

*Correspondence from Jeffrey Sanders to Mayor Green - Monday, August 12, 2024*

Mayor Green –

I wanted to reiterate some of the feedback I provided at our meeting on August 8th, 2004, in connection with Alpine's unsuccessful FLAP application.

The project had elements not consistent with the FLAP program; namely the amount of local traffic on Grey's River Road. The FLAP program is meant to improve transportation facilities that provide access to federal lands. Typically, the transportation facilities in a FLAP application are used primarily by visitors accessing the nearby federal lands. Indeed, one of the characteristics of the successful applicants in Wyoming FLAP this year was that all, or nearly all, of the users were accessing federal lands. There are two ways to address this situation in future applications for Grey's River Road:

Include more information in the application about the traffic on the road. For instance, what percentage of the traffic is accessing the forest vs local trips. How does this change throughout the year? This kind of data can be collected in a traffic study. The traffic study can also provide data and evidence that requested improvements, such as a turning lane, are needed.

Provide local funds consistent with the local use of the road. Below is a paragraph I copied from the FAQ document that accompanied the FLAP application:

The FLAP program no longer has a match requirement, and FLAP funds are eligible to fund up to 100 percent of the project's costs. However, there are situations where an applicant may consider including non-FLAP funds in a project, particularly where a project includes elements that are tangential to the intent of the FLAP program. For example, a county applies to re-build a section of highway that provides access to a national forest, but only 50 percent of the vehicles on the highway are accessing the forest while the remaining traffic is pass-through or local traffic. To be competitive with other projects that are fully dedicated to improving access to federal lands, the applicant could consider providing a commensurate level of non-FLAP funds to the project.

Work closely with US Forest Service staff to develop your application. We depend heavily on feedback from federal agencies that would be affected by the project and ask them to rank projects. Our points of contact are transportation coordinators located in each USFS region. These staff are not located in Wyoming, but we ask them to reach out to local Forest staff to develop their feedback. In future applications, you or your local Forest staff may want to proactively reach out to these coordinators to ensure they understand the local need and project.

Please feel free to reach out to me with any additional questions.

Jeff Sanders