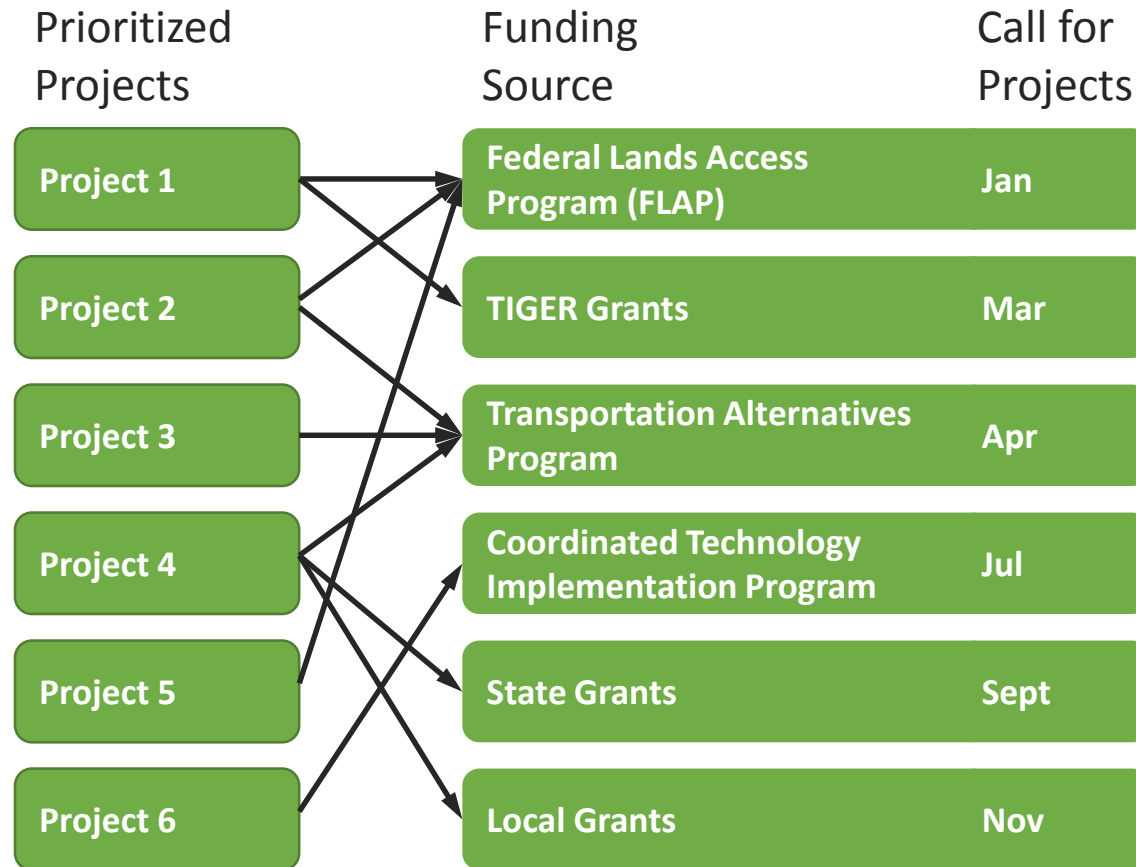
Project Scorecard:



Data Collection – Informing Investment

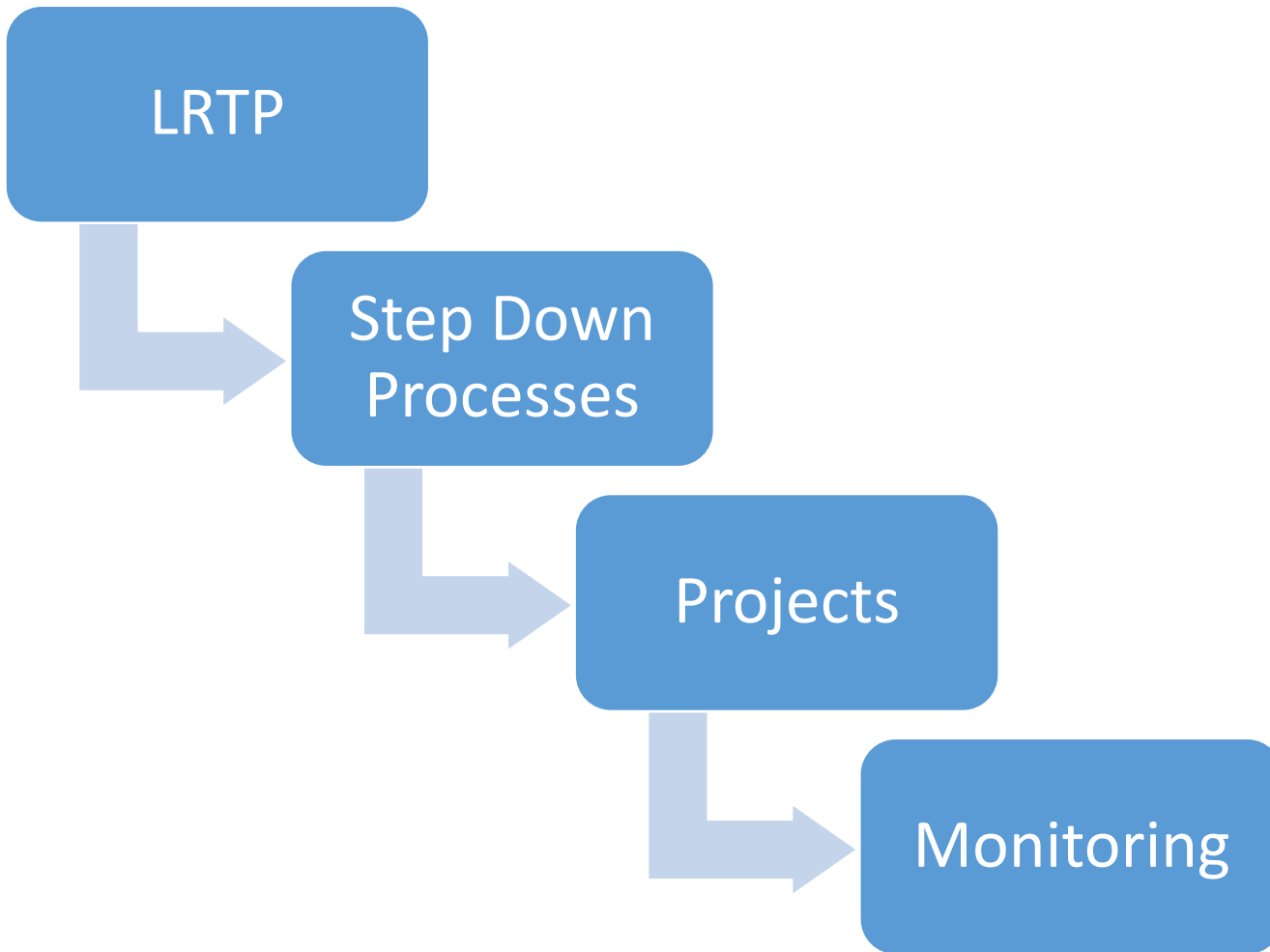


Seeking Discretionary Funding



4. LRTP Implementation – Working with Partners

Looking Ahead



4. LRTP Implementation – Working with Partners

Roadway Design Guidelines

- A best practice guide for planning, designing and constructing transportation infrastructure for low traffic volumes in ecologically sensitive areas
- As we roll it out, new projects must meet the guidelines during the design stage



4. LRTP Implementation – Working with Partners

Roadway Design Guidelines – Preserving the Environment

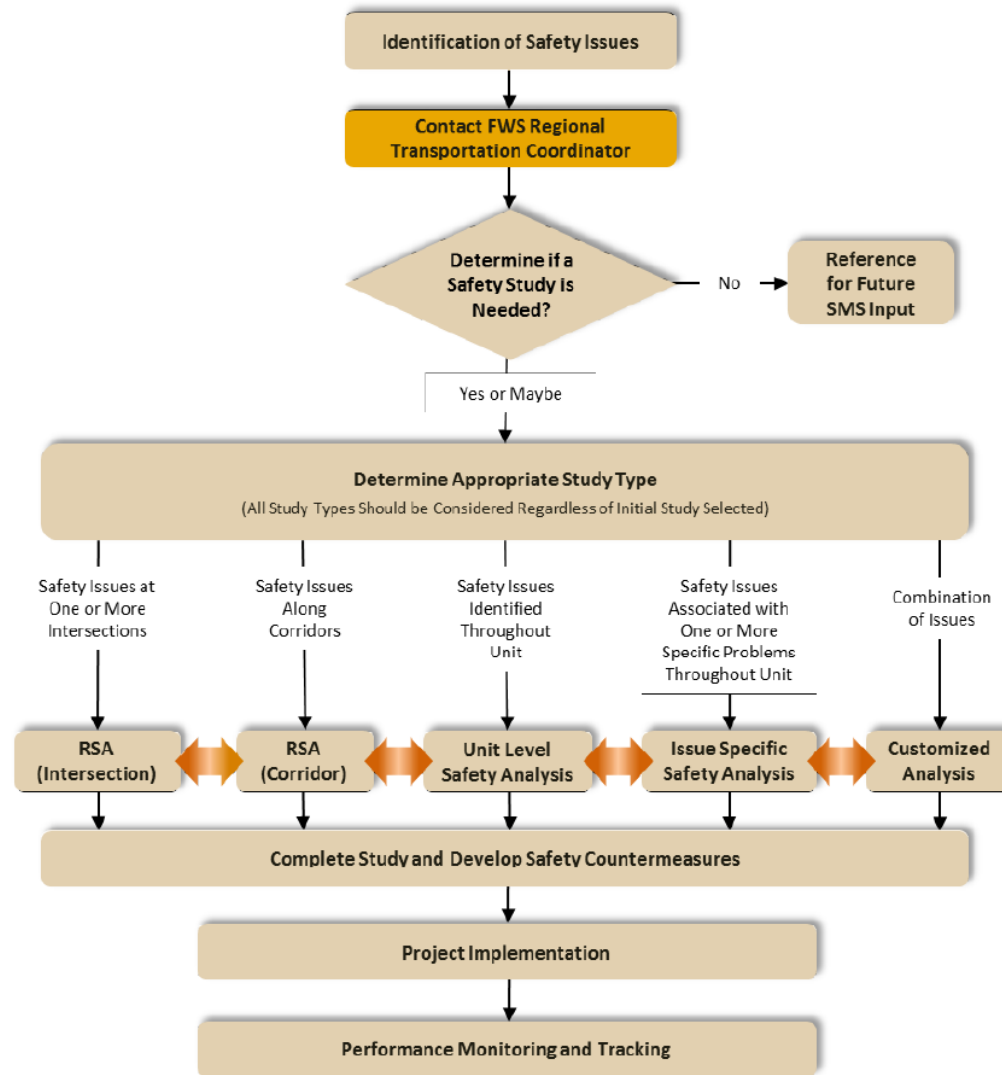
Starting in FY 2016, implement new design guidelines for all transportation projects stressing sensitivity to our resources

Work closely with FHWA on resource protection performance measures

LE – Landscape Ecology
<input type="checkbox"/> LE-1 Improve habitat connectivity
<input type="checkbox"/> LE-2 Reduce impacts to wildlife and habitat
<input type="checkbox"/> LE-3 Understand hydrologic processes of regional landscape
<input type="checkbox"/> LE-4 Respond to intrinsic qualities of regional landscape
<input type="checkbox"/> LE-5 Address climate change
PC – Planning Context
<input type="checkbox"/> PC-1 Review relevant planning, policy and regulatory information
<input type="checkbox"/> PC-2 Define level of service for the project
<input type="checkbox"/> PC-3 Evaluate multiple siting and alignment alternatives
<input type="checkbox"/> PC-4 Assess full costs and impacts of transportation system
<input type="checkbox"/> PC-5 Communicate with team and stakeholders
DE – Design and Engineering
<input type="checkbox"/> DE-1 Preserve and restore native vegetation and other natural resources
<input type="checkbox"/> DE-2 Consider and plan for invasive species management
<input type="checkbox"/> DE-3 Minimize cut and fill to fit with existing landscape
<input type="checkbox"/> DE-4 Consider road geometries for lower speeds, safety and alertness
<input type="checkbox"/> DE-5 Consider construction impacts and best practices
<input type="checkbox"/> DE-6 Consider range and sources of materials for sustainable construction
<input type="checkbox"/> DE-7 Consider maintenance
OP – Organism Passage
<input type="checkbox"/> OP-1 Develop your corridor plan for crossing
<input type="checkbox"/> OP-2 Provide and enhance aquatic organism crossings
<input type="checkbox"/> OP-3 Provide and enhance terrestrial wildlife crossings
<input type="checkbox"/> OP-4 Evaluate the need for wildlife fencing and other guiding features
<input type="checkbox"/> OP-5 Consider warning and safety systems for drivers
SM – Stormwater Management
<input type="checkbox"/> SM-1 Buffer habitat from polluted runoff
<input type="checkbox"/> SM-2 Protect habitat from erosive flows and flooding
<input type="checkbox"/> SM-3 Monitor and maintain stormwater facilities
<input type="checkbox"/> SM-4 Promote stewardship of aquatic resources
VE – Visitor Experience
<input type="checkbox"/> VE-1 Preserve and highlight scenic value
<input type="checkbox"/> VE-2 Promote and facilitate multiple modes of transportation
<input type="checkbox"/> VE-3 Comply with accessibility standards and guidelines
<input type="checkbox"/> VE-4 Facilitate compatible wildlife dependent recreation and education

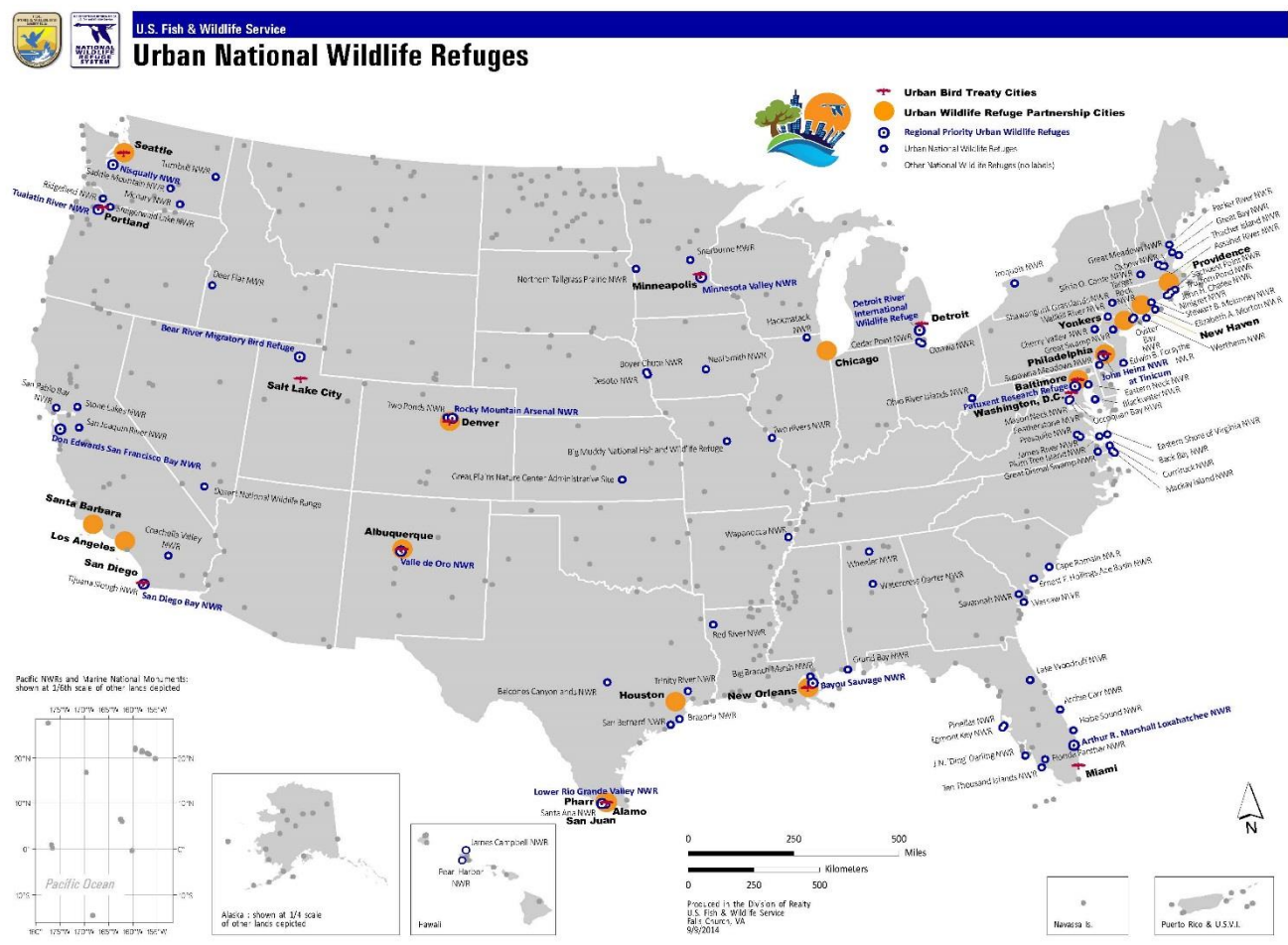
4. LRTP Implementation – Working with Partners

Safety Analysis Toolkit and Process



4. LRTP Implementation – Working with Partners

Focus Area – Urban NWR's



4. LRTP Implementation – Working with Partners

Focus Area – Urban NWR's

Urban Transportation Connections Study

- Web-based Urban Transportation template
- “Refuge Access Plans” for seven Refuges, exec.summary
- Develop a Preliminary Assessment/Hierarchy for the remaining urban refuges



4. LRTP Implementation – Working with Partners

Valle de Oro NWR, NM

New Urban NWR was previously dairy farm

Planning, FLAP funding, and partnerships allowed for development of multi-modal access plan

Refuge welcomes future conservationists by offering equitable access!



4. LRTP Implementation – Working with Partners

Engage Our Partners and Ask Them to Engage Us!

- Realistically, we cannot be the champion for all of the projects we need
- It's important to ask MPO's, state DOT's, counties, municipalities, and other partners to include the FWS in their long range planning processes and individual project development



**Thanks for your
time. Come visit
soon!**

